



***BID AND CONTRACT DOCUMENTS
AND SPECIFICATIONS
FOR***

JOINT OPERATIONS & MAINTENANCE FACILITY

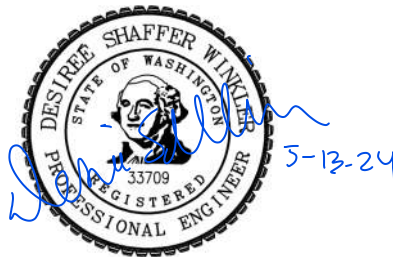
***PROJECT # 36610
RFB # 24-007***

***City of Federal Way
Public Works Department
33325 8th Avenue South
Federal Way, WA 98003***

**BID AND CONTRACT DOCUMENTS AND SPECIFICATIONS
FOR
JOINT OPERATIONS & MAINTENANCE FACILITY
PROJECT # 36610
RFB # 24-007**

Bids Accepted Until 10:00 a.m., June 25, 2024 at
City of Federal Way
33325 8th Avenue South
Federal Way, WA 98003

Contract Provisions
Prepared By:
City of Federal Way
Public Works Department



See Plans and Specifications for Engineer and Architect of Record

The contract plans and specifications for this Project have been reviewed and approved by:

EJ Walsh, PE 5/13/2024
Public Works Director / Deputy Public Works Director

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

PROJECT #36610 / RFB #24-007

RFB-i

CFW RFB VERSION 2023-APR

TABLE OF CONTENTS

	<u>PAGE</u>
ADVERTISEMENT FOR BIDS	1
BID PROPOSAL	5
BID BOND	16
SUBCONTRACTOR LIST	17
CONTRACTOR WAGE LAW COMPLIANCE CERTIFICATION	18
PROPOSAL FOR INCORPORATING RECYCLED MATERIALS	19
APPRENTICESHIP PLAN	20
PUBLIC WORKS CONTRACT	22
SAMPLE CONTRACT CHANGE ORDER	29
CERTIFICATE OF INSURANCE	31
PERFORMANCE AND PAYMENT BOND	32
CONTRACTOR’S RETAINAGE OPTION	34
RETAINAGE BOND TO CITY OF FEDERAL WAY	35
SPECIAL PROVISIONS – Division 1 General Requirements.....	
SPECIAL PROVISIONS – Divisions 2-9 Technical Specifications – Off-Site Improvements (Schedules B, B1, B2)	
ON SITE SPECIFICATIONS – Buildings and Site Work (Schedule A, and Alternates A1-A4)	
STANDARD PLANS AND DETAILS.....	
PREVAILING WAGES AND BENEFIT CODE KEY.....	
GEOTECHNICAL ENGINEERING REPORT	
PERMITS and AGREEMENTS.....	
PROJECT PLANS ON-SITE CONSTRUCTION (Schedule A, and Alternates A1-A4).....	BOUND SEPARATELY
PROJECT PLANS OFF-SITE CONSTRUCTION (Schedules B, B1, and B2).....	BOUND SEPARATELY

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-ii
CFW RFB VERSION 2023-APR

PROJECT #36610 / RFB #24-007

ADVERTISEMENT FOR BIDS

JOINT OPERATIONS & MAINTENANCE FACILITY

SUBMITTAL OF SEALED BIDS: Notice is hereby given that the City of Federal Way will receive sealed bids through Tuesday, June 25, 2024, at 10:00 a.m. at the City Hall Finance Department at 33325 8th Avenue South, Federal Way, Washington 98003. Proposals received after said date and time will not be considered. All timely bids will be opened and read publicly aloud in the City Council Chambers, City Hall 33325 8th Avenue South, Federal Way, Washington 98003 at 10:05 a.m. on Tuesday, June 25, 2024.

This project shall consist of: Site work, street and sidewalk improvements, and construction of multiple buildings for the City of Federal Way's new Joint Operations and Maintenance Facility at their current and expanded Steel Lake site, 31130 28th Avenue South, Federal Way, WA. The project consists of several independent structures including an Operations Building, containing office, meeting spaces, locker rooms and staff support space; and a Fleet Maintenance and Shops building containing workshops, vehicle wash bay and departmental shops and storage spaces. The project includes several pre-engineered buildings (PEB) for vehicles, equipment, materials and bulk storage for City Public Works and Parks Departments. These pre-engineered buildings also contain, a SWAT Vehicle storage area and a fuel center canopy. Other structures and equipment on site include facilities associated with general operations by the City including an above ground fuel tank at fuel center, a trash recycle transfer dock area, trash enclosure for the operations building, site generator, a brining facility utilizing existing tanks, EV parking areas and recharging stations. Site improvements including paved drives and parking areas for visitors, staff and City fleet uses, with associated storm and utility improvements. Building sizes can be found on Sheet G002 Site Plan. Off-Site (aka. Street frontage improvements) along 28th Ave S and 308th Lane include: grading, drainage, street lighting, utility undergrounding, curb and gutter, sidewalks, planter strips, and HMA paving.

The City anticipates awarding this project to the successful bidder and intends to give Notice to Proceed as soon as the Contract and all required documents are executed in full. Regardless of the date of award or Notice to Proceed, the Contractor must complete all work within Five Hundred and Fifty (550) calendar days.

BID DOCUMENTS: Plans, Specifications, Addenda, and plan holders list are available on-line through Builders Exchange of Washington at www.bxwa.com. Click on: "Posted Projects," "Public Works," and "City of Federal Way." It is recommended that Bidders "Register" in order to receive automatic e-mail notification of future addenda and to place themselves on the "Bidders List." Bidders that do not register will need to periodically check on-line for addenda issued on this project. Contact Builders Exchange of Washington at (425) 258-1303 if you require assistance with access or registration. An informational copy of plans, specifications, and addenda are available for viewing only at the City of Federal Way Finance Department.

QUESTIONS: Any questions must be directed to Desiree S. Winkler, P.E., Deputy Public Works Director, by email at desiree.winkler@federalwaywa.gov, or by letter addressed to same. Questions must be received by the City no later than 5:00 p.m. three business days preceding the bid opening to allow a written reply to reach all prospective Bidders before the submission of bids.

PRE-BID MEETING: An informational meeting will be held Friday, June 14, 2024 at 10:00 a.m. at the project site, 31130 28th Ave S, Federal Way, Washington, to discuss the project. All prospective bidders are strongly encouraged to attend.

OTHER PROVISIONS: All bids and this Project shall be governed by the Contract, as defined by the Washington State Department of Transportation Standard Specifications for Road, Bridge, and Municipal Construction 2024 (Standard Specifications), which is incorporated by this reference as though set forth in full.

All bid proposals shall be in accordance with the Contract and all bid proposals shall be accompanied by a bid deposit or bond in the amount required in the Contract. Forfeiture of the proposal bond or deposit to the City shall be in accordance with the Contract.

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-1

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

The recipient, in accordance with Title VI of the Civil Rights Act of 1964, (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color or national origin in consideration for an award. The City encourages minority and women-owned firms to submit bids consistent with the City's policy to ensure that such firms are afforded the maximum practicable opportunity to compete for and obtain public contracts.

The City of Federal Way reserves the right to reject any and all bids, waive any informalities or minor irregularities in the bidding, and determine which bid or bidder meets the criteria set forth in the bid documents.

DATES OF PUBLICATION:

Daily Journal of Commerce
Federal Way Mirror

Publish May 17, 2024, May 24, 2024 and May 31, 2024
Publish May 17, 2024, May 24, 2024 and May 31, 2024

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-2

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

INSTRUCTIONS TO BIDDERS & CHECKLISTS

(1) ADVERTISEMENT FOR BIDS AND CONTRACT DOCUMENTS

The Advertisement for Bids and Contract Documents contain bidder instructions that must be complied with.

(2) EXAMINATION OF BID AND CONTRACT DOCUMENTS – BIDDER RESPONSIBILITIES

The submission of a bid shall constitute an acknowledgment upon which the City may rely that the bidder has thoroughly examined and is familiar with the bid and Contract Documents, the Project site, the availability of materials and labor, publically available information, and has reviewed and inspected all applicable federal, state, and local statutes, regulations, ordinances and resolutions dealing with or related to the equipment and/or services to be provided herein. The failure or neglect of a bidder to examine such documents, statutes, regulations, ordinances or resolutions shall in no way relieve the bidder from any obligations with respect to the bidder's bid or the contract documents. No claim for additional compensation will be allowed which is based upon a lack of knowledge of any contract documents, statutes, regulations, ordinances or resolutions. Bidders shall visit delivery and service locations(s) as required. Bidders shall become familiar with and verify any environmental factors, which may impact current or future prices for this requirement.

(3) INTERPRETATION OF BID AND CONTRACT DOCUMENTS

No oral clarifications, interpretations, or representation will be made to any bidder as to the meaning of the bid or Contract Documents. Bidders shall not rely upon any oral statement or conversation they may have with City's employees, agents, representatives, consultants, or design professionals regarding the Contract Documents, whether at the pre-bid meeting or otherwise and no oral communications will be binding upon the City. Any questions must be directed to Desiree S. Winkler, P.E., Deputy Public Works Director, by email at desiree.winkler@federalwaywa.gov, or by letter addressed to same. The questions must be received by the City no later than 5:00 p.m. three business days preceding the bid opening to allow a written reply to reach all prospective Bidders before the submission of their bids. Any interpretation deemed necessary by the City will be in the form of an Addendum to the bid documents and when issued will be sent as promptly as is practical to all parties to whom the bid documents have been issued. All such Addenda shall become part of the bid.

(4) BID PRICE

The bid price shall include everything necessary for the completion of the Contract and the Work including, but not limited to, furnishing all materials, equipment, tools, freight charges, facilities and all management, superintendence, labor and service, except as may be provided otherwise in the Contract Documents. All Washington State sales tax and all other government taxes, assessments and charges shall be included as required by law and described in Special Provision 1-07.2. The offer shall remain in effect ninety (90) days after the bid opening.

(5) POSTPONEMENT OF BID OPENING

The City reserves the right to postpone the date and time for the opening of bids by Addendum at any time prior to the bid opening date and time announced in these documents.

(6) REJECTION OF BIDS

The City reserves the right to reject any bid for any reason including, but not limited to, the reasons listed in Special Provisions Section 1-02.13. The City further reserves the right to reject any portion of any bid and/or to reject all bids. In consideration for the City's review and evaluation of its bid, the bidder waives and releases any claims against the City arising from any rejection of any or all bids. If, in the opinion of the City, there is reason to believe that collusion exists among bidders, none of the bids of the participants in such collusion will be considered.

(7) RECYCLED PRODUCTS

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-3

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

The Contractor shall use recycled paper for proposals and for any printed or photocopied material created pursuant to a contract with the City whenever practicable and use both sides of paper sheets for reports submitted to the City whenever practicable.

(8) BIDDER'S CHECKLIST

The bidder's attention is especially called to the following forms, which must be executed in full as required. Failure to comply may result in rejection of any bid not so complying.

- Bid Proposal**: The Bid Proposal shall be completed and fully executed, including filling in the total bid amount.
- Bid Bond**: This form is to be executed by the bidder (and the surety company as appropriate, depending upon the option selected by the bidder).
- Subcontractor List**: The Subcontractor List shall be filled in by the bidder.
- Contractor Certification – Wage Law Compliance**: This form shall be filled in and fully executed by the bidder.
- Proposal for Incorporating Recycled Materials**: This form shall be filled in and executed by the bidder.
- Apprenticeship Plan**: This form shall be filled in by the bidder.

(9) CONTRACT CHECKLIST

The following documents are to be executed and delivered to the City after the Bid is awarded:

- Public Works Contract**: The successful bidder will fully execute and deliver to the City the Public Works Contract ("Contract") from these Bid Documents.
- Certificate of Insurance**: The successful bidder will provide a Certificate of Insurance evidencing the insurance requirement set forth in the Contract.
- Performance/Payment Bond**: The successful bidder will provide a fully executed Performance/Payment Bond as appropriate.
- Contractor's Retainage Option**: The successful bidder will fully execute and deliver to the City the Contractor's Retainage Option.
- Contractor's Retainage Bond**: If the retainage bond option is chosen, then the successful bidder will fully execute and deliver to the City the Contractor's Retainage Bond.
- Business License**: The successful bidder will provide a copy of a current Business License with the City of Federal Way.
- NPDES Transfer of Coverage Form**: The successful bidder will provide the filled-in Transfer of Coverage Form provided by the City.

NOTE: All entries shall be written in ink or typed. Unit prices for all items, all extensions, and total amount of bid shall be shown. Enter unit prices in numerical figures only, in dollars and cents to two (2) decimal places (including for whole dollar amounts). All figures must be clearly legible. Bids with illegible figures in the unit price column will be regarded as nonresponsive. Where conflict occurs between the unit price and the total amount specified for any item, the unit price shall prevail, and totals shall be corrected to conform thereto. The Bidder shall complete this entire Bid Form or this bid may be considered non-responsive. The City may correct obvious mathematical errors. The City of Federal Way reserves the right to reject any and all bids, waive any informalities or minor irregularities in the bidding, and determine which bid or bidder meets the criteria set forth in the bid documents.

SCHEDULE A: SITE AND BUILDING CONSTRUCTION (Buildings A, B, C, D, E, F, G, and H)		
<i>All unit prices shall NOT include applicable sales tax.</i>		
<i>Sales tax should be applied to the subtotal for this bid schedule.</i>		
Item No.	Bid Item Description	Amount
A-1	SITE WORK - DEMOLITION, UTILITIES, GRADING, SLABS, LANDSCAPING, EXISTING FEATURE RELOCATION, ETC.	\$
A-2	BUILDING A – OPERATIONS BUILDING	\$
A-3	BUILDING B – FLEET AND SHOPS BUILDING	\$
A-4	STRUCTURE C – DEPARTMENTAL STORAGE SHEDS 1-3	\$
A-5	STRUCTURE D – SWAT VEHICLE AND GENERATOR STORAGE	\$
A-6	STRUCTURE E – SALT BIN (ONE (1) ONLY)	\$
A-7	STRUCTURE F – SNOW FLEET STORAGE	\$
A-8	STRUCTURE G – WASTE TRANSFER	\$
A-9	STRUCTURE H – FUELING CENTER	\$
A-10	AS-BUILT SURVEY AND RECORD DRAWINGS	\$
SUBTOTAL – SCHEDULE A		\$
SALES TAX (10.2%)		\$
TOTAL – SCHEDULE A		\$

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-6

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

ALTERNATE A1: SALT SHED BUNKER WALL VS. ECOLOGY BLOCKS

*All unit prices shall NOT include applicable sales tax.
Sales tax should be applied to the subtotal for this bid schedule.*

Item No.	Bid Item Description	Amount
A1-1	ADD – 10 FT HIGH BUNKER WALLS	\$
A1-2	SUBTRACT – 10 FT HIGH ECOLOGY BLOCK WALLS	(\$)
SUBTOTAL – ALTERNATE A1		\$
SALES TAX (10.2%)		\$
TOTAL – ALTERNATE A1		\$

ALTERNATE A2: SALT SHED NUMBER 2 WITH ECOLOGY BLOCK WALLS

*All unit prices shall NOT include applicable sales tax.
Sales tax should be applied to the subtotal for this bid schedule.*

Item No.	Bid Item Description	Amount
A2-1	SALT SHED NUMBER 2 WITH ECOLOGY BLOCK WALLS	\$
SUBTOTAL – ALTERNATE A2		\$
SALES TAX (10.2%)		\$
TOTAL – ALTERNATE A2		\$

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-7

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

ALTERNATE A3: SALT SHED NUMBER 3 WITH ECOLOGY BLOCK WALLS (delete Salt Tent Relocation) <i>All unit prices shall NOT include applicable sales tax.</i> <i>Sales tax should be applied to the subtotal for this bid schedule.</i>		
Item No.	Bid Item Description	Amount
A3-1	SALT SHED NUMBER 3 WITH ECOLOGY BLOCK WALLS	
A3-2	SUBTRACT – Existing Salt Tent Relocation	(\$)
SUBTOTAL – ALTERNATE A3		\$
SALES TAX (10.2%)		\$
TOTAL – ALTERNATE A3		\$

ALTERNATE A4: FLEET CRANE (furnish, install, and commission) <i>All unit prices shall NOT include applicable sales tax.</i> <i>Sales tax should be applied to the subtotal for this bid schedule.</i>		
Item No.	Bid Item Description	Amount
A4-1	FLEET CRANE	\$
SUBTOTAL – ALTERNATE A4		\$
SALES TAX (10.2%)		\$
TOTAL – ALTERNATE A4		\$

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-8
CFW RFB VERSION 2023-APR

PROJECT #36610 / RFB #24-007

SCHEDULE B: OFF-SITE IMPROVEMENTS (28th Ave S and S 308th Lane)
All unit prices shall include applicable sales tax (Roadway Improvements)

Item No.	Spec. Div.	Bid Item Description	Unit	Plan Qty	Unit Price	Amount
B-1	1-04	MINOR CHANGE	FA	1	\$20,000.00	\$20,000.00
B-2	1-05	AS-BUILT SURVEY AND RECORD DRAWINGS	LS	1		
B-3	1-05	ROADWAY SURVEYING	LS	1		
B-4	1-07	SPCC PLAN	LS	1		
B-5	1-09	MOBILIZATION	LS	1		
B-6	1-10	TRAFFIC CONTROL SUPERVISOR	LS	1		
B-7	1-10	FLAGGERS	HR	1,800		
B-8	1-10	OTHER TRAFFIC CONTROL LABOR	HR	200		
B-9	1-10	CONSTRUCTION SIGNS CLASS A	SF	100		
B-10	1-10	SEQUENTIAL ARROW SIGN	HR	1,280		
B-11	1-10	PORTABLE CHANGEABLE MESSAGE SIGN	HR	6,000		
B-12	1-10	PROJECT TEMPORARY TRAFFIC CONTROL	LS	1		
B-13	2-01	ROADSIDE CLEANUP	FA	1	\$1,000.00	\$1,000.00
B-14	2-01	CLEARING AND GRUBBING	LS	1		
B-15	2-01	TREE REMOVAL	EA	24		
B-16	2-02	SAWCUTTING	LF	6,560		
B-17	2-02	REMOVAL OF STRUCTURE AND OBSTRUCTION	LS	1		
B-18	2-02	REMOVE EXISTING CATCH BASIN	EA	2		
B-19	2-02	REMOVE EXISTING STORM SEWER PIPE	LF	820		

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-9
CFW RFB VERSION 2023-APR

PROJECT #36610 / RFB #24-007

Item No.	Spec.	Bid Item Description	Unit	Plan Qty	Unit Price	Amount
B-20	2-03	ROADWAY EXCAVATION INCL. HAUL	CY	240		
B-21	2-03	COMMON BORROW INCL. HAUL	CY	805		
B-22	2-09	TRENCH SAFETY SYSTEM	LS	1		
B-23	2-11	TRIMMING AND CLEANUP	LS	1		
B-24	4-04	CRUSHED SURFACING TOP COURSE	TN	1,680		
B-25	5-04	HMA CI. 1/2 IN PG 58H-22	TN	1,600		
B-26	5-04	PAVEMENT REPAIR EXCAVATION INC. HAUL	CY	100		
B-27	5-04	HMA FOR PAVEMENT REPAIR CI. 1/2 IN PG 58H-22	TN	200		
B-28	5-04	PLANING BITUMINOUS PAVEMENT	SY	960		
B-29	7-04	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	LF	2,135		
B-30	7-04	DUCTILE IRON STORM SEWER PIPE 12 IN. DIAM.	LF	95		
B-31	7-05	CATCH BASIN TYPE 1	EA	7		
B-32	7-05	CATCH BASIN TYPE 1 WITH BEEHIVE GRATE	EA	7		
B-33	7-05	CATCH BASIN TYPE 2 48 IN. DIAM.	EA	8		
B-34	7-05	CATCH BASIN TYPE 2 48 IN. DIAM. WITH BEEHIVE GRATE	EA	1		
B-35	7-05	FILTERRA WATER QUALITY UNIT	EA	4		
B-36	7-05	CONNECTION TO DRAINAGE STRUCTURE	EA	2		
B-37	7-12	ADJUST WATER VALVE TO GRADE	EA	2		
B-38	8-01	SILT FENCE	LF	1,570		
B-39	8-01	INLET PROTECTION	EA	10		

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-10

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

Item No.	Spec.	Bid Item Description	Unit	Plan Qty	Unit Price	Amount
B-40	8-01	ESC LEAD	DAY	120		
B-41	8-01	TEMPORARY SEEDING	AC	1.5		
B-42	8-02	PSIPE ACER X FREEMAN 'JEFFERSRED' 2.5" CAL.	EA	21		
B-43	8-02	PSIPE CORNUS SERICEA 'KEYLSEYI' 3 GAL.	EA	281		
B-44	8-02	TOPSOIL TYPE A	CY	900		
B-45	8-02	ROOT BARRIER	LF	1,224		
B-46	8-02	BARK MULCH	CY	50		
B-47	8-02	SEEDED LAWN	SY	1,011		
B-48	8-02	PROPERTY RESTORATION	FA	1	\$1,000.00	\$1,000.00
B-49	8-02	TIMBER EDGE	LF	600		
B-50	8-03	IRRIGATION SYSTEM	LS	1		
B-51	8-03	IRRIGATION FOR TURF SPRAY	SF	9.100		
B-52	8-04	CEMENT CONC. TRAFFIC CURB & GUTTER	LF	1,320		
B-53	8-06	CEMENT CONC. DRIVEWAY ENTRANCE TYPE 1	SY	180		
B-54	8-09	RAISED PAVEMENT MARKER TYPE 2	HUND	2		
B-55	8-13	CEMENT CONCRETE CURB RAMP TYPE PARALLEL	EA	1		
B-56	8-14	CEMENT CONCRETE CURB RAMP TYPE PERPENDICULAR	EA	8		
B-57	8-14	CEMENT CONCRETE SIDEWALK	SY	1,080		
B-58	8-20	ILLUMINATION SYSTEM	LS	1		
B-59	8-21	PERMANENT SIGNING	LS	1		

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-11

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

Item No.	Spec.	Bid Item Description	Unit	Plan Qty	Unit Price	Amount
B-60	8-22	REMOVING PAVEMENT MARKINGS	LS	1		
B-61	8-22	PROFILED PLASTIC LINE	LF	10,240		
B-62	8-22	PLASTIC STOP LINE	LF	30		
B-63	8-22	PLASTIC TRAFFIC ARROW	EA	14		
B-64	8-22	PAINTED BICYCLE LANE SYMBOL	EA	6		
B-65	8-22	PLASTIC CROSSWALK LINE	SF	245		
B-66	8-30	POTHOLING	FA	1	\$5,000.00	\$5,000.00
TOTAL – SCHEDULE B						\$

SCHEDULE B1: SECURITY / RETAINING WALL						
<i>All unit prices shall NOT include applicable sales tax. Sales tax should be applied to the subtotal for this bid schedule.</i>						
Item No.	Spec. Div.	Bid Item Description	Unit	Plan Qty	Unit Price	Amount
B1-1	2-09	STRUCTURE EXCAVATION INCL. HAUL	CY	1,200		
B1-2	2-09	SHORING OR EXTRA EXCAVATION	LS	1		
B1-3	6-02	GRAVEL BACKFILL FOR WALL	CY	320		
B1-4	6-11	CONC. CLASS 4000 FOR RETAINING WALL	CY	825		
B1-5	6-11	ST. REINF. BAR FOR RETAINING WALL	LB	61,000		
B1-6	6-15	PREFABRICATED DRAINAGE MAT	SY	920		
B1-7	7-01	UNDERDRAIN PIPE, 6 IN. DIAM.	LF	900		
SUBTOTAL – SCHEDULE B1						\$
SALES TAX (10.2%)						
TOTAL SCHEDULE B1						

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-12

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

SCHEDULE B2: LUMEN UTILITY UNDERGROUNDING

*All unit prices shall NOT include applicable sales tax.
Sales tax should be applied to the subtotal for this bid schedule.*

Item No.	Spec. Div.	Bid Item Description	Unit	Plan Qty	Unit Price	Amount
B2-1	2-09	STRUCTURE EXCAVATION CLASS B INCL. HAUL FOR UNDERGROUNDING OVERHEAD UTILITIES	CY	225		
B2-2	2-09	SHORING OR EXTRA EXCAVATION CLASS B	SF	4,050		
B2-3	8-32	PITRUN SAND	CY	70		
B2-4	8-32	INSTALL 4 INCH CONDUIT	LF	1800		
B2-5	8-32	INSTALL VAULT - 264 TA HANDHOLE	EA	6		
SUBTOTAL – SCHEDULE B2						\$
SALES TAX (10.2%)						
TOTAL SCHEDULE B2						

BASE BID SUMMARY

ITEM	BID AMOUNT
SCHEDULE A: SITE AND BUILDING CONSTRUCTION	\$
SCHEDULE B: OFF-SITE IMPROVEMENTS (28TH Ave S and S 308th Lane)	\$
SCHEDULE B1: SECURITY / RETAINING WALL	\$
SCHEDULE B2: LUMEN UTILITY UNDERGROUNDING	\$
TOTAL BASE BID AMOUNT <i>(including Washington State sales tax, all other government taxes, assessments and charges)</i>	\$

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-13

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

The documents incorporated by reference, as if fully set forth, are the Advertisement for Bids, the Instructions to Bidders and Checklists, the Contractor's Bid Proposal (including all forms and supplemental information listed on the Bidders Checklist), the Contract Documents (including Project Plans, Specifications, and all Appendices, Amendments, and Supplemental Reports & Information), the Contract Provisions (including all forms and supplemental information listed on the Contract Checklist), the version of the Washington State Standard Specifications for Road, Bridge, and Municipal Construction identified herein, and any other documents provided to bidders and/or referenced in or referred to by the Contract Documents.

Pursuant to and in compliance with the Advertisement for Bids for the Project, and other documents relating thereto, the undersigned has carefully examined all of the bid and contract documents, considered conditions which may affect the delivery, supply and maintenance for the Project, and hereby proposes to furnish all labor, materials and perform all work as required in strict accordance with the contract documents, for the referenced bid amount, inclusive of Washington State sales tax and all other government taxes, assessments and charges as required by law.

NON-COLLUSION AFFIDAVIT

By signing this proposal, the undersigned acknowledges that the person(s), firm, association, or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this project.

To report rigging activities, call 1-800-424-9071. The U.S. Department of Transportation (USDOT) operates the toll-free hotline Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the hotline to report such activities. The hotline is part of USDOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

CONFLICTS OF INTEREST, GRATUITIES, & NON-COMPETITIVE PRACTICES

By signing this proposal, the undersigned agrees as follows:

- (1) That it has no direct or indirect pecuniary or proprietary interest, that it shall not acquire any interest which conflicts in any manner or degree with the work, services, equipment or materials required to be performed and/or provided under this contract and that it shall not employ any person or agent having any such interests. In the event that the Contractor or its agents, employees or representatives hereafter acquires such a conflict of interest, it shall immediately disclose such interest to the City and take action immediately to eliminate the conflict or to withdraw from this contract, as the City may require; and
- (2) That no person or selling agency except bona fide employees or designated agents or representatives of the Contractor have been employed or retained to solicit or secure this contract with an agreement or understanding that a commission, percentage, brokerage, or contingent fee would be paid; and
- (3) That no gratuities in the form of entertainment, gifts or otherwise, were offered or given by the Contractor or any of its agents, employees or representatives, to any official, member or employee of the City or other governmental agency with a view toward securing this contract or securing favorable treatment with respect to the awarding or amending, or the making of any determination with respect to the performance of this contract.

AFFIDAVIT OF ELIGIBILITY

The Contractor certifies that it is properly licensed and registered under the laws of the State of Washington and has not been determined to have been in violation of RCW 50.12.070(1)(b), RCW 51.16.070(1)(b), or RCW 82.32.070(2) within the last two years. The Contractor further certifies that it has not been determined, within the last one year, to have committed any combination of two of the following violations or infractions within a five year period: (1) Violated RCW 51.48.020(1) or 51.48.103; or (2) Committed an infraction or violation under Chapter 18.27 RCW.

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-14

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

CERTIFICATION OF LAWFUL EMPLOYMENT

The Contractor hereby certifies that it has complied with all provisions of the Immigration and Nationality Act now or as herein after amended, 8 U.S.C. 1101 et. Seq., and that all employees, including subcontractor employees, are lawfully permitted to perform work in the United States as provided in this agreement with the City of Federal Way.

Receipt of the following Addendums is hereby acknowledged:

Addendum No. ____ Date Issued: _____

Addendum No. ____ Date Issued: _____

Addendum No. ____ Date Issued: _____

The undersigned individual represents and warrants that he or she is dully authorized to execute the bid and all bid documents on behalf of any partnership, joint venture or corporation.

By: _____
Signature

Printed Name

Title

Subscribed and sworn to before me this ____ day of _____, 20__.

Signature of Notary

Printed name of Notary
Notary Public in and for the State of Washington
My commission expires: _____

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-15

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

SUBCONTRACTOR LIST



Subcontractor List

Prepared in compliance with RCW 39.30.060 as amended

To Be Submitted with the Bid Proposal

Project Name _____

Failure to list subcontractors with whom the bidder, if awarded the contract, will directly subcontract for performance of the work of structural steel installation, rebar installation, heating, ventilation and air conditioning, plumbing, as described in Chapter 18.106 RCW, and electrical, as described in Chapter 19.28 RCW or naming more than one subcontractor to perform the same work will result in your bid being non-responsive and therefore void.

Subcontractor(s) with whom the bidder will directly subcontract that are proposed to perform the work of structural steel installation, rebar installation, heating, ventilation and air conditioning, plumbing, as described in Chapter 18.106 RCW, and electrical as described in Chapter 19.28 RCW must be listed below. The work to be performed is to be listed below the subcontractor(s) name.

To the extent the Project includes one or more categories of work referenced in RCW 39.30.060, and no subcontractor is listed below to perform such work, the bidder certifies that the work will either (i) be performed by the bidder itself, or (ii) be performed by a lower tier subcontractor who will not contract directly with the bidder.

Subcontractor Name _____

Work to be performed _____

Subcontractor Name _____

Work to be performed _____

Subcontractor Name _____

Work to be performed _____

Subcontractor Name _____

Work to be performed _____

Subcontractor Name _____

Work to be performed _____

* Bidder's are notified that it is the opinion of the enforcement agency that PVC or metal conduit, junction boxes, etc, are considered electrical equipment and therefore considered part of electrical work, even if the installation is for future use and no wiring or electrical current is connected during the project.

DOT Form 271-015
Revised 06/2020

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-17

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

CONTRACTOR WAGE LAW COMPLIANCE CERTIFICATION

FAILURE TO RETURN THIS CERTIFICATION AS PART OF THE BID PROPOSAL PACKAGE WILL MAKE THIS BID NONRESPONSIVE AND INELIGIBLE FOR AWARD.

I hereby certify, under penalty of perjury under the laws of the State of Washington, on behalf of the firm identified below that, to the best of my knowledge and belief, this firm has **NOT** been determined by a final and binding citation and notice of assessment issued by the Washington State Department of Labor and Industries or through a civil judgment entered by a court of limited or general jurisdiction to have willfully violated, as defined in RCW 49.48.082, any provision of Chapters 49.46, 49.48, and 49.52 RCW within three (3) years prior to the date of the Request for Bids.

Bidder Name: _____
Print Full Legal Name of Firm

By: _____
Signature of Authorized Person

Print Name of Person Making Certifications for Firm

Title: _____
Title of Person Signing Certificate

Place: _____
Print City and State Where Signed

Date: _____

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-18

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

PROPOSAL FOR INCORPORATING RECYCLED MATERIALS



APWA-WA Division 1 Committee

rev. 1/8/2016

Proposal for Incorporating Recycled Materials into the Project

In compliance with a new law that went into effect January 1, 2016 (SHB1695), the Bidder shall propose below, the total percent of construction aggregate and concrete materials to be incorporated into the Project that are recycled materials. Calculated percentages must be within the amounts allowed in Section 9-03.21(1)E, Table on Maximum Allowable Percent (By Weight) of Recycled Material, of the Standard Specifications.

Proposed total percentage: _____ percent.

Note: Use of recycled materials is highly encouraged within the limits shown above, but does not constitute a Bidder Preference, and will not affect the determination of award, unless two or more lowest responsive Bid totals are exactly equal, in which case proposed recycling percentages will be used as a tie-breaker, per the APWA GSP in Section 1-03.1 of the Special Provisions. Regardless, the Bidder's stated proposed percentages will become a goal the Contractor should do its best to accomplish. Bidders will be required to report on recycled materials actually incorporated into the Project, in accordance with the APWA GSP in Section 1-06.6 of the Special Provisions.

Bidder: _____

Signature of Authorized Official: _____

Date: _____

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-19

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

PUBLIC WORKS CONTRACT

THIS PUBLIC WORKS CONTRACT ("Contract") is dated effective this _____ day of _____, 20____ and is made by and between the City of Federal Way, a Washington municipal corporation ("City or Owner"), and _____, a _____ ("Contractor"), for the project known as Joint Operations & Maintenance Facility (the "Project").

A. The City desires to retain an independent contractor to furnish all labor and materials necessary to perform work necessary to complete the Project; and

B. The Contractor has the requisite skill and experience to perform such work.

NOW, THEREFORE, the parties ("Parties") agree to the following terms and conditions:

1. SERVICES BY CONTRACTOR

Contractor shall perform all Work and furnish all tools, materials, supplies, equipment, labor and other items incidental thereto necessary for the construction and completion of the Project. Contractor shall perform the Work in a manner consistent with accepted practices for other properly licensed contractors and in accordance with and as described in the Contract Documents, which Work shall be completed to the City's satisfaction, within the time period prescribed by the City and pursuant to the direction of the Mayor or his or her designee.

2. TERM

2.1 This Contract shall commence on the effective date of this Contract and continue until the Project is formally accepted as complete by the City Council, Notice of Project Completion is filed with State agencies, and all bonds for the Project are released by the City.

2.2 The Contractor must complete the Work in accordance with the number of Working Days for the Project as identified in the Contract Documents. With regard to obtaining Substantial Completion and the Completion Date by the Contractor, time is of the essence. In the event the Work is not substantially completed within the time specified in the Contract Documents, Contractor agrees to pay to the City liquidated damages in the amount set forth in the Contract Documents. The parties acknowledge that delays inconvenience the public and cost taxpayers undue sums of money, adding time needed for administration, inspection, and supervision of the Project and diverting City resources from other projects and obligations.

2.3 If the Contractor is unreasonably delayed by others, notification shall be made in writing to the Engineer in accordance with the Contract Documents. Any request for a time extension or additional compensation (including expectancy or consequential damages) allegedly resulting from such delay shall be made in accordance with the procedures of the Contract Documents. Failure to follow the notice procedures in the Contract Documents is a full and complete waiver of Contractor's right to additional time, money, damages, or other relief (including expectancy or consequential damages) as a result of the event or condition giving rise to such request.

3. COMPENSATION

3.1 In consideration of the Contractor performing the Work, the City agrees to pay the Contractor an amount not to exceed _____ and ____/100 Dollars (\$ _____), which amount shall constitute full and complete payment by the City ("Total Compensation"). The Contractor shall be solely responsible for the payment of any taxes imposed by any lawful jurisdiction as a result of the performance and payment of this Contract.

3.2 The City shall pay the Contractor for Work performed under this Contract as detailed in the Bid Proposal, which is incorporated herein and made a part hereof by this reference, and as detailed in the Contract Documents. The City shall have the right to withhold payment to the Contractor for any of the Work not completed in a satisfactory manner, in the City's sole and absolute discretion, which shall be withheld until such

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-22

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

time as Contractor modifies or repairs the Work so that the Work is acceptable to the City. Payment to the Contractor for partial estimates, final estimates, and retained percentages shall be subject to controlling laws.

3.3 In addition to the requirements set forth in the Contract Documents, the Contractor shall maintain Project cost records by cost codes and shall contemporaneously segregate and separately record, at the time incurred, all costs (1) directly associated with each work activity, (2) directly or indirectly resulting from any event, occurrence, condition, or direction for which Contractor seeks an adjustment in Contract price Contract time, or related to any other Claim or protest. Any work performed for which Contractor intends to seek an adjustment in Contract Price or Contract Time, or related to any other Claim or protest, shall be recorded on the same day the work is performed and kept separate so as to distinguish it from Contract Work.

4. INDEPENDENT CONTRACTOR

4.1 It is the intention and understanding of the Parties that the Contractor shall be an independent contractor and that the City shall be neither liable nor obligated to pay Contractor sick leave, vacation pay or any other benefit of employment, nor to pay any social security or other tax which may arise as an incident of employment. The Contractor shall not conduct itself as nor claim to be an officer or employee of the City. The Contractor shall pay all income and other taxes due. Industrial or any other insurance that is purchased for the benefit of the City, regardless of whether such may provide a secondary or incidental benefit to the Contractor, shall not be deemed to convert this Agreement to an employment contract. It is recognized that Contractor may or will be performing professional services during the Term for other parties; provided, however, that such performance of other services shall not conflict with or interfere with Contractor's ability to perform the Services. Contractor agrees to resolve any such conflicts of interest in favor of the City. Nothing contained in this Contract shall create a contractual or direct relationship with or a cause of action in favor of a Subcontractor or third party against the City, or by the Contractor against the Engineer, or against any of their agents, employees, engineers, or consultants.

4.2 If the Contractor is a sole proprietorship or if this is a contract with an individual, the contractor agrees to notify the City and complete any required form if the Contractor retired under a State of Washington retirement system and agrees to indemnify any losses the City may sustain through the Contractor's failure to do so.

5. INDEMNIFICATION

5.1 Contractor Indemnification.

5.1.1 The Contractor shall indemnify, defend, and hold the City, its elected officials, officers, employees, agents, consultants, and volunteers (collectively "the Indemnified Parties") harmless from any costs or losses, and pay and damages or judgments, related to any claim brought by any person employed in any capacity by the Contractor or subcontractor or supplier (of any tier) performing the Work, with respect to the payment of wages, salaries, or other compensation or benefits including but not limited to benefits such as medical, health, retirement, vacation, sick leave, etc.

5.1.2. To the fullest extent permitted by law, the Contractor shall defend, release, indemnify, and hold harmless the City and the Indemnified Parties for, from, and against any and all claims, demands, losses, costs, damages, suits, actions, expenses, fines, penalties, response costs, and liabilities (including costs and all attorney and expert fees and internal personnel costs of investigation) of whatsoever kind or nature to the extent arising from, resulting from, connected with, or incident to the Contractor's performance or failure to perform this Contract or the Work or its breach of this Contract; provided, however, that if the provisions of RCW 4.24.155 apply to the Work and any injuries to persons or property arising out of the performance of this Contract are caused by or result from the concurrent negligence of the Contractor or its subcontractors, agents, employees, or anyone for whom they are legally liable, and an Indemnified Party, the indemnification and defense obligations under this Section 5.1.2 apply only to the extent of the negligence of the Contractor, its subcontractors, agents, employees, and anyone for whom they are legally liable.

5.1.3 Contractor specifically assumes potential liability for actions brought by the Contractor's own employees or former employees against any Indemnified Party, and for that purpose Contractor waives any immunity that may be granted to it under the Washington State Industrial Insurance Act, Title 51 RCW.

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-23

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

Contractor's indemnification shall not be limited in any way by any limitation on the amount of damages, compensation or benefits payable to or by any third party under workers' compensation acts, disability benefit acts or any other benefits acts or programs. Provided, however, the Contractor's waiver of immunity by the provisions of this paragraph extends only to claims against the Contractor by any Indemnified party, and does not include, or extend to, any claims by the Contractor's employee directly against the Contractor. The Contractor recognizes that this waiver was specifically entered into.

5.2 Contractor Release. Any deviation, alteration, variation, addition, or omission in the Work by Contractor from the Contract Documents shall preclude Contractor from bringing any Claim or request for additional time or compensation on the basis of an alleged defect or error in the Contract Documents related to or arising, in any way, from that deviation, alteration, variation, addition, or omission. The Contractor further warrants that any alteration, variation, deletion, or omission fully complies with or exceeds all requirements of the Contract Documents and assumes all risk thereof.

5.3 Survival. The provisions of this Section shall (1) survive the expiration or termination of this Contract with respect to any event occurring prior to such expiration or termination, final payment hereunder, and any applicable statute of repose with respect to claims, fines, costs or damages brought or made against any Indemnified Party; (2) shall not be limited by RCW 4.16326(g); and (3) are in addition to any other rights or remedies which the City and/or any of the Indemnified Parties may have by law or under this Contract.

5.4 Offset. In the event of any claim or demand made against any Indemnified Party hereunder, the City may, in its sole discretion, reserve, retain or apply any monies due to the Contractor under the Contract or any other agreement or contract with the City for the purpose of resolving such claims; provided, however, that the City may, in the City's sole discretion, release such funds if the Contractor provides the City with adequate assurance of the protection of the City's and the other Indemnified Parties interests.

5.5 The Contractor shall ensure that each Subcontract includes a provision requiring each Subcontractor to indemnify and defend the City and the Indemnified Parties in the same manner, to the same extent, and for the same duration as Contractor agrees to indemnify and defend the City and the Indemnified Parties in this Section 5.

6. OWNERSHIP OF DOCUMENTS

All originals and copies of work product, including plans, sketches, layouts, designs, design specifications, records, files, computer disks, magnetic media, all finished or unfinished documents or material which may be produced or modified by Contractor while performing the Work, whether or not required to be furnished to the City, shall become the property of the City, shall be delivered to the City at its request, and may be used by the City without restriction.

7. PATENTS, COPYRIGHTS, AND RIGHTS IN DATA

7.1 Any patentable result or material suitable for copyright arising out of this Contract shall be owned by and made available to the City for public use, unless the City shall, in a specific case where it is legally permissible, determine that it is in the public interest that it not be so owned or available.

7.2 The Contractor agrees that the ownership of any plans, drawings, designs, specifications, computer programs, technical reports, operating manuals, calculations, notes and other work submitted or which is specified to be delivered under this Contract, whether or not complete (referred to in this subsection as "Subject Data"), is hereby irrevocably transferred and assigned to the City and shall be vested in the City or such other local, state or federal agency, if any, as may be provided by separate contract with the City. The Contractor shall execute and deliver such instruments and take such other action(s) as may be requested by the City to perfect or protect the City's rights to such Subject Data and work product, and to perfect the assignments and transfers contemplated in Sections 6 and 7.

7.3 All such Subject Data furnished by the Contractor pursuant to this Contract, other than documents exclusively for internal use by the City, shall carry such notations on the front cover or a title page (or in such case of maps, in the same block) as may be requested by the City. The Contractor shall also place their

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-24

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

endorsement on all Subject Data furnished by them. All such identification details shall be subject to approval by the City prior to printing.

7.4 The Contractor shall ensure that substantially the foregoing paragraphs in Sections 6 and 7 are included in each subcontract for the work on the Project.

8. **GENERAL PROVISIONS**

8.1 Entire Contract. The Contract Documents contain all of the agreements of the Parties with respect to any matter covered or mentioned in this Contract and no prior agreements or understandings pertaining to any such matters shall be effective for any purpose. In entering into this Contract, neither party has relied upon any statement, estimate, forecast, projection, representation, warranty, action or agreement of the other party except for those expressly contained in the Contract Documents.

8.2 Documents. The documents incorporated by reference, as if fully set forth in this Contract, are the Advertisement for Bids, the Instructions to Bidders and Checklists, the Contractor's Bid Proposal (including all forms and supplemental information listed on the Bidders Checklist), the Contract Documents (including Project Plans, Specifications, and all Appendices, Amendments, and Supplemental Reports & Information), the Contract Provisions (including all forms and supplemental information listed on the Contract Checklist), the version of the Washington State Standard Specifications for Road, Bridge, and Municipal Construction identified herein, and any other documents provided to bidders and/or referenced in or referred to by the Contract Documents.

8.3 Modification. No provisions of this Contract, including this provision, may be amended or added to except by agreement in writing signed by the Parties or their respective successors in interest in accordance with the Contract Documents.

8.4 Change Orders. In addition to its rights under the Contract Documents, the City may unilaterally issue a Change Order at any time making changes within the general scope of the Contract, without invalidating the Contract and without providing notice to sureties. The City's issuance of a unilateral Change Order shall not be construed as a waiver of any rights afforded the City, including its right to reject a prior protest or request for change or Claim due to untimeliness or the Contractor's failure to fully comply with the requirements of the Contract Documents, or to void the unilateral Change Order due to unilateral mistake, misrepresentation, or fraud.

8.5 Total Cost Method / Claims. In no event shall a Total Cost Method or a modified Total Cost Method be used by the Contractor to calculate any adjustments to the Contract price. For the purpose of this provision, any cost method, or variety of cost methods, using the difference between the actual cost of the Work and the Bid or Contract price of the Work to calculate any additional compensation or money owed to the Contractor shall be considered a Total Cost Method. In addition, the City shall not be responsible for, and the Contractor shall not be entitled to, any compensation for unallowable costs. Unallowable costs include, but are not limited to: (i) interest or attorneys' fees, except as mandated by statute; (ii) Claim preparation or filing costs; (iii) the costs of preparing notices or protests; (iv) lost profits, lost income, or lost earnings; (v) costs for idle equipment when such equipment is not at the Site, has not been employed in the Work, or is not scheduled to be used at the Site; (vi) claims consulting costs; (vii) expert fees and costs; (viii) loss of other business; and/or (ix) any other special, consequential, expectancy, incidental, or indirect damages incurred by the Contractor, Subcontractors, or suppliers.

8.6 Warranties and Guarantees. In addition to the requirements of the Contract Documents, the Contractor warrants that all portions of the Work that will be covered by a manufacturer's or supplier's guarantee or warranty shall be performed in such a manner so as to preserve all rights under such guarantees or warranties. If the City attempts to enforce a claim based upon a manufacturer's or supplier's guarantee or warranty and such manufacturer or supplier refuses to honor such guarantee or warranty based, in whole or in part, on a claim of defective installation by the Contractor or a Subcontractor, the Contractor shall be responsible for any resulting loss or damage, and repairs, incurred by the City as a result of the manufacturer's or supplier's refusal to honor such guarantee or warranty. This obligation survives termination of this Contract.

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-25

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

8.7 Full Force and Effect. Any provision of this Contract, which is declared invalid, void or illegal, shall in no way affect, impair, or invalidate any other provision hereof and such other provisions shall remain in full force and effect.

8.8 Assignment. The Contractor shall not transfer or assign, in whole or in part, any or all of its obligations and rights hereunder without the prior written consent of the City. In the event the City consents to any such assignment or transfer, such consent shall in no way release the Contractor from any of its obligations or liabilities under this Contract.

8.9 Successors In Interest. Subject to the preceding Subsection, this Contract shall be binding upon and inure to the benefit of the Parties' successors in interest, heirs and assigns.

8.10 Time Limitation and Venue. For the convenience of the parties to the Contract it is mutually agreed by the parties that any claims, causes of action, or disputes which the Contractor has against the City arising from the Contract shall be brought within the following time period: (i) 180 calendar days from the date of Substantial Completion for those claims, causes of action, or disputes arising prior to the date of Substantial Completion, and (ii) 180 calendar days from the date of Final Acceptance of the Contract by the City for those claims, causes of action, or dispute arising after the date of Substantial Completion. It is further agreed that the venue for any claim, cause of action, or dispute related to this Contract shall be King County, Washington, which shall have exclusive jurisdiction over any such case, controversy, or dispute. 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, causes of action, or disputes 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, action, or dispute.

8.11 No Waiver. Failure of the City to declare any breach or default immediately upon occurrence thereof, or delay in taking any action in connection with, shall not waive such breach or default. Failure of the City to declare one breach or default does not act as a waiver of the City's right to declare another breach or default.

8.12 Sole Authority/Discretion/Judgment. Where the Contract Documents provide the City or its Engineer with "sole" authority, discretion, or judgment, such authority, discretion, or judgment shall be considered unconditional and absolute.

8.13 Governing Law. This Contract shall be made in and shall be governed by and interpreted in accordance with the laws of the State of Washington.

8.14 Authority. Each individual executing this Contract on behalf of the City and Contractor represents and warrants that such individuals are duly authorized to execute and deliver this Contract on behalf of the Contractor or City.

8.15 Engineer. The Engineer is the City's representative who directly supervises the engineering and administration of a construction Contract. The Engineer's authorities, duties, and responsibilities are limited to those specifically identified in the Contract Documents. Designation of an individual or entity as the Engineer for the Project is solely to identify the representative of the City as the entity to act as the Engineer as described in the Contract Documents. Using the term "engineer" does not imply that such entity or person is a licensed professional engineer or an engineering company and does not import any additional obligations upon the actions of the Engineer that may govern licensed professional engineers when performing engineering services.

The Engineer for this Project is designated as: [STAFF - INSERT NAME OF COMPANY RETAINED TO PERFORM AS THE ENGINEER OR NAME & TITLE OF CFW PROJECT ENGR IF CM SERVICES ARE BEING PROVIDED IN-HOUSE]

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-26

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

8.16 Notices. Any notices required to be given to Contractor or to the Engineer shall be delivered to the Parties at the addresses set forth below. Any notices may be delivered personally to the addressee of the notice or may be deposited in the United States mail, postage prepaid, to the address set forth herein. Any notice so posted in the United States mail shall be deemed received three (3) days after the date of mailing.

CONTRACTOR: Company
Attn: Individual to receive notices
Street Address
City, State, Zip

ENGINEER: CM Company OR City of Federal Way
Attn: Project Engineer Attn: Project Engineer
Street Address 33325 8th Ave S
City, State, Zip Federal Way, WA 98003

8.17 Captions. The respective captions of the Sections of this Contract are inserted for convenience of reference only and shall not be deemed to modify or otherwise affect in any respect any of the provisions of this Contract.

8.18 Performance. Time is of the essence of this Contract and each and all of its provisions in which performance is a factor. Adherence to completion dates is essential to the Contractor's performance of this Contract.

8.19 Compliance with Ethics Code. If a violation of the City's Ethics Resolution No. 91-54, as amended, occurs as a result of the formation and/or performance of this Contract, this Contract may be rendered null and void, at the City's option.

9. PERFORMANCE/PAYMENT BOND

Pursuant to RCW 39.08.010, the Contractor's payment and performance bonds must be conditioned upon: (i) faithful performance of all of the provisions of the Contract, including warranty obligations; (ii) the payment of all laborers, mechanics, Subcontractors, and Suppliers, and all persons who supply such persons with provisions or supplies in carrying out the Work; and (iii) payment of any taxes, liabilities, increases, or penalties incurred on the Project under Titles 50, 51, and 82 RCW which may be due on (a) projects referred to in RCW 60.28.011(1)(b), and (b) projects for which the bond is conditioned on the payment of such taxes, liabilities, increases, or penalties. Contractor's obligations under this Contract shall not be limited to the dollar amount of the bond.

DATED the day and year set forth above.

CITY OF FEDERAL WAY:

CONTRACTOR:

Jim Ferrell, Mayor
33325 8th Avenue South
Federal Way, WA 98003-6325

Signature of Authorized Individual

ATTEST:

Printed Name of Authorized Individual

Stephanie Courtney, CMC, City Clerk

Street Address

APPROVED AS TO FORM:

City, State, Zip

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-27

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

CERTIFICATE OF INSURANCE

*Contractor's Certificate of
Insurance to be inserted
here during Contract
Execution*

CITY OF FEDERAL WAY

JOINT OPERATIONS & MAINTENANCE
FACILITY

RFB-31
CFW RFB VERSION 2023-APR

PROJECT #36610 / RFB #24-007

LOCAL OFFICE/AGENT OF SURETY:

Name

Street Address

City, State, Zip

Telephone

BOND NO.: _____

APPROVED AS TO FORM: _____
City Attorney

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-33
CFW RFB VERSION 2023-APR

PROJECT #36610 / RFB #24-007

CONTRACTOR'S RETAINAGE OPTION

IDENTIFICATION AND DESCRIPTION

Project Title: Joint Operations & Maintenance Facility

RFB No: 24-007

Contractor: _____

GENERAL REQUIREMENTS

1. In accordance with applicable State Statutes, a contract retainage not to exceed five percent of the moneys earned by the contractor will be reserved by the City.
2. All investments selected are subject to City approval.
3. The final disposition of the contract retainage will be made in accordance with applicable State Statutes.

CONTRACTOR'S INSTRUCTIONS

Pursuant to RCW 60.28.011, I hereby notify the City of Federal Way of my instructions for the retainage withheld under the terms of this contract:

- Option 1:** Retained in a fund by the City of Federal Way. No interest will be paid to the contractor.
- Option 2:** Deposited in an interest bearing account in a bank, mutual savings bank, or savings and loan association. Interest paid to the contractor. Contractor shall have the bank (or other) execute a separate "City of Federal Way Retainage Bank Acceptance Agreement" upon contract award. The City will provide the agreement to the Contractor if this option is selected.
- Option 3:** Placed in escrow with a bank or trust company. Contractor shall execute, and have escrow account holder execute a separate "City of Federal Way Construction Retainage Escrow Agreement" upon contract award. The City will provide the agreement to the Contractor if this option is selected. All investments are subject to City approval. The cost of the investment program, and risk thereof, is to be borne entirely by the contractor.
- Option 4:** Contractor shall submit a "Retainage Bond" on City-provided form included in these Contract Documents.

Contractor Signature *Date*

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-34

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

RETAINAGE BOND TO CITY OF FEDERAL WAY
JOINT OPERATIONS & MAINTENANCE FACILITY

KNOW ALL PERSONS BY THESE PRESENTS that we, the undersigned, _____, as principal ("Principal"), and _____, a Corporation organized and existing under the laws of the State of _____, as a surety Corporation, and qualified under the laws of the State of Washington to become surety upon bonds of Contractors with Municipal Corporations, as surety ("Surety"), are jointly and severally held and firmly bonded to the City of Federal Way ("City") in the penal sum of: _____ (\$ _____) for the payment of which sum we bind ourselves and our successors, heirs, administrators or personal representatives, as the case may be.

A. This obligation is entered into in pursuant to the statutes of the State of Washington and the ordinances, regulations, standards and policies of the City, as now existing or hereafter amended or adopted.

B. Pursuant to proper authorization, the Mayor is authorized to enter into a certain contract with the Principal, providing for the above-referenced Project, which contract is incorporated herein by this reference ("Contract"), and

C. Pursuant to State law, Chapter 60.28 RCW, the City is required to reserve from the monies earned by the Principal pursuant to the contract, a sum not to exceed five percent (5%), said sum to be retained by the City as a trust fund for the protection and payment of any person or persons, mechanic, subcontractor or material men who shall perform any labor upon such contract or the doing of such work, and all persons who shall supply such person or persons or subcontractors with provisions and supplies for the carrying on of such work, and the State with the respect to taxes imposed pursuant to Title 82 RCW which may be due from said Principal. Every person performing labor or furnishing supplies towards completion of said improvement or work shall have a lien on said monies so reserved, provided that such notice of the lien of such claimant shall be given in the manner and within the time provided in RCW 39.08.030 as now existing and in accordance with any amendments that may hereafter be provided thereto; and

D. State law further provides that with the consent of the City, the Principal may submit a bond for all or any portion of the amount of funds retained by the public body in a form acceptable to the public body conditioned upon such bond any proceeds therefrom being made subject to all claims and liens and in the same manner and priority as set forth retained percentages pursuant to Chapter 60.28 RCW; and

E. The Principal has accepted, or is about to accept, the Contract, and undertake to perform the work therein provided for in the manner and within the time set forth, for the amount of \$ _____; and

F. The City is prepared to release any required retainage money previously paid by the Principal prior to acceptance and successful operation and fulfillment of all other terms of said contract upon being indemnified by these presents,

NOW, THEREFORE, if the Principal shall perform all the provisions of the Contract in the manner and within the time period prescribed by the City, or within such extensions of time as may be granted under the Contract, and shall pay all laborers, mechanics, subcontractors and material men or women, and all persons who shall supply the Principal or subcontractors with provisions and supplies for the carrying on of said work, and if the Principal shall pay to the State all taxes imposed pursuant to Title 82 RCW which may be due from such Principal as a result of this contract then and in the event this obligation shall be void; but otherwise it shall be and remain in full force and effect.

And the Surety, for value received, hereby further stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligation on this bond, and it does hereby

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-35

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

waive notice of any change, extension of time, alterations or additions to the terms of the Contract or to the Work.

The Surety hereby agrees that modifications and changes may be made in the terms and provisions of the Contract without notice to Surety, and any such modifications or changes increasing the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this Retainage Bond in a like amount, such increase, however, not to exceed twenty-five percent (25%) of the original amount of this bond without consent of the Surety.

Within forty-five (45) days of receiving notice that the Principal has defaulted on all or part of the terms of the Contract, the Surety shall make written commitment to the City that it will either: (a) cure the default itself within a reasonable time period, or (b) tender to the City, the amount necessary for the City to remedy the default, including legal fees incurred by the City, or (c) in the event that Surety's evaluation of the dispute is not complete or in the event the Surety disputes the City's claim of default, the Surety shall notify the City of its finding and its intent, if any, to interplead. The Surety shall then fulfill its obligations under this bond, according to the option it has elected. Should Surety elect option (a) to cure the default, the penal sum of the Bond shall be reduced in an amount equal to the costs actually incurred by the Surety in curing the default. If the Surety elects option (b), then upon completion of the necessary work, the City shall notify the Surety of its actual costs. The City shall return, without interest, any overpayment made by the Surety and the Surety shall pay to the City any actual costs which exceed the City estimate, limited to the bond amount. Should the Surety elect option (c), the Parties shall first complete participation in mediation, described in the below paragraph, prior to any interplead action.

In the event a dispute should arise between the Parties to this Bond with respect to the City's declaration of default by the Principal, the Parties agree to participate in at least four hours of mediation to resolve said dispute. The Parties shall proportionately share in the cost of the mediation. The mediation shall be administered by Judicial Dispute Resolution, LLC, 1425 Fourth Avenue, Suite 300, Seattle, Washington 98101. The Surety shall not interplead prior to completion of the mediation.

The parties have executed this instrument under their separate seals this ____ day of _____, 20____, the name and corporate seal of each corporate party hereto affixed, and these presents duly signed by its undersigned representatives pursuant to authority of its governing body.

CORPORATE SEAL:

PRINCIPAL:

By: _____

Title: _____

Address: _____

CORPORATE SEAL:

SURETY:

By: _____

*Attorney-in-Fact
(Attach Power of Attorney)*

Title: _____

CITY OF FEDERAL WAY

**JOINT OPERATIONS & MAINTENANCE
FACILITY**

RFB-36

PROJECT #36610 / RFB #24-007

CFW RFB VERSION 2023-APR

Address: _____

CERTIFICATES AS TO CORPORATE SEAL

I hereby certify that I am the (Assistant) Secretary of the Corporation named as Principal in the within bond; that _____, who signed the said bond on behalf of the Principal, was _____ of said Corporation; that I know his or her signature thereto is genuine, and that said bond was duly signed, sealed, and attested for and in behalf of said Corporation by authority of its governing body.

Secretary of Principal

I hereby certify that I am the (Assistant) Secretary of the Corporation named as Surety in the within bond; that _____, who signed the said bond on behalf of the Surety, was _____ of the said Corporation; that I know his or her signature thereto is genuine, and that said bond was duly signed, sealed, and attested for and in behalf of said Corporation by authority of its governing body.

Secretary of Surety

APPROVED AS TO FORM:

City Attorney

INTRODUCTION TO THE SPECIAL PROVISIONS

(January 4, 2024 APWA GSP, Option A)

The work on this project shall be accomplished in accordance with the Standard Specifications for Road, Bridge and Municipal Construction, 2024 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 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 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)
(May 1, 2013 CFW GSP) City of Federal Way Special Provision

Project specific special provisions are labeled without a date as such:

*(*****)*

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 Manual M21-01, current edition
- City of Federal Way Public Works Development Standards
- National Electric Code, current edition
- Other standards and codes denoted in the Plans and Specifications

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

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-1

CFW SPECIAL PROVISIONS VER. 2024.01B

DIVISION 1 GENERAL REQUIREMENTS

DESCRIPTION OF WORK

(March 13, 1995 WSDOT GSP)

This Contract provides for the improvement of the City of Federal Way Joint Operations and Maintenance Facility, Project No. 36610 Improvements and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

1-01.3 Definitions

(January 19, 2022 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 Contracting Agency publicly opens and reads the Bids.

Award Date

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

Contract Execution Date

The date the Contracting Agency 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 Contracting Agency 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 Contracting Agency 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 "Contracting Agency."

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-2

CFW SPECIAL PROVISIONS VER. 2024.01B

All references to the terms “State” or “state” shall be revised to read “Contracting Agency” 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 “Contracting Agency designated location.”

All references to “final contract voucher certification” shall be interpreted to mean the Contracting Agency form(s) by which final payment is authorized, and final completion and acceptance granted.

Additive

A supplemental unit of work or group of bid items, identified separately in the Bid Proposal, which may, at the discretion of the Contracting Agency, 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 Contracting Agency 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.

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 Documents

See definition for “Contract.”

Contract Time

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

Notice of Award

The written notice from the Contracting Agency to the successful Bidder signifying the Contracting Agency’s acceptance of the Bid Proposal.

Notice to Proceed

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

Traffic

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

(****)

On-Site Construction / On-Site Scope of Work: Work depicted on the building site plans and specifications for Schedules A, and Alternates A1 through A4.

Off-Site Construction / Off-Site Scope of Work: Work depicted on the Off-Site Improvement Plans and Specifications for Schedules B, B1, and B2. Generally roadway construction work along 28th Ave S and S 308th Street including the security / retaining wall.

Security / Retaining Wall (aka. Art-Security Wall): Cast-in-place concrete wall along the 28th Avenue S frontage measured and paid under Bid Schedule B1.

1-02 BID PROCEDURES AND CONDITIONS

1-02.1 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.

1-02.2 Plans and Specifications

(June 27, 2011 APWA GSP)

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 (15" x 21")	4	Furnished automatically upon award.
Contract Provisions	1	Furnished automatically upon award.
Large Plans (e.g., 30" x 42")	2	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.

1-02.4 Examination of Plans, Specifications, and Site Work

(June 27, 2011 APWA GSP)

1-02.4(1) General

(December 30, 2022 APWA GSP, Option B)

The first sentence of the ninth paragraph, beginning with “Prospective Bidder desiring...”, is revised to read:

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

(****)

The following is added to Section 1-02.4(1) General:

Requests for substitutions for on-site work shall follow Section 01 25 00 of the “On-Site Specifications.”

1-02.4(2) Subsurface Information
(January 19, 2022 APWA GSP)

The third and fourth sentences in the first paragraph are 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. The boring logs and associated data, if and when included as an appendix to the Special Provisions, shall be considered as part of the Contract.

1-02.5 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 UBDE/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 Contracting Agency reserves the right to arrange the proposal forms with alternates and additives, if such be to the advantage of the Contracting Agency. The bidder shall bid on all alternates and additives set forth in the Proposal Form unless otherwise specified.

1-02.6 Preparation of Proposal

(January 4, 2024 APWA GSP, OPTION B)

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 two paragraphs, and replace them with the following:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-5

CFW SPECIAL PROVISIONS VER. 2024.01B

The Bidder shall submit with their Bid a completed Contractor Certification Wage Law Compliance form, provided by the Contracting Agency. Failure to return this certification as part of the Bid Proposal package will make this Bid Nonresponsive and ineligible for Award. A Contractor Certification of Wage Law Compliance form is included in the Proposal Forms.

The Bidder shall make no stipulation on the Bid Form, 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 Form if any DBE 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 the Bid Form if any DBE requirements are to be satisfied through such an agreement.

(August 3, 2015 WSDOT GSP, OPTION 5)

Section 1-02.6 is supplemented with the following:

Cumulative Alternates Bidding

The Bid Proposal for this Contract requires the Bidder to bid cumulative Alternates as part of the bid. As such the Bidder is required to submit a Base Bid and a bid for each of the Alternate(s).

Bid Proposal

Bid Proposal includes the following:

1. Base Bid

The Base Bid shall include constructing all items included in the Proposal *except* those items contained in the Alternate(s). The Base Bid consists of Schedule A, Schedule B, Schedule B1, and Schedule B2.

2. Alternate(s)

a. Alternate A1

Based on construction (Salt Shed Bunker Wall vs. Ecology Blocks)

The Bid items for Alternate A1 are as listed in the Bid Proposal.

This alternate may be incorporated up to three (3) times if additional salt sheds (Alternates A2 and A3) are included in the contract.

b. Alternate A2

Based on construction (Salt Shed Number 2 with Ecology Block Walls)

The Bid items for Alternate A2 are as listed in the Bid Proposal.

c. Alternate A3

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-6

CFW SPECIAL PROVISIONS VER. 2024.01B

Based on construction (Salt Shed Number 3 with Ecology Block Walls and Delete Salt Tent Relocation)

The Bid items for Alternate A3 are as listed in the Bid Proposal.

d. Alternate A4

Based on construction (Fleet Crane)

The Bid items for Alternate A5 are as listed in the Bid Proposal.

Bidding Procedures

To be considered responsive the Bidder shall submit a price on each and every Bid item included in the Base Bid and all Alternate(s).

The successful Bidder will be the Bidder submitting the lowest responsible Bid for the highest order Preference that is within the amount of available funds for the project. Available funds will be announced immediately prior to the opening of Bids. The following are listed in order from highest to lowest Preference:

- i. Preference 1: Lowest total for Base Bid plus Alternate A1 plus Alternate A2, plus Alternate A3, plus Alternate A4.
- ii. Preference 2: Lowest total for Base Bid plus Alternate A1 plus Alternate A2, plus Alternate A3.
- iii. Preference 2: Lowest total for Base Bid plus Alternate A1 plus Alternate A2.
- iv. Preference 3: Lowest total for Base Bid plus Alternate A1.
- v. Preference 4: Lowest total for Base Bid plus Alternate A4.
- vi. Preference 5: Lowest total for Base Bid

The Contracting Agency may, at their discretion, award a Contract for the Base Bid, without any additional Alternates, in the event that all Bids exceed the available funds announced. In any case, the award will be subject to the requirements of Section 1-03.

(****)

See Section 01 23 00 of the "On-Site Specifications" for additional information regarding Alternates.

(June 4, 2020 WSDOT GSP, OPTION 9)

Item number 1 in the fifth paragraph of Section 1-02.6 is revised to read:

1. Subcontractors who will perform the work of structural steel installation, rebar installation, heating, ventilation, air conditioning and plumbing as described in RCW 18.106 and electrical as described in RCW 19.28, and

Add the following new section:

1-02.6(1) Recycled Materials Proposal
(January 4, 2016 APWA GSP)

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-7

CFW SPECIAL PROVISIONS VER. 2024.01B

The Bidder shall submit with the Bid, its proposal for incorporating recycled materials into the project, using the form provided in the Contract Provisions.

1-02.7 Bid Deposit

(March 8, 2013 APWA GSP)

Supplement this section with the following:

Bid bonds shall contain the following:

1. Contracting Agency-assigned number for the project;
2. Name of the project;
3. The Contracting Agency 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.

1-02.10 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 Contracting Agency, 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 Contracting Agency 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 Contracting Agency 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 Contracting Agency 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 Contracting Agency and returned unopened. Mailed, emailed, or faxed requests to withdraw, revise, or supplement a Bid Proposal are not acceptable.

1-02.14 Disqualification of Bidders
(May 17, 2018 APWA GSP, OPTION B)

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; or does not meet Supplemental Criteria 1-7 listed in this Section.

Contracting Agency will verify that the Bidder meets the mandatory bidder responsibility criteria in RCW 39.04.350(1), and Supplemental Criteria 1-2. Evidence that the Bidder meets Supplemental Criteria 3-7 shall be provided by the Bidder as stated later in this Section.

1. **Delinquent State Taxes**

A. Criterion: The Bidder shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.

B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder does not owe delinquent taxes to the Washington State Department of Revenue, or if delinquent taxes are owed to the Washington State Department of Revenue, the Bidder must submit a written payment plan approved by the Department of Revenue, to the Contracting Agency by the deadline listed below.

2. **Federal Debarment**

A. Criterion: The Bidder shall not currently be debarred or suspended by the Federal government.

B. Documentation: The Bidder shall not be listed as having an “active exclusion” on the U.S. government’s “System for Award Management” database (www.sam.gov).

3. **Subcontractor Responsibility**

A. Criterion: The Bidder’s standard subcontract form shall include the subcontractor responsibility language required by RCW 39.06.020, and the Bidder shall have an established procedure which it utilizes to validate the responsibility of each of its subcontractors. The Bidder’s subcontract form shall also include a requirement that each of its subcontractors shall have and document a similar procedure to determine whether the sub-tier subcontractors with whom it contracts are also “responsible” subcontractors as defined by RCW 39.06.020.

B. Documentation: The Bidder, if and when required as detailed below, shall submit a copy of its standard subcontract form for review by the Contracting

Agency, and a written description of its procedure for validating the responsibility of subcontractors with which it contracts.

4. **Claims Against Retainage and Bonds**

- A. **Criterion:** The Bidder shall not have a record of excessive claims filed against the retainage or payment bonds for public works projects in the three years prior to the bid submittal date, that demonstrate a lack of effective management by the Bidder of making timely and appropriate payments to its subcontractors, suppliers, and workers, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.
- B. **Documentation:** The Bidder, if and when required as detailed below, shall submit a list of the public works projects completed in the three years prior to the bid submittal date that have had claims against retainage and bonds and include for each project the following information:
- Name of project
 - The owner and contact information for the owner;
 - A list of claims filed against the retainage and/or payment bond for any of the projects listed;
 - A written explanation of the circumstances surrounding each claim and the ultimate resolution of the claim.

5. **Public Bidding Crime**

- A. **Criterion:** The Bidder and/or its owners shall not have been convicted of a crime involving bidding on a public works contract in the five years prior to the bid submittal date.
- B. **Documentation:** The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder and/or its owners have not been convicted of a crime involving bidding on a public works contract.

6. **Termination for Cause / Termination for Default**

- A. **Criterion:** The Bidder shall not have had any public works contract terminated for cause or terminated for default by a government agency in the five years prior to the bid submittal date, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.
- B. **Documentation:** The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had any public works contract terminated for cause or terminated for default by a government agency in the five years prior to the bid submittal date; or if Bidder was terminated, describe the circumstances. .

7. **Lawsuits**

- A. **Criterion:** The Bidder shall not have lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts, unless there are extenuating

circumstances and such circumstances are deemed acceptable to the Contracting Agency

- B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had any lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts, or shall submit a list of all lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date, along with a written explanation of the circumstances surrounding each such lawsuit. The Contracting Agency shall evaluate these explanations to determine whether the lawsuits demonstrate a pattern of failing to meet of terms of construction related contracts

As evidence that the Bidder meets the Supplemental Criteria stated above, the apparent low Bidder must submit to the Contracting Agency by 12:00 P.M. (noon) of the second business day following the bid submittal deadline, a written statement verifying that the Bidder meets the supplemental criteria together with supporting documentation (sufficient in the sole judgment of the Contracting Agency) demonstrating compliance with the Supplemental Criteria. The Contracting Agency reserves the right to request further documentation as needed from the low Bidder and documentation from other Bidders as well to assess Bidder responsibility and compliance with all bidder responsibility criteria. The Contracting Agency also reserves the right to obtain information from third-parties and independent sources of information concerning a Bidder's compliance with the mandatory and supplemental criteria, and to use that information in their evaluation. The Contracting Agency may consider mitigating factors in determining whether the Bidder complies with the requirements of the supplemental criteria.

The basis for evaluation of Bidder compliance with these mandatory and supplemental criteria shall include any documents or facts obtained by Contracting Agency (whether from the Bidder or third parties) including but not limited to: (i) financial, historical, or operational data from the Bidder; (ii) information obtained directly by the Contracting Agency from others for whom the Bidder has worked, or other public agencies or private enterprises; and (iii) any additional information obtained by the Contracting Agency which is believed to be relevant to the matter.

If the Contracting Agency determines the Bidder does not meet the bidder responsibility criteria above and is therefore not a responsible Bidder, the Contracting Agency 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 Contracting Agency's determination by presenting its appeal and any additional information to the Contracting Agency. The Contracting Agency 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 Contracting Agency 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 Contracting Agency's final determination.

Request to Change Supplemental Bidder Responsibility Criteria Prior To Bid: Bidders with concerns about the relevancy or restrictiveness of the Supplemental Bidder Responsibility

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-11

CFW SPECIAL PROVISIONS VER. 2024.01B

Criteria may make or submit requests to the Contracting Agency to modify the criteria. Such requests shall be in writing, describe the nature of the concerns, and propose specific modifications to the criteria. Bidders shall submit such requests to the Contracting Agency no later than five (5) business days prior to the bid submittal deadline and address the request to the Project Engineer or such other person designated by the Contracting Agency in the Bid Documents.

1-03 AWARD AND EXECUTION OF CONTRACT

1-03.1 Consideration of Bids

(December 30, 2022 APWA GSP)

Revise the first paragraph to read:

After opening and reading proposals, the Contracting Agency 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 Contracting Agency 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 Contracting Agency, will be used by the Contracting Agency for award purposes and to fix the Awarded Contract Price amount and the amount of the contract bond.

(January 4, 2024 APWA GSP, Option B)

Revise this section to read:

Within 3 calendar days of Award date (not including Saturdays, Sundays, and Holidays), the successful Bidder shall provide the information necessary to execute the Contract to the Contracting Agency. The Bidder shall send the contact information, including the full name, email address, and phone number, for the authorized signer and bonding agent to the Contracting Agency.

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 Contracting Agency.

Within 10 calendar days after the award date, the successful bidder shall return the signed Contracting Agency-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, the Transfer of Coverage form for the Construction Stormwater General Permit with sections I, III, and VIII completed when provided. Before execution of the contract by the Contracting Agency, the successful bidder shall provide any pre-award information the Contracting Agency may require under Section 1-02.15.

Until the Contracting Agency executes a contract, no proposal shall bind the Contracting Agency nor shall any work begin within the project limits or within Contracting Agency-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 Contracting Agency.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-12

CFW SPECIAL PROVISIONS VER. 2024.01B

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 Contracting Agency may grant up to a maximum of 5 additional calendar days for return of the documents, provided the Contracting Agency deems the circumstances warrant it.

1-03.4 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 Contracting Agency-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 Contracting Agency 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).

1-03.7 Judicial Review
(December 30, 2022 APWA GSP)

Revise this section to read:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-13

CFW SPECIAL PROVISIONS VER. 2024.01B

All decision made by the Contracting Agency 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 Contracting Agency 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

1-04.1 Intent of Contract

Refer to Section 01 11 00 "Summary of Work" in the "On-Site Construction Specifications" for a summary of work to be completed as part of this Contract.

1-04.2 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. Contract,
2. Change Orders, with those of a later date taking precedence of those of an earlier date,
3. Addenda, with those of a later date taking precedence of those of an earlier date,
4. Proposal Form,
5. Division 1 of the City of Federal Way Special Provisions,
6. Division 1 of the On-Site Construction Specifications,

Technical Plans and Specifications – Order of Precedence (On-Site Work)

7. On-Site Construction Drawings and Division 2-49 of the On-Site Construction Specifications

In the case of conflicts or discrepancies between Drawings and Divisions 2–49 of the Specifications, or within or among the Contract Documents and not clarified by Addendum, the Architect will determine which takes precedence.

Technical Plans and Specifications – Order of Precedence (Off-Site Construction)

7. City of Federal Way Special Provisions Divisions 2 – 9.
8. Off-Site / Frontage Improvements Construction Drawings.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-14

CFW SPECIAL PROVISIONS VER. 2024.01B

9. Standard Specifications,
10. Contracting Agency's Standard Plans or Details (if any), and
11. WSDOT Standard Plans for Road, Bridge, and Municipal Construction.

1-04.4 Changes

(January 19, 2022 APWA GSP)

The first two sentences of the last paragraph of Section 1-04.4 are deleted.

1-05 CONTROL OF WORK

(****)

See On-Site Specifications Section 01 31 00 for additional requirements for the On-Site Construction.

1-05.4 Conformity With and Deviations from Plans and Stakes

(****)

Section 1-05.4 is supplemented with the following:

Contractor Surveying – Structure (including slabs, pads, walls, foundations, and buildings)

The Contracting Agency has provided primary survey control in the Plans.

The Contractor shall be responsible for setting, maintaining, and resetting all alignment stakes, slope stakes, and grades necessary for the construction of bridges, noise walls, retaining walls, and buried structures. 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 by the Contractor shall include but not be limited to the following:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-15

CFW SPECIAL PROVISIONS VER. 2024.01B

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, by placing hubs and/or marked stakes, the location with offsets of foundation shafts and piles.
3. Establish offsets to footing centerline of bearing for structure excavation.
4. Establish offsets to footing centerline of bearing for footing forms.
5. Establish wing wall, retaining wall, and noise wall, and buried structure horizontal alignment.
6. Establish retaining wall top of wall profile grade.
7. Establish buried structure profile grade.
8. Establish elevation benchmarks for all substructure formwork.
9. Check elevations at top of footing concrete line inside footing formwork immediately prior to concrete placement.
10. Check column location and pier centerline of bearing at top of footing immediately prior to concrete placement.
11. Establish location and plumbness of column forms, and monitor column plumbness during concrete placement.
12. Establish pier cap and crossbeam top and bottom elevations and centerline of bearing.
13. Check pier cap and crossbeam top and bottom elevations and centerline of bearing prior to and during concrete placement.
14. Establish grout pad locations and elevations.
15. Establish structure bearing locations and elevations, including locations of anchor bolt assemblies.
16. Establish box girder bottom slab grades and locations.
17. Establish girder and/or web wall profiles and locations.
18. Establish diaphragm locations and centerline of bearing.
19. Establish roadway slab alignment, grades and provide dimensions from top of girder to top of roadway slab. Set elevations for deck paving machine rails.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-16

CFW SPECIAL PROVISIONS VER. 2024.01B

20. Establish traffic barrier and curb profile.
21. Profile all girders prior to the placement of any deadload or construction live load that may affect the girder's profile.
22. Establish locations for marine structures including fixed and floating berthing structures, vehicle and pedestrian foundations and spans, and marine-based buildings.

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

The Contractor shall submit the computed elevations at the top of Slabs & Pads as a Type 2 Working Drawing. The elevations shall be computed at tenth points along the centerline of each girder web.

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

	<u>Vertical</u>	<u>Horizontal</u>
1. Stationing on structures		±0.02 feet
2. Alignment on structures		±0.02 feet
3. Superstructure elevations	±0.01 feet variation from plan elevation	
4. Substructure	±0.02 feet variation from Plan grades.	

Buried structures shall be within the tolerances described in Section 6-20.3.

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 the following items, the Contractor shall perform independent checks from different secondary control to ensure that the points staked for these items are within the specified survey accuracy tolerances:

- Piles
- Shafts
- Footings
- Columns

The Contractor shall calculate coordinates for the points associated with piles, shafts, footings and columns. The Contracting Agency will verify these coordinates prior to issuing approval to the Contractor for commencing with the survey work. The Contracting Agency will require up to seven calendar days from the date the data is received to issuing approval.

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.

Payment

Payment will be made for the following bid item when included in the proposal:

"Structure Surveying", lump sum.

The lump sum contract price for "Structure 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.

(****)

Section 1-05.4 is supplemented with the following:

Contractor Surveying – Roadway (Off-Site) and On-Site Civil

The Contracting Agency has provided primary survey control in the Plans.

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 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.

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

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-19

CFW SPECIAL PROVISIONS VER. 2024.01B

	<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 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.

(March 9, 2023, WSDOT GSP, OPTION 4)

Section 1-05.4 is supplemented with the following:

Contractor Surveying - ADA Features

ADA Feature Staking Requirements

The Contractor shall be responsible for setting, maintaining, and resetting all alignment stakes, and grades necessary for the construction of the ADA features. Calculations, surveying, and measuring required for setting and maintaining the necessary lines and grades shall be the Contractor's responsibility. The Contractor shall build the ADA features within the specifications in the Standard Plans and contract documents.

ADA Feature Contract Compliance

The Contractor shall be responsible for completing measurements to verify all ADA features comply with the Contract in the presence of the Engineer.

ADA Feature As-Built Measurements

The Contractor shall be responsible for providing the latitude and longitude of each ADA feature as indicated on the ADA Inspection Form(s) (WSDOT Form 224-020).

The completed ADA Inspection Form(s) (WSDOT Form 224-020) shall be submitted as a Type 3 Working Drawing and transmitted to the Engineer within 30 calendar days of completing the ADA feature. After acceptance, the Contracting Agency will submit the final form(s) to the WSDOT ADA Steward.

Payment

Payment will be made for the following bid item that is included in the Proposal:

"ADA Features Surveying", lump sum.

The lump sum Contract price for "ADA Features Surveying" shall be full pay for all the Work as specified.

In the instance where an ADA feature does not meet accessibility requirements, all work to replace non-compliant work and then to measure, record the as-built measurements, and transmit the electronic forms to the Engineer shall be completed at no additional cost to the Contracting Agency.

1-05.6 Inspection of Work and Materials

(****)

Supplement this section with the following:

For On-Site Construction see Section 01 45 00 Quality Control and 01 45 23 Testing and Inspection Services of the "On-Site Specifications" for additional requirements.

1-05.7 Removal of Defective and Unauthorized Work

(October 1, 2005 APWA GSP)

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 Engineer, or fails to perform any part of the work required by

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-21

CFW SPECIAL PROVISIONS VER. 2024.01B

the Contract Documents, the Engineer may correct and remedy such work as may be identified in the written notice, with Contracting Agency forces or by such other means as the Contracting Agency may deem necessary.

If the Contractor fails to comply with a written order to remedy what the Engineer determines to be an emergency situation, the Engineer 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 Contracting Agency or other forces. An emergency situation is any situation when, in the opinion of the Engineer, 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 Contracting Agency 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 Engineer from monies due, or to become due, 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 Contracting Agency's rights provided by this section.

The rights exercised under the provisions of this section shall not diminish the Contracting Agency'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.

1-05.10 Guarantees
(January 19, 2024 CFW GSP)

Section 1-05.10 is supplemented with the following:

All work performed by the Contractor shall maintain a warranty. The warranty period shall be established by the Contract Documents. When not specified in the Contract Documents, the warranty period shall be one year. Conducting of tests and inspections, review of specifications or plans, payment for goods or services, or acceptance by the City does not constitute waiver, modification, or exclusion of any express or implied warranty or any right under law. This warranty shall survive termination of this Contract.

The Contractor shall, at its own sole cost and expense, be responsible for correcting all defects in workmanship and material discovered within one year after acceptance of this work by the City of Federal Way. When corrections of defects are made, the Contractor shall be responsible for correcting all defects in workmanship and/or materials in the corrected work for one year after acceptance of the corrections by the Owner.

If within one year after the date of Project Acceptance by the Owner, defective and/or unauthorized Work is discovered, the Owner shall notify the Contractor in writing (either e-mail or USPS mail). The Contractor shall start work to remedy such defects within seven (7) calendar days of notice of discovery by the Owner and shall complete such work within a reasonable time. The Contractor shall either correct such Work, or if such Work has

been rejected by the Engineer, remove it from the Project Site and replace it with non-defective and authorized Work, all without cost to the Owner.

In emergencies, where damage may result from delay or where loss of services may result, such corrections may be made by the Owner, in which case the cost shall be borne by the Contractor. If the Contractor does not promptly comply with the written request to correct defective and authorized Work, or if an emergency exists, the Owner reserves the right to have defective and/or unauthorized Work corrected or rejected, and replaced pursuant to the provisions of Section 1-05.7 of these Specifications. The Owner will pursue payment for the incurred costs from the project Performance and Payment Bond. The Contractor shall be liable for any costs, losses, expenses, or damages, including consequential damages suffered by the Owner resulting from defects in the Contractor's work including, but not limited to, cost of materials and labor extended by Owner in making emergency repairs and cost of engineering, inspection and supervision by the Owner or the Engineer. The Contractor shall hold the Owner harmless from any and all claims which may be made against the Owner as a result of any defective work, and the Contractor shall defend any such claims at his own expense.

The Contractor agrees the above one year warranty shall not exclude or diminish the Owner's rights under any law to obtain damages and recover costs resulting from defective and unauthorized work discovered after one year but prior to the expiration of the legal time period set forth in RCW 4.16.040 limiting actions upon a contract in writing or liability, expressed or implied, arising out of a written agreement. This warranty may also extend beyond the one year time period pursuant to any other warranties specified in the Special Provisions, Contract Plans, other parts of the Contract Documents, or incorporated by this reference.

The Contract performance and payment bond shall remain in effect throughout the above stated warranty period.

1-05.11 Final Inspection

(October 1, 2005 APWA GSP)

Delete this section and replace it with the following:

1-05.11 Final Inspections and Operational Testing

1-05.11(1) 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 therefore.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-23

CFW SPECIAL PROVISIONS VER. 2024.01B

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.

1-05.11(2) 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 Contracting Agency, 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.

1-05.11(3) Operational Testing

It is the intent of the Contracting Agency 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.

1-05.12 Final Acceptance
(April 12, 2019 CFW GSP)

Delete the third and fourth sentences in the first paragraph and replace it with the following:
Final acceptance date of the work shall be the date the Federal Way City Council accepts the project as complete.

Add the following new section.

1-05.12(1) One-Year Guarantee Period
(March 8, 2013 APWA GSP)

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. The Contractor shall start work to remedy any such defects within 7 calendar days of receiving Contracting Agency's written notice of a defect, and shall complete such work within the time stated in the Contracting Agency'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 Contracting Agency'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 Contracting Agency.

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 Contracting Agency.

1-05.13 Superintendents, Labor and Equipment of Contractor
(August 14, 2013 APWA GSP)

Delete the sixth and seventh paragraphs of this section.

1-05.14 Cooperation with Other Contractors
(March 13, 1995 WSDOT GSP, OPTION 1)

Section 1-05.14 is supplemented with the following:

Other Contracts or Other Work

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-25

CFW SPECIAL PROVISIONS VER. 2024.01B

It is anticipated that the following work adjacent to or within the limits of this project will be performed by others during the course of this project and will require coordination of the work:

- Owners Security and Access Control provider.
- Lumen Utility Undergrounding (Off-Site Construction).

1-05.15 Method of Serving Notices

(January 4, 2024 APWA GSP)

Revise the second paragraph to read:

All correspondence from the Contractor shall be served and directed to the 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 written in paper format, hand delivered or sent via certified mail delivery service with return receipt requested to the 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:

1-05.16 Water and Power

(*)***

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

1-05.17 As-Built Survey and Record Drawings

(March 22, 2023 CFW GSP)

Section 1-05.17 is a new section:

As-Built Survey

After construction has been completed the Contractor shall perform an as-built survey and provide the information (including point files) in a format compatible with AutoCAD 2019 or later version file to the Engineer.

The applicable tolerance limits for the as-built survey include, but are not limited to the following:

	<u>Vertical</u>	<u>Horizontal</u>
As-built sanitary & storm invert and grate elevations	± 0.01 foot	± 0.01 foot
As-built monumentation	± 0.001 foot	± 0.001 foot
As-built waterlines, inverts, valves, hydrants	± 0.10 foot	± 0.10 foot
As-built ponds/swales/water features	± 0.10 foot	± 0.10 foot
As-built buildings (fin. Floor elev.)	± 0.01 foot	± 0.10 foot
As-built gas lines, power, TV, Tel, Com	± 0.10 foot	± 0.10 foot
As-built signs, signals, etc.	N/A	± 0.10 foot

This as-built survey shall consist of the following:

- Survey of rim elevation, sump elevations, and invert elevations of all storm drainage structures installed, modified or left in place within the limits of this

contract. Storm pipe diameter and material; drainage structure type, size, lid type (solid cover or grate, standard or heavy duty), and lid shape; model No. of CB water quality treatment inserts installed, flowline of open channel conveyance systems at 50-foot max. intervals, and retaining wall footing drains, including cleanouts.

- Survey of all monuments shown on the plans or discovered within the project limits. City of Federal Way Monument Record forms shall be completed by a Professional Land Surveyor and submitted to the Project Engineer for each monument.
- Finished grade shots on all utility appurtenances within the limits of this contract, including, but not limited to vaults, handholes, valves, fire hydrants, water meters, junction boxes, signal poles, etc. Appurtenances with round covers should have one survey shot in the center of the manhole or valve cover, or at the center of the fire hydrant. Utility handholes and boxes shall have two shots on opposite corners of the cover.
- Final curb elevations, with a minimum of 8 shots at each curb return. Also, final shots along all curb and gutter, block curb, integral curb and extruded curb installed in this contract (at flowline of the curbs).
- Final elevations at the front and back of walk throughout the project limits.
- Final wall elevations at the face and top of all walls installed in this contract.
- Survey of all signs, trees, illumination and signal equipment installed as part of this contract.
- Survey to delineate all channelization installed in this contract.

Record Drawings

Throughout construction, the Contractor shall be responsible for tracking all relevant field changes to the approved construction drawings. These changes shall be clearly identified in red ink in a comprehensive manner on one set of full size Plans. These Record Drawing shall be kept separate from other Plan sheets, and shall be clearly marked as Record Drawings. The Record Drawings shall be kept on site, and shall be available for review by the Contracting Agency at all times. The Contractor shall bring the Record Drawings to each progress meeting for review.

Upon completion of construction, the Contractor shall submit to the City a clean set of marked-up drawings in electronic PDF format that are signed and certified by the Contractor or their surveyor. The Certification on each page of the record drawings shall state that said drawings are an accurate depiction of built conditions. City acceptance of the Record Drawings is one of the requirements for achieving Physical Completion.

The certified Record Drawings shall, at a minimum, consist of the following:

- Existing or abandoned utilities that were encountered during construction that were not shown on the approved construction drawings.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-27

CFW SPECIAL PROVISIONS VER. 2024.01B

- Accurate locations of storm drainage (including invert elevations), sanitary sewer, water mains and other water appurtenances, structures, conduits, light standards, vaults, width of roadways, sidewalks, landscaping areas, channelization and pavement markings, etc. Record drawings shall reflect actual dimensions, arrangement, and materials used when different than shown in the Plans. As-built survey information shall be used to confirm information shown on record drawings.
- Changes made by Change Order or Field Directive
- Changes made by the Contractor as approved by the Engineer.
- Pothole information gathered by the Contractor.

Payment

"As-Built Survey and Record Drawings", lump sum.

The lump sum contract price for "As-Built Survey and Record Drawings " shall be full pay for all labor, equipment, materials, and supervision utilized to perform the work specified, including any surveying, checking, correction of errors, preparation of record drawings, and coordination efforts. Payment will be made after AutoCad files and record drawings are submitted to and approved by the City. No partial payments will be made.

1-05.18 Contractor's Daily Diary ***(March 22, 2023 CFW GSP)***

Section 1-05.18 is a new section:

The Contractor and subcontractors, as additional consideration for payment for this contract work, hereby agree to maintain and provide to the Owner and the Engineer a Daily Diary Record of this Work. The diary must be kept and maintained by the Contractor's designated project superintendent. Entries must be made on a daily basis and must accurately represent all of the project activities on each day.

At a minimum, the diary shall show on a daily basis:

- The day and date.
- The weather conditions, including changes throughout the day.
- A complete description of work accomplished during the day with adequate references to the Plans and Specifications so that the reader can easily and accurately identify said work in the Plans.
- An entry for each and every changed condition, dispute or potential dispute, incident, accident, or occurrence of any nature whatsoever which might affect the Contract, Owner, or any third party in any manner.
- Listing of any materials received and stored on or off-site by the Contractor for future installation, to include the manner of storage and protection of the same.
- Listing of materials installed during each day.
- List of all subcontractors working on-site during each day.
- Listing of the number of Contractor's employees working during each day by category of employment.
- Listing of Contractor's equipment working on the site during each day. Idle equipment on the site shall be listed and designated as idle.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-28

CFW SPECIAL PROVISIONS VER. 2024.01B

- Notations to explain inspections, testing, stake-out, and all other services furnished to the Contractor by the Owner or other during each day.
- Entries to verify the daily (including non-work days) inspection and maintenance of traffic control devices and condition of the traveled roadway surfaces. The Contractor shall not allow any conditions to develop that would be hazardous to the public.
- Any other information that serves to give an accurate and complete record of the nature, quantity, and quality of the Contractor's progress on each day.
- Summary of total number of working days to date, and total number of delay days to date.

The Contractor's designated project superintendent must sign the diary at the end of each working day. The Contractor must provide a copy of the diary to the Owner and the Engineer each morning for the preceding workday. All copies must be legible.

It is expressly agreed between the contractor and the owner that the daily diary maintained by the Contractor shall be the "Contractor's Book of Original Entry" for the documentation of any potential claims or disputes that might arise during this contract. Failure of the Contractor to maintain this diary in the manner described above will constitute a waiver of any such claims or disputes by the Contractor. The daily diary maintained by the Contractor does not constitute the official record of the project. The official record of the project is prepared and maintained exclusively by the engineer.

1-06 CONTROL OF MATERIAL

(****)

Section 1-06.1 is Supplemented with the Following:

For On-Site Construction, procedures for material substitutions shall follow Section 01 25 00 *Product Substitutions* of the On-Site Construction Specifications.

For On-Site Construction, see Section 01 33 00 *Submittals* for additional information.

1-06.6 Recycled Materials **(January 4, 2016 APWA GSP)**

Delete this section, including its subsections, and replace it with the following:

The Contractor shall make their best effort to utilize recycled materials in the construction of the project. Approval of such material use shall be as detailed elsewhere in the Standard Specifications.

Prior to Physical Completion the Contractor shall report the quantity of recycled materials that were utilized in the construction of the project for each of the items listed in Section 9-03.21. The report shall include hot mix asphalt, recycled concrete aggregate, recycled glass, steel furnace slag and other recycled materials (e.g. utilization of on-site material and aggregates from concrete returned to the supplier). The Contractor's report shall be provided on DOT form 350-075 Recycled Materials Reporting.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-29

CFW SPECIAL PROVISIONS VER. 2024.01B

1-07 LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

1-07.1 Laws to be Observed

(October 1, 2005 APWA GSP)

Supplement this section with the following:

In cases of conflict between different safety regulations, 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 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 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.

1-07.1(2) Health and Safety

Section 1-07.1(2) is supplemented with the following:

(April 12, 2019 CFW GSP)

Confined Space

Confined spaces are known to exist at the following locations:

Existing storm drainage, sanitary sewer, and other utility systems, vaults, and structures, along with all new similar new construction items that meet the requirements of WAC 296-809-100.

The Contractor shall be fully responsible for the safety and health of all on-site workers and compliant with Washington Administrative Code (WAC 296-809).

The Contractor shall prepare and implement a confined space program for each of the confined spaces identified above. The Contractor's Confined Space program shall be sent to the contracting agency at least 5 days prior to the Contractor beginning work in or adjacent to the confined space. No work shall be performed in or adjacent to the confined space until the plan is submitted to the Engineer as required. The Contractor shall communicate with the Engineer to ensure a coordinated effort for providing and maintaining a safe worksite for both the

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-30

CFW SPECIAL PROVISIONS VER. 2024.01B

Contracting Agency's and Contractor's workers when working in or near a confined space.

All costs to prepare and implement the confined space program shall be included in the bid prices for the various items associated with the confined space work.

1-07.2 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 Contracting Agency 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 Contracting Agency 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 Contracting Agency 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.

1-07.2(1) 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.

1-07.2(2) 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;

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-31

CFW SPECIAL PROVISIONS VER. 2024.01B

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 Contracting Agency, retail sales tax on the full Contract price. The Contracting Agency 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 Contracting Agency 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.

1-07.2(3) Services

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

Section 1-07.2(4) is a new section.

1-07.2(4) Tax Determination ***(Project Special Provision)***

A tax ruling has been provided by the Department of Revenue for this project. Schedule A, all Schedule A(#) Alternates, Schedule B-1, and Schedule B-2 are subject to Sales Tax under Rule 170. See Special Provision 1-07.2.

Schedule B is subject to Sales Tax under Rule 171. See Special Provision 1-07.2.

1-07.5 Environmental Regulations

Section 1-07.5 is supplemented with the following:
(September 20, 2010, WSDOT GSP, OPTION 1)

Environmental Commitments

The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the various documents referenced in the Special Provision **Permits and Licenses**. Throughout the work, the Contractor shall comply with the following requirements: NPDES Construction Stormwater General Permit.

1-07.6 Permits and Licenses

(April 12, 2018 CFW GSP)

Section 1-07.6 is supplemented with the following:

Survey Monuments

In accordance with RCW 58.24.040(8), no cadastral or geodetic survey monument may be disturbed without a valid permit to remove or destroy a survey monument, issued by the Washington State Department of Natural Resources. Permit applications can be obtained on the DNR Public Land Survey Office website. The permit application must be stamped by a registered Washington State Land Surveyor. The Contractor shall obtain the permit to Remove or Destroy a Survey Monument as necessary. All costs to obtain

and comply with the permit shall be considered incidental to other bid items and no additional payment will be made.

(December 16, 2022 CFW GSP)

Section 1-07.6 is supplemented with the following:

Oversized Loads

The Contractor must obtain a permit from the City of Federal Way (Development Services Division) for any Oversize / Overweight Loads. Loads are classified as oversized / overweight if they exceed the following criteria:

Size

- 8'6" wide, 14' tall, 53' length (tractor/trailer)
- 40' single unit
- 75' overall with a truck and trailer
- 3' of front overhang and 15' of rear overhang

Weight

- Heavy loads require a permit for overweight if they exceed the vehicle weight table published by WSDOT. The gross vehicle weight for a vehicle or a vehicle combination is determined by an overlapping set of three criteria: tire size, axle weight, and the weight table.

(January 2, 2018 WSDOT GSP, OPTION 1)

Section 1-07.6 is supplemented with the following:

The Contracting Agency has obtained the below-listed permit(s) for this project. A copy of the permit(s) is attached as an appendix for informational purposes. Copies of these permits, including a copy of the Transfer of Coverage form, when applicable, are required to be onsite at all times.

Contact with the permitting agencies, concerning the below-listed permit(s), shall be made through the Engineer with the exception of when the Construction Stormwater General Permit coverage is transferred to the Contractor, direct communication with the Department of Ecology is allowed. The Contractor shall be responsible for obtaining Ecology's approval for any Work requiring additional approvals (e.g. Request for Chemical Treatment Form). The Contractor shall obtain additional permits as necessary. All costs to obtain and comply with additional permits shall be included in the applicable Bid items for the Work involved.

- Building Permits
- Construction Stormwater General Permit
- Any other permits included in Appendices

1-07.7 Load Limits

(March 13, 1995 WSDOT GSP, OPTION 6)

Section 1-07.7 is supplemented with the following:

If the sources of materials provided by the Contractor necessitate hauling over roads other than State Highways, the Contractor shall, at the Contractor's expense, make all arrangements for the use of the haul routes.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-33

CFW SPECIAL PROVISIONS VER. 2024.01B

1-07.9(3) Apprentices
(February 15, 2019 CFW GSP)

Section 1-07.9(3) is supplemented with the following:

General Requirements

No less than fifteen percent (15%) of the labor hours performed by workers subject to prevailing wages employed by the contractor or its subcontractors is required to be performed by apprentices enrolled in an apprenticeship training program approved or recognized by the Washington State Apprenticeship and Training Council. The Contractor may elect to accomplish apprenticeship utilization requirements as part of the work of a subcontractor, however, the Prime Contractor shall retain the responsibility for complying with these Special Provisions.

Apprentices shall be paid at least the prevailing hourly rate for an apprentice of that trade. Any workman for whom an apprenticeship agreement has not been registered and approved by the State Apprenticeship Council shall be considered to be a fully qualified journeyman, and therefore shall be paid at the prevailing hourly rate for journeymen.

Documentation and Monitoring

Apprenticeship Plan

- (1) The Contractor shall submit a draft Apprenticeship Plan with their bid package on the form provided in the Contract Documents.
- (2) At the preconstruction meeting, the Contractor shall submit a final Apprenticeship Plan to the City on the form provided in the Contract Documents.

These plans shall include the following:

- How the Contractor plans to meet the 15% requirement. Specifically, the plan should include the planned hours for each trade or craft; the total number of prime apprentice hours proposed for the project; and the total number of subcontractor apprentice hours proposed for the project.
- A description of how the Contractor will satisfy the apprenticeship goal on the project and include a summary of outreach and recruitment procedures to hire apprentices to work on the project.

Prevailing Wage Reports

Contractor prevailing wage documentation shall be supplemented to monitor compliance with this requirement throughout the contract as follows:

- (1) A copy of the certificate showing apprentice registration for an individual must accompany the first certified payroll report on which the individual appears;
- (2) A summary shall be provided with each certified payroll report (for both Prime Contractor and all Subcontractors) that identifies:
 - a. The total number of hours worked by apprentices on this job during the pay period. This shall be listed on the summary even if there are zero apprentice hours during the pay period.
 - b. The total number of hours worked by all employees (including both apprentices and non-apprentices) on this job during the pay period.

Certified payrolls that are submitted without this supplemental documentation will be rejected and it will be necessary for the Contractor to resubmit with the supplemental documentation.

Failure to Meet Apprenticeship Utilization Requirements

Unless otherwise waived or reduced, any contractor or subcontractor failing to comply with the apprenticeship requirements of this section shall not be considered a responsible bidder on City of Federal Way Public Works projects for a period of two years from final acceptance of the contract in which noncompliance occurred.

Waivers or Reductions

The Public Works Director may waive or reduce requirements as follows:

- (1) The apprenticeship requirement conflicts with state or federal funding conditions, or the conditions of any other grant or funding program;
- (2) An insufficient number of apprentices are available to meet the contract requirements;
- (3) The project involves a high proportion of equipment and materials costs compared to the anticipated labor hours;
- (4) The contractor has demonstrated a good faith effort to meet the established percentage requirement, but remains unable to fulfil the goal;
- (5) In order to meet the requirement, the contractor will be forced to displace members of its workforce; or
- (6) For other reasons deemed appropriate by the Public Works Director.

1-07.9(5)A Required Documents ***(December 30, 2022 APWA GSP)***

This section is revised to read as follows:

All Statements of Intent to Pay Prevailing Wages, Affidavits of Wages Paid and Certified Payrolls, including a signed Statement of Compliance for Federal-aid projects, shall be submitted to the Engineer and to the State using the State L&I online Prevailing Wage Intent & Affidavit (PWIA) system.

1-07.11(2) Contractual Requirements ***(January 24, 2024 WSDOT GSP, OPT 1)***

Section 1-07.11(2) is supplemented with the following:

11. The Contractor shall comply with the following nondiscrimination provisions, and the Contractor shall ensure the nondiscrimination provisions are included in all subcontracts:
 - a. Nondiscrimination Requirement. During the term of this Contract, the Contractor, including all subcontractors, shall not discriminate on the bases enumerated at RCW 49.60.530(3). In addition, the Contractor, including all subcontractors, shall give written notice of this nondiscrimination requirement to any labor organizations with which the Contractor, or subcontractor, has a collective bargaining or other agreement.
 - b. Obligation to Cooperate. The Contractor, including all subcontractors, shall cooperate and comply with any Washington state agency investigation regarding

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-35

CFW SPECIAL PROVISIONS VER. 2024.01B

any allegation that the Contractor, including any subcontractor, has engaged in discrimination prohibited by this Contract pursuant to RCW 49.69.530(3).

- c. Default. Notwithstanding any provision to the contrary, the Contracting Agency may suspend the Contract in accordance with Section 1-08.6, upon notice of a failure to participate and cooperate with any state agency investigation into alleged discrimination prohibited by this Contract, pursuant to RCW 49.60.530(3). Any such suspension will remain in place until the Contracting Agency receives notification that Contractor, including any subcontractor, is cooperating with the investigating state agency. In the event the Contractor, or subcontractor, is determined to have engaged in discrimination identified at RCW 49.60.530(3), the Contracting Agency may terminate this Contract in whole or in part in accordance with Section 1-08.10(1), and in addition to the sanctions listed in Section 1-07.11(5), the Contractor, subcontractor, or both, may be referred for debarment as provided in RCW 39.26.200. The Contractor or subcontractor may be given a reasonable time in which to cure this noncompliance, including implementing conditions consistent with any court-ordered injunctive relief or settlement agreement.
- d. Remedies for Breach. Notwithstanding any provision to the contrary, in the event of Contract termination or suspension for engaging in discrimination, the Contractor, subcontractor, or both, shall be liable for contract damages as authorized by law including, but not limited to, any cost difference between the original contract and the replacement or cover contract and all administrative costs directly related to the replacement contract, which damages are distinct from any penalties imposed under Chapter 49.60, RCW. The Contracting Agency shall have the right to deduct from any monies due to Contractor or subcontractor, or that thereafter become due, an amount for damages Contractor or subcontractor will owe Contracting Agency for default under this Provision.

1-07.16 Protection and Restoration of Property

1-07.16(2) Vegetation Protection and Restoration ***(August 2, 2010 WSDOT GSP)***

Section 1-07.16(2) is supplemented with the following:

Vegetation and soil protection zones for trees shall extend out from the trunk to a distance of 1 foot radius for each inch of trunk diameter at breast height.

Vegetation and soil protection zones for shrubs shall extend out from the stems at ground level to twice the radius of the shrub.

Vegetation and soil protection zones for herbaceous vegetation shall extend to encompass the diameter of the plant as measured from the outer edge of the plant.

1-07.17 Utilities and Similar Facilities ***(April 2, 2007 WSDOT GSP, OPTION 1)***

Section 1-07.17 is supplemented with the following:

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

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-36

CFW SPECIAL PROVISIONS VER. 2024.01B

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

UTILITY CONTACTS

Puget Sound Energy (Power & Gas)

Attn: Katie Dierick
Katie.Dierick@pse.com
Cell: (253) 268-6331

Lakehaven Water & Sewer District

Attn: Devin Hopper
Field Operations Supervisor
3203 SW Dash Point Rd
Federal Way, WA 98023
dhopper@lakehaven.org
Cell: (253)261-1770

Zayo

Zayo.Relo.Washington@zayo.com

King Co. Traffic (Signals & Lighting)

Attn: Mark Parrett
155 Monroe Ave NE
Renton, WA 98056
Telephone: (206) 296-8153

Lumen

Attn: Lara Lant
1208 NE 64th St
Seattle, WA 98115
Lara.Lant@Lumen.com
Telephone: (206) 765-9885

Comcast

Attn: Kyle Kinney
410 Valley Ave NW
Puyallup, WA 98371
Kyle_Kinney@comcast.com
Telephone: (253) 293-3838

AT&T

Attn: Steve Duppenenthaler
11241 Willows Rd NE, #130
Redmond, WA 98052
Telephone: (425)286-3822

City of FW IT Dept (City Fiber)

Attn: Thomas Fichtner
33325 8th Ave S
Federal Way, WA 98003
Telephone: (253) 835-2547

ADDITIONAL CONTACTS

King County Metro Transit

81270 6th Ave S, Bldg 2
Seattle, WA 98134
Telephone: (206) 684-2785

City of Federal Way Police

33325 8th Ave S
Federal Way, WA 98003
Telephone: (253) 835-6701
(for officer traffic control scheduling)
Telephone: (253) 835-6767
(for traffic / road closure issues)

South King Fire & Rescue

31617 1st Ave S
Federal Way, WA 98003
Telephone: (253) 946-7253

Federal Way School District

Attn: Transportation Department
1211 S. 332nd St
Federal Way, WA 98003
Telephone: (253) 945-5960

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-37

CFW SPECIAL PROVISIONS VER. 2024.01B

(*****)

Section 1-07.17 is supplemented with the following:

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

For Off-Site Work (Schedule B, B1, and B2)

Public and private utilities, or their Contractors, will furnish all work necessary to adjust, relocate, replace, or construct their facilities unless otherwise provided for in the Plans or these Special Provisions. Such adjustment, relocation, replacement, or construction will be done during the prosecution of the work for this project. It is anticipated that utility adjustment, relocation, replacement or construction within the project limits will be completed as follows:

- Lumen will be placing cabling in contractor-constructed vault and conduit system and removing existing poles.
- Puget Sound Energy will be providing electrical cable and meter to new power services.
- Any other relocations, replacements, or adjustments as necessary

The Contractor shall attend a mandatory utility preconstruction meeting with the Engineer, all affected subcontractors, and all utility owners and their Contractors prior to beginning onsite work.

The following addresses and telephone numbers of utility companies or their Contractors that will be adjusting, relocating, replacing or constructing utilities within the project limits are supplied for the Contractor's use:

- See contact info listed in Section 1-07.17, Option 1

The Contractor shall:

- Provide franchise utilities with a minimum two-week advance notice to facilitate scheduling for their crews. Work will be completed by utilities after the area has been prepared by the City's contractor, including excavation and staking of appurtenant facilities such as right-of-way & back of sidewalk (line & grade).
- The Contractor shall coordinate scheduling of utility work with the utility companies involved and incorporate that work into the project schedule.

1-07.18 Public Liability and Property Damage Insurance

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

1-07.18 Insurance

(January 4, 2024 APWA GSP)

1-07.18(1) 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 Contracting Agency 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 Contracting Agency 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 Contracting Agency 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 Contracting Agency's insurance, self-insurance, or self-insured pool coverage. Any insurance, self-insurance, or self-insured pool coverage maintained by the Contracting Agency shall be excess of the Contractor's insurance and shall not contribute with it.
- E. The Contractor shall provide the Contracting Agency 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 Contracting Agency
- G. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Contracting Agency 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 Contracting Agency on demand, or at the sole discretion of the Contracting Agency, offset against funds due the Contractor from the Contracting Agency.
- 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.

(March 9, 2023 WSDOT GSP)

Section 1-07.18(1) is supplemented with the following:

Under no circumstances shall a wrap up policy be obtained, for either initiating or maintaining coverage, to satisfy insurance requirements for any policy required under this section. A wrap up policy is defined as an insurance agreement or arrangement under which all the parties working on a specified or designated project are insured under one policy for liability arising out of that specified or designated project.

(January 4, 2024 APWA GSP, cont.)

1-07.18(2) 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:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-39

CFW SPECIAL PROVISIONS VER. 2024.01B

- The Contracting Agency and its officers, elected officials, employees, agents, and volunteers.
- Consultants hired by the Contracting Agency for construction support or materials testing.

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.

1-07.18(3) 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 Contracting Agency, the Contractor shall forward to the Contracting Agency 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.

1-07.18(4) Verification of Coverage

The Contractor shall deliver to the Contracting Agency 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 Contracting Agency to demand such verification of coverage with these insurance requirements or failure of Contracting Agency 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 Contracting Agency to be equivalent.
2. Copies of all endorsements naming Contracting Agency 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 Contracting Agency, the Contractor shall forward to the Contracting Agency 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.

1-07.18(5) 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 Contracting Agency'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 Contracting Agency. 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.

1-07.18(5)A 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
\$3,000,000	General Aggregate
\$3,000,000	Products & Completed Operations Aggregate
\$2,000,000	Personal & Advertising Injury each offense
\$2,000,000	Stop Gap / Employers' Liability each Accident

1-07.18(5)B 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
-------------	-------------------------------------

1-07.18(5)C Workers' Compensation

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

1-07.18(5)D Excess or Umbrella Liability

(January 4, 2016 APWA GSP)

The Contractor shall provide Excess or Umbrella Liability insurance with limits of not less than \$3,000,000 each occurrence and annual aggregate. This excess or umbrella liability coverage shall be excess over and as least as broad in coverage as the Contractor's Commercial General and Auto Liability insurance.

All entities listed under 1-07.18(2) of these Special Provisions shall be named as additional insureds on the Contractor's Excess or Umbrella Liability insurance policy.

This requirement may be satisfied instead through the Contractor's primary Commercial General and Automobile Liability coverages, or any combination thereof that achieves the overall required limits of insurance.

1-07.18(5)J Pollution Liability

(January 4, 2016 APWA GSP)

The Contractor shall provide a Contractors Pollution Liability policy, providing coverage for claims involving bodily injury, property damage (including loss of use of tangible property that has not been physically injured), cleanup costs, remediation, disposal or other handling of pollutants, including costs and expenses incurred in the investigation, defense, or settlement of claims, arising out of any one or more of the following:

1. Contractor's operations related to this project.
2. Remediation, abatement, repair, maintenance or other work with lead-based paint or materials containing asbestos.
3. Transportation of hazardous materials away from any site related to this project.

All entities listed under 1-07.18(2) of these Special Provisions shall be named by endorsement as additional insureds on the Contractors Pollution Liability insurance policy.

Such Pollution Liability policy shall provide the following minimum limits:

\$2,000,000 each loss and annual aggregate

1-07.18(5)K Professional Liability

(December 30, 2022 APWA GSP)

The Contractor and/or its subcontractor(s) and/or its design consultant providing construction management, value engineering, or any other design-related non-construction professional services shall provide evidence of Professional Liability insurance covering professional errors and omissions.

Such policy shall provide the following minimum limits:

\$1,000,000 per claim and annual aggregate

If the scope of such design-related professional services includes work related to pollution conditions, the Professional Liability insurance shall include coverage for Environmental Professional Liability.

If insurance is 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.

1-07.23 Public Convenience and Safety

(February 6, 2023 WSDOT GSP, OPTION 5)

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

Lane, ramp, shoulder, and roadway closures are subject to the following restrictions:

- The Contractor shall, at all times throughout the project, conduct the work in such a manner as will obstruct and inconvenience vehicular and pedestrian traffic as little as possible. The streets, sidewalks and private driveways shall be kept open by the Contractor except for the brief periods when actual work is being done. The Contractor shall conduct his operations so as to have under construction no greater length or amount of work than he can prosecute vigorously and he shall not open up sections of the work and leave them in an unfinished condition.
- The Contractor shall provide flaggers, signs, and other traffic control devices. The Contractor shall erect and maintain all construction signs, warning signs, detour signs, and other traffic control devices necessary to warn and protect the public at all times from injury or damage as a result of the Contractor's operations which may occur on highways, roads, streets, sidewalks, or paths. No work shall be done on or adjacent to any traveled way until all necessary signs and traffic control devices are in place.
- All signs and traffic control devices for the permitted closures shall only be installed during the specified hours. Construction signs, if placed earlier than the specified hours of closure, shall be turned or covered so as not to be visible to motorists
- The Contractor shall keep all pedestrian routes & access points (including, but not limited to, sidewalks, and crosswalks when located within the project limits) open and clear at all times unless permitted otherwise by the Engineer in an approved traffic control plan. An ADA accessible route must be provided through the project site at all times.
- Pedestrians must have access to pedestrian push buttons at all times.
- Lane closures shall not impact business access. All businesses shall remain accessible by vehicles and pedestrian during business hours.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-43

CFW SPECIAL PROVISIONS VER. 2024.01B

- Lane closures shall not restrict vehicular access for buses through the project site. Bus stops shall remain ADA accessible to pedestrians at all times throughout the project.
- The Contractor shall be responsible for notifying all affected property owners and tenants prior to commencing the barricading of streets, alleys, sidewalks and driveways. Notifications should be at least 48 hours in advance of closures, if possible.
- No paving or planing (milling) shall occur in residential areas during refuse, recycle, and yard waste collection days. Collection schedules are available at www.cityoffederalway.com/publicworks/recycling.
- For approved night work, it shall be the Contractor's responsibility to obtain any required noise variance or exemption for such work.
- For approved night work, the Contractor shall, at no additional cost to the City, make all arrangements for operations during hours of darkness. Flagger stations shall be illuminated using a minimum 150-watt floodlight. Lighting used for nighttime work shall, whenever possible, be directed away from or shielded from residences and oncoming traffic. Signs and barricades shall be supplemented by Type C steady burn lights to delineate edge of roadway during the hours of darkness.
- The Contractor may, if shown on a traffic control plan approved by the Engineer, momentarily interrupt continuous two-way traffic to allow one-way traffic (alternating directions / flagger controlled). Such interruptions shall utilize qualified flaggers placed in strategic locations to insure the public safety and minimize driver confusion.
- For projects with bid schedules located in multiple locations throughout the City, the Contractor shall not have personnel or subcontractors working on-site at more than two schedules at any given time.
- Lane closures on 28th Ave South and 308th Lane may only occur between the hours of 8:00AM and 5:00PM.

If the Engineer determines the permitted closure hours adversely affect traffic, the Engineer may adjust the hours accordingly. The Engineer will notify the Contractor in writing of any change in the closure hours. Exceptions to these restrictions are listed below and when applicable take precedence over closures listed above. The Engineer may also consider on a case-by-case basis additional exceptions following a written request by the Contractor.

Lane, ramp, shoulder, and roadway closures are not allowed on any of the following:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-44

CFW SPECIAL PROVISIONS VER. 2024.01B

1. A holiday,
2. A holiday weekend; holidays that occur on Friday, Saturday, Sunday or Monday are considered a holiday weekend. A holiday weekend includes Saturday, Sunday, and the holiday.
3. After 12:00 PM (noon) on the day prior to a holiday or holiday weekend, and
4. Before 7:00 AM on the day after the holiday or holiday weekend.
5. Within the City Center zone from the Friday after Thanksgiving Day (“Black Friday”) until the first City recognized business day of the following year without written approval by the Engineer. The boundaries of the City Center zone are identified in the City of Federal Way Comprehensive Plan. In general, it is the area located within the following boundaries:
 - Northern boundary: S 312th Street
 - Southern boundary: S 324th Street
 - Eastern boundary: Interstate 5
 - Western boundary: 14th Ave S (future extension) / Federal Way 320th Library / 11th PI S

Traffic Delays

When Automated Flagger Assistance Devices (AFADs) or flaggers are used to control traffic, traffic shall not be stopped for more than two minutes at any time. All traffic congestion shall be allowed to clear before traffic is delayed again.

If the delay becomes greater than two minutes, the Contractor shall immediately begin to take action to cease the operations that are causing the delays. If the two minute delay limit has been exceeded, as determined by the Engineer, the Contractor shall provide to the Engineer, a written proposal to revise his work operations to meet the two minute limit. This proposal shall be accepted by the Engineer prior to resuming any work requiring traffic control.

There shall be no delay to medical, fire, or other emergency vehicles. The Contractor shall alert all flaggers and personnel of this requirement.

General Restrictions

Construction vehicles using a closed traffic lane shall travel only in the normal direction of traffic flow unless expressly allowed in an accepted traffic control plan. Construction vehicles shall be equipped with flashing or rotating amber lights.

No two consecutive on-ramps, off-ramps, or intersections shall be closed at the same time and only one ramp at an interchange shall be closed, unless specifically shown in the Plans.

Roads or ramps that are designated as part of a detour shall not be closed or restricted during the implementation of that detour, unless specifically shown in the Plans.

Controlled Access

No special access or egress shall be allowed by the Contractor other than normal legal movements or as shown in the Plans.

Contractor's vehicles of 10,000 GVW or greater shall not exit or enter a lane open to public traffic except as follows:

Egress and ingress shall only occur during the hours of allowable lane closures, and:

1. For exiting an open lane of traffic, by decelerating in a lane that is closed during the allowable hours for lane closures.
2. For entering an open lane of traffic, by accelerating in a closed lane during the allowable hours for lane closures.

Traffic control vehicles are excluded from the gross vehicle weight requirement. If placing construction signs will restrict traveled lanes, then the work will be permitted during the hours of allowable lane closures.

Advance Notification

The Contractor shall notify the Engineer in writing of any traffic impacts related to lane closure, shoulder closure, sidewalk closure, or any combination for the week by 12:00 p.m. (noon) Wednesday the week prior to the stated impacts.

The Contractor shall notify the Engineer in writing ten working days in advance of any traffic impacts related to full roadway closure, ramp closure, or both.

The Contractor shall notify the Engineer in writing of any changes to the stated traffic impacts a minimum of 48 hours prior to the traffic impacts.

1-07.24 Rights of Way

(July 23, 2015 APWA GSP)

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.

Generally, the Contracting Agency will have obtained, prior to bid opening, all rights of way and easements, both permanent and temporary, necessary for carrying out the work. Exceptions to this are noted in the Bid Documents or will be brought to the Contractor's attention by a duly issued Addendum.

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 Contracting Agency 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.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-46

CFW SPECIAL PROVISIONS VER. 2024.01B

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 Contracting Agency 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 48 hours notice prior to entry by the Contractor. This includes entry onto easements and private property where private improvements must be adjusted.

The Contractor shall be responsible for providing, without expense or liability to the Contracting Agency, 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.

1-07.28 Communication with Businesses and Property Owners
(April 12, 2018 CFW GSP)

Section 1-07.28 is added:

The Contractor will be responsible for communicating all work activities with the property owners / tenants that are located adjacent to the project. The Contractor, along with the City's inspector & project engineer, shall have one formal meeting (door-to-door project walk-through) with the property owners/tenants prior to the start of construction. It will be the Contractor's responsibility to initiate and set up the meeting.

Thereafter, the Contractor shall keep the property owners / tenants informed of their general work locations and upcoming activities by distributing a monthly status/schedule memo to the businesses. The memo shall be approved by the City's Project Engineer prior to distribution.

1-07.29 Coordination with Transit Agencies
(December 1, 2021 CFW GSP)

Section 1-07.29 is added:

The Contractor is required to coordinate with impacted transit agencies. King County Metro and/or Pierce Transit personnel will remove and reinstall all existing bus stop signs and supports within the project limits. A copy of all communications between the contractor and transit agencies shall be forwarded to the City of Federal Way.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-47

CFW SPECIAL PROVISIONS VER. 2024.01B

King County Metro: King County should be notified in writing at construction.coord@kingcounty.gov a minimum of five business days prior to starting any work impacting bus stops, a temporary lane or road closure. Work requiring removing a bus shelter or sign requires notification in writing a minimum of 30 business days.

Pierce Transit: Pierce Transit should be notified at (253)581-8130 to coordinate.

1-08 PROSECUTION AND PROGRESS

(****)

See Section 01 31 00 of the On-Site Construction Specifications for additional requirements.

Add the following new section:

1-08.0 Preliminary Matters

(May 25, 2006 APWA GSP)

1-08.0(1) Preconstruction Conference

(October 10, 2008 APWA GSP)

Prior to the Contractor beginning the work, a preconstruction conference will be held between the Contractor, the Engineer, and such other interested parties as may be invited. The purpose of the preconstruction conference will be:

1. To review the initial progress schedule;
2. To establish a working understanding among the various parties associated or affected by the work;
3. To establish and review procedures for progress payment, notifications, approvals, submittals, etc.;
4. To establish normal working hours for the work;
5. To review safety standards and traffic control; and
6. To discuss such other related items as may be pertinent to the work.

The Contractor shall prepare and submit at the preconstruction meeting 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.

1-08.0(2) Hours of Work

(December 8, 2014 APWA GSP)

Add the following new section:

- A. Construction noise is governed by the Federal Way Revised Code 19.105.040 Regulation of work hours. Noise related to construction is allowed from 7:00 a.m. to 8:00 p.m. Monday through Friday and 9:00 a.m. to 8:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and holidays observed by the City. Exceptions to the construction noise hours limitation MAY be granted pursuant to the ordinance cited

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-48

CFW SPECIAL PROVISIONS VER. 2024.01B

above, when necessary to accommodate construction which cannot be undertaken during exempt hours.

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 Engineer for consideration. This request shall state what hours are being requested, and why. Requests shall be submitted for review no later than noon two working days prior to the day(s) the Contractor is requesting to change the hours.

If the Contracting Agency 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 Contracting Agency for the costs in excess of straight-time costs for Contracting Agency 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 Contracting Agency's material testing lab; inspectors; and other Contracting Agency 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 a 4-10 work schedule is requested and approved the non-working day for the week will be charged as a working day.
5. If Davis Bacon wage rates apply to this Contract, all requirements must be met and recorded properly on certified payroll.

(December 1, 2021 CFW GSP)

Add the following new section:

The Contractor may request extended work hours on days when paving operations are occurring. Work hours may be modified to 7:00 a.m. to 5:30 p.m. on paving days if the Engineer determines that the benefits of extended working hours will minimize the overall impacts to traffic. Extended work hours for paving will require PCMS boards to be placed a minimum of 2 business days prior to the paving day.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-49

CFW SPECIAL PROVISIONS VER. 2024.01B

Payment for PCMS boards shall be considered incidental to the Contractor's operations, unless there is a specific bid item for PCMS boards.

1-08.1(7) Payments to Subcontractors and Lower-Tier Subcontractors

1-08.1(7)A Payment Reporting

(January 4, 2024 APWA GSP)

Revise this section to read: "Vacant".

1-08.1(7)C Subcontractor Retainage

(February 13, 2024 WSDOT GSP, OPTION 1)

The first sentence in the last paragraph of Section 1-08.1(7)C is revised to read:

If the Contractor fails to comply with the requirements of this Section and the first-tier subcontractor's retainage or retainage bond is wrongfully withheld, the Contractor will be subject to the actions described in Section 1-08.1(10).

1-08.1(9) Required Subcontract Clauses

1-08.1(9)B Clauses Required in Subcontracts of All Tiers

(January 24, 2024 WSDOT GSP, OPTION 1)

The second paragraph of Section 1-08.1(9)B is supplemented with the following:

16. 1-07.11 **Requirements for Nondiscrimination** – Item 11 from Section 1-07.11(2).

1-08.3 Progress Schedule

1-08.3(1) General Requirements

(October 3, 2022 WSDOT GSP, OPTION 2)

Section 1-08.3(1) is supplemented with the following:

In addition to information required in Items 1 through 6, the Progress Schedule shall include the following milestones and/or activities:

7. Materials requiring long procurement or fabrication periods, such as signal or light poles, structural elements, or mechanical items.

(****)

Section 1-08.3(1) is supplemented with the following:

See Section 01 32 16 of the "On-Site Specifications" for additional requirements.

1-08.3(2)A Type A Progress Schedule

(December 30, 2022 APWA GSP)

Revise this section to read:

The Contractor shall submit 2 copies of a Type A Progress Schedule no later than at the preconstruction conference, or some other mutually agreed upon submittal time. The schedule may be 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.

1-08.4 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 Contracting Agency. 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 Engineer to inspect the fence. No other work shall be performed on the site until the Contracting Agency has accepted the installation of high visibility fencing, as described in the Contract.

(December 1, 2021 CFW GSP)

Section 1-08.4 is supplemented with the following.

The Contractor shall provide adequate equipment and forces to carry out the construction schedule to completion of the contract by the date specified.

1-08.5 Time for Completion

(*)***

Paragraphs one through four are deleted and replaced with the following:

The Contractor shall complete all physical Contract Work within the number of “calendar days” stated in the Contract provisions. Contract time shall begin on the first working day following the Notice to Proceed Date. Notice to Proceed is anticipated to be issued around August 15, 2024.

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 Contracting Agency 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 Contracting Agency in accordance with Section 8-01.3(16).
- g. Property owner releases per Section 1-07.24

1-08.8 Extensions of Time

This section is modified as follows:

(****)

Paragraph 4 is deleted. No time extensions will be allowed for Adverse Weather.

1-08.9 Liquidated Damages

(****)

Replace Section 1-08.9 with the following:

Time is of the essence of the Contract. Delays inconvenience the traveling public, obstruct traffic, interfere with and delay commerce, and increase risk to Highway users. Delays also cost tax payers undue sums of money, adding time needed for administration, engineering, inspection, and supervision.

Accordingly, the Contractor agrees:

1. To pay liquidated damages in the amount of **\$500.00** for each calendar day beyond the number of calendar days established for Physical Completion, and
2. To authorize the Engineer to deduct these liquidated damages from any money due or coming due to the Contractor.

When the Contract Work has progressed to Substantial Completion as defined in the Contract, the Engineer may determine the Contract Work is Substantially Complete. The Engineer will notify the Contractor in writing of the Substantial Completion Date. For overruns in Contract time occurring after the date so established, liquidated damages identified above will not apply. For overruns in Contract time occurring after the Substantial Completion Date, liquidated damages shall be assessed on the basis of direct engineering and related costs assignable to the project until the actual Physical Completion Date of all the Contract Work. The Contractor shall complete the remaining Work as promptly as possible. Upon request by the Project Engineer, the Contractor shall furnish a written schedule for completing the physical Work on the Contract.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-52

CFW SPECIAL PROVISIONS VER. 2024.01B

Liquidated damages will not be assessed for any days for which an extension of time is granted. No deduction or payment of liquidated damages will, in any degree, release the Contractor from further obligations and liabilities to complete the entire Contract.

1-09 MEASUREMENT AND PAYMENT

(*****)

Section 1-09 is supplemented with the following:

Refer to “On-Site Specification” 01 29 76 for measurement and payment for On-Site Construction.

1-09.2(1) General Requirements for Weighing Equipment

(January 4, 2024 APWA GSP, OPTION B)

Revise item 4 of the fifth paragraph to read:

4. Test results and scale weight records for each day’s hauling operations are provided to the Engineer daily. Reporting shall utilize WSDOT form 422-027A, Scaleman’s Daily Report, unless the printed ticket contains the same information that is on the Scaleman’s Daily Report Form. The scale operator must provide AM and/or PM tare weights for each truck on the printed ticket.

1-09.2(5) Measurement

(December 30, 2022 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.

1-09.6 Force Account

(December 30, 2022 APWA GSP)

Supplement this section with the following:

The Contracting Agency has estimated and included in the Proposal, dollar amounts for all items to be paid per force account, only to provide a common proposal for Bidders. All such dollar amounts are to become a part of Contractor’s total bid. However, the Contracting Agency does not warrant expressly or by implication, that the actual amount of work will correspond with those estimates. Payment will be made on the basis of the amount of work actually authorized by the Engineer.

(*****)

1-09.7 Mobilization

Payment for Mobilization for On-Site Construction shall be paid per Section 01 29 76 of the On-Site Construction Specifications.

(March 22, 2023 CFW GSP)

Supplement Section 1-09.7 with the following:

Obtaining a site for the Contractor’s mobilization, field office(s), storage of materials, access and personnel parking spaces, and other general operations shall be the responsibility of the Contractor. The Contractor will be responsible for maintaining these

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-53

CFW SPECIAL PROVISIONS VER. 2024.01B

spaces in a safe and orderly condition throughout the duration of the project. The Contractor shall provide the City with a copy of agreement(s) with property owner. All costs associated with securing sites shall be included in the other bid items on the project and no other compensation will be made.

(December 30, 2022 APWA GSP)

Delete this Section and replace it with the following:

Mobilization consists of preconstruction expenses and costs of preparatory Work and operations performed by the Contractor typically occurring before 10 percent of the total original amount of an individual Bid Schedule is earned from other Contract items on that Bid Schedule. Items which are not to be included in the item of Mobilization include but are not limited to:

1. Portions of the Work covered by the specific Contract item or incidental Work which is to be included in a Contract item or items.
2. Profit, interest on borrowed money, overhead, or management costs.
3. Costs incurred for mobilizing equipment for force account Work.

Based on the lump sum Contract price for "Mobilization", partial payments will be made as follows:

1. When 5 percent of the total original Bid Schedule amount is earned from other Contract items on that original Bid Schedule, excluding amounts paid for materials on hand, 50 percent of the Bid Item for mobilization on that original Bid Schedule, 5 percent of the total of that original Bid Schedule, or 5 percent of the total original Contract amount, whichever is the least, will be paid.
2. When 10 percent of the total original Bid Schedule amount is earned from other Contract items on that original Bid Schedule, excluding amounts paid for materials on hand, 100 percent of the Bid Item for mobilization on that original Bid Schedule, 10 percent of the total of that original Bid Schedule, or 10 percent of the total original Contract amount, whichever is the least, will be paid.
3. When the Substantial Completion Date has been established for the project, payment of any remaining amount Bid for mobilization will be paid.

Nothing herein shall be construed to limit or preclude partial payments otherwise provided by the Contract.

1-09.9 Payments

(****)

Section 1-09.9 is revised to read:

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

In General, the Architect of Record (herein referred to as Architect) will make the final determination for payments for the On-Site Construction. The Engineer will make the final determination for payments for the Off-Site / Frontage Improvement Construction.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-54

CFW SPECIAL PROVISIONS VER. 2024.01B

See Section 01 29 76 of the On-Site Construction Specifications for additional information.

The Contractor shall submit a breakdown of the cost of lump sum bid items at the Preconstruction Conference, Schedule of Values, to enable the Project Engineer and Architect 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 and Architect will make a determination based on information available. The Project Engineer and Architect 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 Project Engineer and Architect's determination.
3. Materials on Hand — 100 percent of invoiced cost of material delivered to Job site or other storage area approved by the Project Engineer and Architect.
4. Change Orders — entitlement for approved extra cost or completed extra work as determined by the Project Engineer and Architect.

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

1. Retainage per Section 1-09.9(1),
2. The amount of progress payments previously made; and
3. Funds withheld by the Contracting Agency 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 Contracting Agency that any work has been satisfactorily completed. The determination of payments under the contract will be final in accordance with Section 1-05.1.

Failure to perform obligations under the Contract by the Contractor may be decreed by the Contracting Agency to be adequate reason for withholding any payments until compliance is achieved.

Upon completion of all Work and after final inspection (Section 1-05.11), the amount due the Contractor under the Contract will be paid based upon the final estimate made by the Engineer and presentation of a Final Contract Voucher Certification to be signed by the Contractor. The Contractor's signature on such voucher shall be deemed a release of all claims of the Contractor unless a Certified Claim is filed in accordance with the requirements of Section 1-09.11 and is expressly excepted from the Contractor's certification on the Final Contract Voucher Certification. The date the Contracting Agency signs the Final Contract Voucher Certification constitutes the final acceptance date (Section 1-05.12).

If the Contractor fails, refuses, or is unable to sign and return the Final Contract Voucher Certification or any other documentation required for completion and final acceptance of the Contract, the Contracting Agency reserves the right to establish a Completion Date (for the purpose of meeting the requirements of RCW 60.28) and unilaterally accept the Contract. Unilateral final acceptance will occur only after the Contractor has been provided the opportunity, by written request from the Engineer, to voluntarily submit such documents. If voluntary compliance is not achieved, formal notification of the impending establishment of a Completion Date and unilateral final acceptance will be provided by email with delivery confirmation from the Contracting Agency to the Contractor, which will provide 30 calendar days for the Contractor to submit the necessary documents. The 30 calendar day period will begin on the date the email with delivery confirmation is received by the Contractor. The date the Contracting Agency unilaterally signs the Final Contract Voucher Certification shall constitute the Completion Date and the final acceptance date (Section 1-05.12). The reservation by the Contracting Agency to unilaterally accept the Contract will apply to Contracts that are Physically Completed in accordance with Section 1-08.5, or for Contracts that are terminated in accordance with Section 1-08.10. Unilateral final acceptance of the Contract by the Contracting Agency does not in any way relieve the Contractor of their responsibility to comply with all Federal, State, tribal, or local laws, ordinances, and regulations that affect the Work under the Contract.

Payment to the Contractor of partial estimates, final estimates, and retained percentages shall be subject to controlling laws.

1-09.13 Claim Resolution

1-09.13(1) General

(December 30, 2022 APWA GSP)

Revise this Section to read

Prior to seeking claims resolution through arbitration or litigation, the Contractor shall proceed in accordance with Sections 1-04.5 and 1-09.11. The provisions of Sections 1-04.5 and 1-09.11 must be complied with in full as a condition precedent to the Contractor's right to seek claim resolution through binding arbitration or litigation.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-56

CFW SPECIAL PROVISIONS VER. 2024.01B

Any claims or causes of action which the Contractor has against the Contracting Agency arising from the Contract shall be resolved, as prescribed herein, through binding arbitration or litigation.

The Contractor and the Contracting Agency mutually agree that those claims or causes of action which total \$1,000,000 or less, which are not resolved by mediation, shall be resolved through litigation unless the parties mutually agree in writing to resolve the claim through binding arbitration.

The Contractor and the Contracting Agency mutually agree that those claims or causes of action in excess of \$1,000,000, which are not resolved by mediation, shall be resolved through litigation unless the parties mutually agree in writing to resolve the claim through binding arbitration.

1-09.13(3)A Arbitration General
(January 19, 2022 APWA GSP)

Revise the third paragraph to read:

The Contracting Agency and the Contractor mutually agree to be bound by the decision of the arbitrator, and judgment upon the award rendered by the arbitrator may be entered in the Superior Court of the county in which the Contracting Agency's headquarters is located, provided that where claims subject to arbitration are asserted against a county, RCW 36.01.050 shall control venue and jurisdiction of the Superior Court. The decision of the arbitrator and the specific basis for the decision shall be in writing. The arbitrator shall use the Contract as a basis for decisions.

1-09.13(4) Venue for Litigation
(December 30, 2022 APWA GSP)

Revise this section to read:

Litigation shall be brought in the Superior Court of the county in which the Contracting Agency's headquarters is located, provided that where claims are asserted against a county, RCW 36.01.050 shall control venue and jurisdiction of the Superior Court. It is mutually agreed by the parties that when litigation occurs, the Contractor shall permit the Contracting Agency to have timely access to all records deemed necessary by the Contracting Agency to assist in evaluating the claims or action.

1-10 Temporary Traffic Control

1-10.1 General

1-10.1(2) Description
(April 12, 2018 CFW GSP)

Section 1-10.1(2) is supplemented with the following:

City of Federal Way Project Signs

City of Federal Way Project signs shall be considered Construction Signs Class A. The Contractor shall provide two (2) project signs (4' x 8') per the detail available from the City.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-57

CFW SPECIAL PROVISIONS VER. 2024.01B

1-10.2(2) Traffic Control Plans

(April 12, 2018 CFW GSP)

Section 1-10.2(2) is supplemented with the following:

The following minimum Traffic Control requirements shall be maintained during the construction of the project:

1. If the Contractor opts to utilize traffic control plans other than those provided in these Contract Documents, the Contractor shall provide traffic control plans to the City of Federal Way for review and approval a minimum of five (5) working days prior to implementation. These plans shall supplement Construction Staging Plans. The plans as provided by the Contractor shall include and not be limited to the following information:
 - Stop line locations with station and offset to verify safety of intersection turning radius for vehicles.
 - Minimum lane widths provided for vehicular travel.
 - Turn pocket length, gap, and tapers in conformance with the City of Federal Way Standard Detail DWG 3-19A.
2. Detours will not be allowed except as noted herein or Section 1-07.23(2) as amended.
3. Temporary paint striping, reflective marking tape, and/or retroreflective tubular markers shall be required for each shift of traffic control. The Contractor shall provide temporary striping, reflective marking tape, and/or reflective tubular markers as required at the direction of the Engineer.
4. The Contractor provided Traffic Control Plans shall lay out traffic control device spacing, tapers, etc., to scale, and shall contain accurate dimensions and legends and shall be signed by the preparer.

1-10.3 Traffic Control Labor, Procedures and Devices

1-10.4 Measurement

1-10.4(2) Item Bids with Lump Sum for Incidentals

(August 2, 2004 WSDOT GSP, OPTION 1)

Section 1-10.4(2) is supplemented with the following:

The proposal does not contain the item "Project Temporary Traffic Control", lump sum. The provisions of Section 1-10.4(2) shall apply.

END OF DIVISION 1

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-58

CFW SPECIAL PROVISIONS VER. 2024.01B

DIVISION 2 EARTHWORK

2-01 CLEARING, GRUBBING, AND ROADSIDE CLEANUP

2-01.1 Description

(March 13, 1995 WSDOT GSP, OPTION 1)

Section 2-01.1 is supplemented with the following:

Clearing and grubbing on this project shall be performed within the following limits:

Limits for clearing & grubbing shall be as shown on the plans. Clearing shall include removal of trees as noted on the plans or as directed by the Engineer to accommodate the improvements. Tree removal shall include removal of stumps and/or grinding of stumps to a depth at least two feet below finish grade.

2-01.3 Construction Requirements

2-01.3(3) Clearing Limit Fence

(April 12, 2018 CFW GSP)

Section 2-01.3(3) is a new section:

Clearing limit fence shall be 4-feet high, orange, high density polyethylene fencing with mesh openings 1½-inch by 3-inches nominal and weigh at least 7 oz. per linear foot. Either wood or steel posts shall be used. Wood posts shall have minimum dimensions of 1½ inches by 1½ inches by the minimum length of 5 feet, and shall be free of knots, splits, or gouges. Steel posts shall consist of either size No. 6 rebar or larger, ASTM A 120 steel pipe with a minimum diameter of 1 inch, U, T, L or C shape steel posts with a minimum weight of 1.35 lbs./ft. or other steel posts having equivalent strength and bending resistance to the post sizes listed. The spacing of the support posts shall be a maximum of 6½ feet.

2-01.3(4) Roadside Cleanup

(January 5, 1998 WSDOT GSP, OPTION 1)

Section 2-01.3(4) is supplemented with the following:

The Contractor shall restore, repair, or correct all portions of the roadside or adjacent landscapes that were unavoidably damaged due to the performance or installation of the specified work. Unavoidable damage shall be determined only by the Engineer. All materials utilized shall be in accordance with Sections 9-14 and 9-15 and other applicable sections of the Standard Specifications or Special Provisions, whichever may apply. All work shall be performed in accordance with Sections 8-02 and 8-03 and other applicable sections of the Standard Specifications. The Contractor shall review the work with the Engineer and receive approval to proceed prior to commencing the work.

2-01.4 Measurement

(April 12, 2018 CFW GSP)

Section 2-01.4 is supplemented with the following:

“Clearing and Grubbing” will be measured on a lump sum basis. Installation, maintenance, and removal of the Clearing Limit Fence shall be included in the Clearing and Grubbing bid item.

“Roadside Cleanup,” will be measured by force account.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-59

CFW SPECIAL PROVISIONS VER. 2024.01B

“Tree Removal,” will be measured per each and includes root removal.

2-01.5 Payment

(April 12, 2018 CFW GSP)

Section 2-01.5 is supplemented with the following:

“Clearing and Grubbing,” lump sum.

“Roadside Cleanup,” force account.

“Tree Removal,” per each.

2-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

2-02.3 Construction Requirements

(September 7, 2021 WSDOT GSP, OPTION 1)

Section 2-02.3 is supplemented with the following:

Removal of Obstructions

The following miscellaneous Obstructions shall be removed and disposed of:

ITEMS TO BE REMOVED INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: ^{1, 2}		
STATION / OFFSET	ITEM DESCRIPTION	QUANTITY
63+06, 373' RT to 63+24, 340' RT	Remove Wall	45 LF
50+47, 27' RT 52+62, 13' RT	Remove Sign	7 EA
53+73, 13' RT 55+68, 14' RT		
58+15, 14' RT 59+77, 16' RT		
62+55, 21' RT		
50+89, 28' RT 50+95, 28' RT		
50+92, 29' RT 55+83, 20' RT	Remove Bollards	2 EA
62+62, 27' RT 61+72, 20' RT	Remove Hydrant	4 EA
50+99, 36' RT 51+12, 34' RT	Remove Meter and Service	8 EA
53+78, 27' RT 57+11, 25' RT		
57+93, 27' RT 58+67, 29' RT		
59+84, 30' RT 60+82, 27' RT		
47+20 to 65+20, 0'		
54+61, 13' RT 56+58, 15' RT	Remove Raised Pavement Marker	2 HUND
57+30, 13' RT 59+29, 14' RT	Remove Mailbox	5 EA
61+53, 16' RT		
ITEMS TO BE SALVAGED TO THE CITY INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING:		
Hydrants		
Signs		
Mailboxes		
<i>The above list of items to be removed and disposed of is provided for the convenience of the contractor. The contractor shall review the plans, specifications, and project site to verify other items to be removed.</i>		
² <i>Removal of pavements, curbs, sidewalks, concrete, and driveway approaches are included in the "Roadway Excavation Incl. Haul" bid item.</i>		

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-60

CFW SPECIAL PROVISIONS VER. 2024.01B

(October 4, 2021 WSDOT GSP, OPTION 5)

Section 2-02.3 is supplemented with the following:

Removal and Disposal of Asbestos Material

In the event suspected Asbestos Containing Material (ACM) is encountered, the Contractor shall immediately notify the Engineer and the provisions of Section 1-04.7 shall apply. Prior to commencing asbestos related work, the Contractor shall obtain all permits from and provide notification to, the Washington State Department of Labor and Industries, the Washington State Department of Ecology, the local clean air agency, and other permitting and regulatory agencies with jurisdiction over the work involving asbestos as the laws, rules, and regulations require.

The ACM shall only be disturbed under the supervision of a Washington State Certified Asbestos Supervisor (CAS). The CAS shall be certified in accordance with WAC 295-65-012.

The CAS shall supervise the asbestos removal and ensure that the handling and removal of asbestos is accomplished by certified asbestos workers and in accordance with Washington State Department of Labor and Industries standards. The Contractor shall ensure that the removal and disposal of asbestos meets the requirements of EPA regulation 40 CFR Part 61, local health department regulations, and all other applicable regulations.

No asbestos is expected to be encountered. However, if the Contractor believes they have encountered asbestos, they shall immediately notify the Engineer in accordance with Section 1-04.7.

2-02.3(3) Removal of Pavement, Sidewalks, Curbs, and Gutters
(April 12, 2018 CFW GSP)

Section 2-02.3(3) is supplemented with the following:

Prior to removal of pavement, the Contractor shall make a full-depth sawcut to delineate the areas of pavement removal from those areas of pavement to remain. The Engineer shall approve the equipment and procedures used to make the full-depth sawcut. No wastewater from the sawcutting operation shall be released directly to any stream or storm sewer system.

(December 1, 2021 CFW GSP)

Section 2-02.3(3) is supplemented with the following:

Removal of pavement, curbs, gutters, and sidewalks within the entire project limits shall be measured and paid as "Roadway Excavation incl. Haul" in accordance with Section 2-03.

2-02.3(4) Removal of Drainage Structures
(April 12, 2018 CFW GSP)

Section 2-02.3(4) is a new section:

Where shown in the Plans or where designated by the Engineer, the Contractor shall remove existing catch basins, manholes, pipes, and other drainage features in accordance with Section 2-02 of the Standard Specifications. Removal shall be conducted in such a manner as to prevent damage to surrounding facilities including any existing storm sewers, sanitary sewers, electrical conduits, or other facilities to remain. All remaining facilities including but not limited to storm sewers,

sanitary sewers, monuments, valves, vaults, and electrical conduits damaged due to the Contractor's operations shall be replaced by the Contractor to the satisfaction of the Engineer at no additional cost to the Contracting Agency. Catch basins, manholes, and other drainage structures designated for removal, including all debris, shall be completely removed. All removed catch basins, manholes, and other drainage structures shall become the property of the Contractor and shall be disposed of in accordance with Section 2-02 of the Standard Specifications. All undamaged frames, grates, and solid covers in a re-useable condition shall become the property of the City of Federal Way and shall be delivered to a location specified by the Engineer.

Sawcutting (full depth) of existing asphalt concrete pavement and cement concrete curb and gutter surrounding the structure required for removal will be considered incidental to the removal of the catch basin, manhole, or other drainage structures. Sawcuts shall be in accordance with Section 2-02 of these Special Provisions.

Backfilling of catch basins, manholes, pipes, and other drainage structures to be removed and replaced shall not be performed until the new structure is installed and shall be in accordance with Section 7-05. Backfilling of a structure to be replaced shall be considered incidental to the construction and installation of the new catch basin, manhole, or other drainage structure. Backfilling of catch basins, manholes, pipes, and other drainage structures to be completely removed shall be performed using gravel borrow paid in accordance with the Bid Schedule.

Prior to backfilling any voids, the Contractor shall remove pipe as noted in the plans. Pipe shown to be abandoned or ordered by the Engineer to be abandoned shall be filled with CDF in accordance with Section 2-09.3(1)E of the Standard Specifications. Plugging pipe ends shall be considered incidental and included in the pipe removal and no additional payment will be made.

The Contractor shall maintain existing drainage, where designated by the Engineer, until the new drainage system is completely installed and functioning.

2-02.3(5) Adjust Existing Utility to Grade
(April 12, 2018 CFW GSP)

2-02.3(5) is a new section:

As shown in the Plans, existing utilities such as monuments, manholes, catch basin frames and grates, water valves, and meter boxes shall be adjusted to finished grade. The Contractor shall, prior to the beginning of any work, familiarize himself with the existing utility locations. The Contractor shall adjust City-owned utilities. Final adjustment shall be smooth and flush with finished grade. The Contractor shall mark the location of all utilities prior to paving the new surface. Unless otherwise provided for in the Special Provisions and Proposal, costs for adjusting utilities to grade, including coordinating the work with other utilities, shall be incidental to the various items of work and no additional compensation will be allowed.

Existing facilities shall be adjusted to the finished grade as shown in the Drawings and as further specified herein. Existing box, ring, grate, and cover shall be reset in a careful and workmanlike manner to conform to the new grade. Special care

shall be exercised in all operations. Any damage occurring to the manholes, concrete inlets, monument cases, valve boxes, or water mains, due to the Contractor's operations, shall be repaired at the Contractor's own expense. Adjustments shall be made using bricks, concrete blocks, or cement, and the interior of the manhole adjustment shall be mortared smoothly. All covers and frames shall be thoroughly cleaned. The Contractor shall be responsible for referencing and keeping a record of such references of all manholes, catch basins, monument cases, meter boxes, and valve boxes encountered, and shall submit a copy of these references to the Engineer.

The manholes, catch basins, monument cases, meter boxes, and valve boxes shall be adjusted to grade in accordance with Section 1-05.3(1). Final restoration of finished grade surfaces shall be performed in the following manner:

1. Within a Gravel Surface: Provide a 6-inch-deep and 6-inch-wide concrete collar installed and restored with 3 inches of crushed surfacing top course.
2. Within a Grass Surface: Provide crushed surfacing top course backfill and 3 inches of Topsoil Type A, and seed.
3. Within an Asphalt Cement Concrete Paved Surface: See City standard detail for Utility Adjustment.

2-02.4 Vacant

(December 1, 2021 CFW GSP)

Section 2-02.4 Vacant shall be deleted and replaced with the following:

2-02.4 Measurement

"Sawcutting" will be measured by the linear foot for pavement removal.

"Remove Existing Catch Basin" will be measured per each.

"Remove Existing Storm Sewer Pipe" will be measured per lineal foot.

2-02.5 Payment

(December 1, 2021 CFW GSP)

Section 2-02.5 is supplemented with the following:

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

"Removal of Structure and Obstruction," lump sum. Structure Excavation Class B for the removal of items shall be considered included in this bid item.

"Sawcutting," per linear foot. Sawcutting necessary for utility and stormwater installation are incidental to the measurement and payment of those contract items.

"Remove Existing Catch Basin," per each.

"Remove Existing Storm Sewer Pipe," per linear foot.

2-03 ROADWAY EXCAVATION AND EMBANKMENT

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-63

CFW SPECIAL PROVISIONS VER. 2024.01B

2-03.2 Pavement Removal

(April 12, 2018 CFW GSP)

Section 2-03.2 is replaced with the following:

Where shown in the Plans or where designated by the Engineer, the Contractor shall remove asphalt, concrete, Portland cement concrete pavement, sidewalks, and curbs. Prior to removal, the Contractor shall make a full-depth sawcut to delineate the areas of pavement removal from those areas of pavement to remain. The Engineer shall approve the equipment and procedures used to make the full-depth sawcut. No wastewater from the sawcutting operation shall be released directly to any stream or storm sewer system. Alternatively, the Contractor may elect grinding for pavement removal, where appropriate.

The removed pavement shall become the property of the Contractor and shall be removed from the project. Damage caused to portions of the pavement to remain, due to the Contractor's operation, shall be repaired by the Contractor at the Contractor's expense and to the satisfaction of the Engineer.

Removal of pavement, sidewalks, curbs, and gutters throughout the project shall be measured and paid as "Roadway Excavation Incl. Haul" and no additional payment will be made.

2-03.3 Construction Requirements

2-03.3(10) Selected Material

(April 12, 2018 CFW GSP)

Section 2-03.3(10) is supplemented with the following:

Selected Material when specified or required by the Engineer for use on the project shall meet the requirements of specified in Section 9-03.14(3) for Common Borrow.

2-03.3(14)E Unsuitable Foundation Excavation

(August 27, 2021 CFW GSP)

Section 2-03.3(14)E is supplemented with the following:

All embankments shall be founded on dense, non-yielding granular foundation soil as approved by the engineer. Remove all organic materials and debris, trash, or other deleterious material prior to beginning construction of new embankments. Proof roll the foundation.

2-03.3(14)G Backfilling

(April 12, 2018 CFW GSP)

Section 2-03.3(14)G is supplemented with the following:

Remove all water and non-compatible materials from excavations prior to backfilling or attempting to compact embankment soil. Place native soils or provide import Gravel Borrow as required to complete the work. Backfill all embankments in accordance with 2-03.3(14)C, Compacting Earth Embankments, Method C.

2-03.3(14)N Wet Weather Earthwork

(April 12, 2018 CFW GSP)

Section 2-03.3(14)N is a new section:

Earthwork completed in wet weather or under wet conditions shall be accomplished in small sections to minimize exposure to wet weather. Each section shall be sufficiently small so that the removal of soil and placement of backfill can be accomplished on the same day. No soil shall be left un-compacted and exposed

to water. Soil that is too wet for compaction shall be removed and replaced with Gravel Borrow material. Grading and earthwork should not be accomplished during periods of heavy continuous rainfall.

2-03.4 Measurement

(March 13, 1995 WSDOT GSP, OPTION 2)

Section 2-03.4 is supplemented with the following:

Only one determination of the original ground elevation will be made on this project. Measurement for roadway excavation and embankment will be based on the original ground elevations recorded previous to the award of this contract.

If discrepancies are discovered in the ground elevations, which will materially affect the quantities of earthwork, the original computations of earthwork quantities will be adjusted accordingly.

Earthwork quantities will be computed, either manually or by means of electronic data processing equipment, by use of the average end area method or by the finite element analysis method utilizing digital terrain modeling techniques.

Copies of the ground cross-section notes will be available for the bidder's inspection, before the opening of bids, at the Engineer's office and at the Region office.

Upon award of the contract, copies of the original ground cross-sections will be furnished to the successful bidder on request to the Engineer.

(April 12, 2018 CFW GSP)

Section 2-03.4 is supplemented with the following:

If the Contractor excavates outside the neat-line limits designated for "Roadway Excavation, Incl. Haul" or performs extra excavation, it shall be considered for the Contractor's benefit and shall be included in the cost of other Bid Items.

2-03.5 Payment

(March 13, 1995 WSDOT GSP, OPTION 2)

Section 2-03.5 is supplemented with the following:

All costs in connection with the preparation of waste sites and waste deposits shall be included in the Mobilization.

2-09 STRUCTURE EXCAVATION

2-09.3 Construction Requirements

2-09.3(1) General Requirements

(March 22, 2023 CFW GSP)

Section 2-09.3(1) is supplemented with the following:

All shoring, including sheeting and bracing, or equivalent trench stabilization and worker protection system required to perform and protect the excavation, and to safeguard the personnel who may enter the excavation, shall be furnished by the Contractor. If workers enter any trench or other excavation four feet (4') or more in depth that does not meet the open pit requirements as generally set forth in Section 2-09.3(3)B, it shall be shored.

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-65

CFW SPECIAL PROVISIONS VER. 2024.01B

The Contractor alone shall be responsible for worker safety, and the Contracting Agency assumes no responsibility therefore.

Upon completing the Work, the Contractor shall remove all shoring, unless otherwise shown in the Plans or directed by the Engineer.

The Contractor is advised that the Contracting Agency has not so delegated, and the Engineer does not purport to be, a trench excavation system safety expert, is not so engaged in that capacity under this Contract, and has neither the authority nor the responsibility to enforce construction safety laws, rules, regulations, or procedures, or to order the suspension of work for claimed violations of trench excavation safety.

The furnishing by the Contracting Agency of resident project representation and inspection shall not make the Contracting Agency responsible for the enforcement of such laws, rules, regulations, or procedures, nor shall such make the Contracting Agency responsible for construction means, methods, techniques, sequences, procedures, or for the Contractor's failure to properly perform the Work necessary for proper trench excavation.

2-09.3(1)D Disposal of Excavated Material
(March 17, 2020 CFW GSP)

Replace the third paragraph with the following:

If the Contract includes Structure Excavation, Class A or B, including haul; Shoring or Extra Excavation, Class A or B; or Trench Safety System, the unit contract price shall include all costs for loading and hauling excavated materials to a permitted disposal site, or to and from a temporary stockpile. Any such stockpiled materials, either suitable or designated for incorporation into the project, shall be handled in accordance with Section 2-09.3(1)E.

2-09.3(1)E Backfilling
(April 12, 2018 CFW GSP)

The first paragraph of Section 2-09.3(1) is replaced with the following:

The backfilling of openings dug for Structures or for Removal of Structures and Obstructions shall be a necessary part of and incidental to the excavation. Backfill material shall be Gravel Borrow unless the use of native or other material is approved by the engineer.

2-09.3(2) Classification of Structure Excavation
(April 12, 2018 CFW GSP)

Section 2-09.3(2) is supplemented with the following:

Excavation and backfilling required for undergrounding of overhead utilities including trench excavations for utility conduit, utility vaults and utility handholes shall be classified as Structure Excavation Class B for Undergrounding of Overhead Utilities.

2-09.3(3) Construction Requirements, Structure Excavation, Class A

2-09.3(3)F Trench Safety Systems

(March 17, 2020 CFW GSP)

Add the following new subsection:

The Contractor shall provide all materials, labor, and equipment necessary to shore trenches to protect the Work, and existing improvements and natural features not designated for removal, and to provide safe working conditions in the trench. The Contractor may elect to use any combination of shoring and overbreak, tunneling, boring, sliding trench shield, or other method of accomplishing the Work consistent with applicable local, State, or Federal safety codes.

If workers enter any trench four (4) feet or more in depth that does not meet the open pit requirements of Section 2-09.3(3)B, the excavation shall be shored as provided in Section 2-09.3(4). The Contractor alone shall be responsible for worker safety, and the Contracting Agency assumes no responsibility.

Upon completing the Work, the Contractor shall remove all shoring unless the Plans or the Engineer direct otherwise.

Shoring to be removed, or moveable trench shields or boxes, shall be located at least two and one-half (2-1/2) pipe diameters away from metal or thermoplastic pipe if the bottom of the shoring, shield, or box extends below the top of the pipe, unless a satisfactory means of reconsolidating the bedding or side support material disturbed by shoring removal can be demonstrated.

Damages resulting from improper shoring or failure to shore shall be the sole responsibility of the Contractor.

The furnishing by the Contracting Agency of resident project representation and inspection shall not make the Contracting Agency responsible for the enforcement of such laws, rules, regulations, or procedures, nor shall such make the Contracting Agency responsible for construction means, methods, techniques, sequences, procedures, or for the Contractor's failure to properly perform the Work necessary for proper trench excavation safety.

2-09.4 Measurement

(March 17, 2020 CFW GSP)

Section 2-09.4 is supplemented with the following:

Shoring or Extra Excavation Class B will be measured for payment only when the excavation is four feet (4') or deeper.

No unit of measurement shall apply to the lump sum price for "Trench Safety System."

Structure Excavation Class B Incl. Haul for Undergrounding Overhead Utilities shall be measured by the cubic yard. No measurement of material excavated beyond the limits indicated below will be made.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-67

CFW SPECIAL PROVISIONS VER. 2024.01B

For underground utility conduits the limits shall be as follows:

Horizontal: Duct Bank Width + Minimum Separation + 6 inches

Lower: Three inches below the bottom of the lowest duct bank within the trench.

Upper: The top surface of the ground when the structure excavation work begins.

A duct bank shall be defined as an array of closely spaced conduits.

For vaults and handholes the limits shall be as follows:

Horizontal: 18 inches outside the perimeter of the vault or handhole.

Lower: 6 inches below the bottom of the vault

Upper: The top surface of the ground when the structure excavation begins.

2-09.5 Payment

(March 17, 2020 CFW GSP)

Replace the fourteenth paragraph with the following:

The unit contract price per square foot for "Shoring or Extra Excavation Class B" shall be full pay for furnishing, placing, moving, and removing temporary shoring, or equivalent trench stabilization and worker protection system, and for all excavation, backfill, compact, and other work required when extra excavation is used in lieu of such temporary shoring or equivalent trench safety system. If select backfill material is required for backfilling within the limits of the excavation, it shall also be required as backfill material for the extra excavation at the Contractor's expense.

(March 17, 2020 CFW GSP)

Replace the fifteenth paragraph with the following:

"Trench Safety System," lump sum.

If there is no bid item for Shoring or Extra Excavation, Class B on a square foot basis and the nature of the excavation is such that shoring is required then the lump sum contract price for "Trench Safety System" shall be full payment for:

- 1) All temporary shoring or equivalent trench stabilization including all design and engineering fees.
- 2) Furnishing, constructing, and removing all temporary shoring or equivalent trench safety systems.

(April 12, 2018 CFW GSP)

Section 2-09.5 is supplemented with the following:

"Structure Excavation Class B Incl. Haul for Undergrounding of Overhead Utilities," per cubic yard.

The unit contract price per cubic yard for "Structure Excavation Class B Incl. Haul for Undergrounding Overhead Utilities" shall be full pay for all labor, materials, tools, equipment required to sawcut, excavate, dewater, backfill with native materials, and compact trenches for installation of utility conduits, utility vaults, and utility handholes.

END OF DIVISION 2

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-68

CFW SPECIAL PROVISIONS VER. 2024.01B

**DIVISION 3
AGGREGATE PRODUCTION AND ACCEPTANCE**

3-01 PRODUCTION FROM QUARRY AND PIT SITES

3-01.4 Contractor Furnished Material Sources

3-01.4(1) Acquisition and Development

(April 12, 2018 CFW GSP)

Section 3-01.4(1) is supplemented with the following:

No source has been provided for any materials necessary for the construction of these improvements.

If the source of material provided by the Contractor necessitates hauling over roads other than City streets, the Contractor shall, at his own cost and expense, make all arrangements for the use of haul routes.

END OF DIVISION 3

DIVISION 4 BASES

4-04 BALLAST AND CRUSHED SURFACING

4-04.3 Construction Requirements

4-04.3(3) Mixing

(April 12, 2018 CFW GSP)

Item 2 of Section 4-04.3(3), is replaced with the following:

2. **Road Mix Method** - The road mix method of mixing surfacing material will not be allowed.

4-04.3(4) Placing and Spreading

(April 12, 2018 CFW GSP)

Item 2 of Section 4-04(4), is replaced with the following:

2. **Road Mix Method** - The road mix method of mixing surfacing material will not be allowed.

4-04.5 Payment

(January 19, 2024 CFW GSP)

Section 4-04.5 is supplemented with the following:

The unit contract price for Ballast and Crushed Surfacing, Shoulder Finishing, and Maintenance Rock shall also include hauling, compacting, spreading, and removing to waste when required by the Engineer.

END OF DIVISION 4

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-70

CFW SPECIAL PROVISIONS VER. 2024.01B

DIVISION 5 SURFACE TREATMENTS AND PAVEMENTS

5-04 Hot Mix Asphalt

(January 31, 2023 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 (RAP)	9-03.8(3)B, 9-03.21
Reclaimed Asphalt Shingles (RAS)	9-03.8(3)B, 9-03.21
Mineral Filler	9-03.8(5)
Recycled Material	9-03.21

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.

If the Contractor wishes to utilize High RAP/Any RAS, the design must be listed on the WSDOT Qualified Products List (QPL).

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

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-71

CFW SPECIAL PROVISIONS VER. 2024.01B

The Contractor may only use warm mix asphalt (WMA) processes in the production of HMA with 20 percent or less RAP by total weight of HMA. The Contractor shall submit to the Engineer for approval the process that is proposed and how it will be used in the manufacture of HMA.

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, temporary pavement, 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:

- Be designed for *****\$1\$***** million equivalent single axle loads (ESALs).

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-72

CFW SPECIAL PROVISIONS VER. 2024.01B

- 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 Mix Design. 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 ESALs appropriate for the required use.

5-04.2(2)B Using Warm Mix Asphalt Processes

The Contractor may elect to use additives that reduce the optimum mixing temperature or serve as a compaction aid for producing HMA. Additives include organic additives, chemical additives, and foaming processes. The use of Additives is subject to the following:

- Do not use additives that reduce the mixing temperature more than allowed in Section 5-04.3(6) in the production of mixtures.
- Before using additives, obtain the Engineer’s approval using WSDOT Form 350-076 to describe the proposed additive and process.

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 conveyer 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 otherwise 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 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)A Crack Sealing

5-04.3(4)A1 General

When the Proposal includes a pay item for crack sealing, seal cracks in accordance with Section 5-03.

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. Also, when a WMA additive is included in the manufacture of HMA, the discharge temperature of the HMA shall not exceed the maximum recommended by the manufacturer of the WMA additive. 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 3/4" and HMA Class 1/2"	
wearing course	0.30 feet
other courses	0.35 feet
HMA Class 3/8"	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
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 AASHTO 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 CPF shall be performed.

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

Testing of HMA for compliance of V_a will 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 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 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 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 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 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 PF 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 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.

5-04.3(12)B Bridge Paving Joint Seals

Bridge Paving Joint Seals shall be in accordance with Section 5-03.

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 and Pre-Planing Briefing (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 Bituminous Pavement

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

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.

(June 13, 2023 CFW GSP)

Section 5-04.3(14) is supplemented with the following:

Existing paving fabric encountered during planing shall be removed incidental to planing bituminous pavement. Additional street sweeping and disposal associated with paving fabric removal shall be incidental to planing bituminous pavement.

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 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 police officers 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, 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 the Paving and Planing:
 - 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, public convenience and safety, and other Contractors who may operate in the Project limits.
 - 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 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, streetcar rail, and castings, before planing as per 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 of 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 of equipment as it relates to meeting Specification requirements.
- c. Number of JMFs to be placed, and if more than one JMF is used, how the Contractor will ensure different JMFs are distinguished, how pavers and how MTVs are distinguished, 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.

5-04.3(17) Temporary Asphalt Pavement

(December 1, 2021 CFW GSP)

Section 5-04.3(17) is a new section:

Temporary asphalt pavement shall be placed by the Contractor immediately upon the request of the Engineer for the maintenance of traffic during construction. These areas include: voids created by the removal of existing improvements (i.e., Traffic islands, curbs), providing paved access to private properties, and ramps for property access during cement concrete driveway approach construction. All temporary paving shall be approved by the Engineer before placement. Any areas of temporary pavement to be removed and replaced shall be approved by the Engineer beforehand. This work shall also include the removal of temporary asphalt concrete pavement in its entirety prior to final paving.

Hot Mix Asphalt Temporary Pavement: Hot mix asphalt will be used for any trench or pavement restoration within the traveled way. Whether temporary or permanent, saw cut and treat edges with CSS-1 asphalt emulsion and apply a minimum 3-inch pavement depth or match existing, whichever is greater. Also, fill voids created by the removal of existing traffic islands and curbing, paving over excavated roadway to temporary access to adjacent properties, and ramps for property access during concrete approach construction.

Cold Mix Asphalt Temporary Pavement: Cold mix asphalt is allowed for temporary paving outside the traveled way. The cold mix shall be approved by the Engineer and placed in a 2-inch minimum thickness. Placement of temporary pavement without prior approval of the Engineer shall be considered as a benefit of the Contractor and no cost to the owner. Any areas of temporary pavement to be removed and replaced require prior approval by the Engineer. This work shall include the removal of the temporary pavement prior to paving of final asphalt concrete pavement.

5-04.4 Measurement

HMA Cl. ____ PG ____, HMA for ____ Cl. ____ 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.

Roadway cores will be measured per each for the number of cores taken.

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.

(April 12, 2018 CFW GSP)

Section 5-04.4 is supplemented with the following:

Hot Mix Asphalt Temporary Pavement shall be measured by the ton of material actually placed, with no deduction being made for the weight of liquid asphalt, blending sand, mineral filler, or any other component of the mixture. Hot Mix Asphalt Temporary Pavement shall be paid under the "Temporary Pavement" bid item and shall include placement and compaction of hot mix asphalt, removal, and disposal of temporary pavement.

Cold Mix Asphalt Temporary Pavement will not be measured and shall be considered incidental to other bid items.

(December 1, 2021 CFW GSP)

Section 5-04.4 is supplemented with the following:

"Remove and Replace HMA Speed Hump, Complete," per each.

5-04.5 Payment

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

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

"HMA for Approach Cl. ____ PG ____, " per ton.

"HMA for Preleveling Cl. ____ PG ____, " per ton.

"HMA for Pavement Repair Cl. ____ PG ____, " per ton.

“Commercial HMA,” per ton.

The unit Contract price per ton for “HMA Cl. ___ PG ___”, “HMA for Approach Cl. ___ PG ___”, “HMA for Preleveling Cl. ___ PG ___”, “HMA for Pavement Repair Cl. ___ PG ___”, and “Commercial HMA” 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.

“Pavement Repair Excavation Incl. Haul,” per cubic yard.

The unit Contract price per cubic 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) 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.

“Asphalt for Prime Coat,” per ton.

The unit Contract price per ton for “Asphalt for Prime Coat” shall be full payment for all costs incurred to obtain, provide, and install the material in accordance with Section 5-04.3(4).

“Prime Coat Agg.,” per cubic yard, or per ton.

The unit Contract price per cubic yard or per ton for “Prime Coat Agg.” shall be full pay for furnishing, loading, and hauling aggregate to the place of deposit and spreading the aggregate in the quantities required by the Engineer.

“Planing Bituminous Pavement,” per square yard.

The unit Contract price per square yard for “Planing Bituminous Pavement” shall be full payment for all costs incurred to perform the Work described in Section 5-04.3(14).

“Job Mix Compliance Price Adjustment,” by calculation.

“Job Mix Compliance Price Adjustment” will be calculated and paid for as described in Section 5-04.3(9)C6.

“Compaction Price Adjustment,” by calculation.

“Compaction Price Adjustment” will be calculated and paid for as described in Section 5-04.3(10)D3.

“Roadway Core,” per each.

The Contractor’s costs for all other Work associated with the coring (e.g., traffic control) shall be incidental and included within the unit Bid price per each.

“Cyclic Density Price Adjustment,” by calculation.

“Cyclic Density Price Adjustment” will be calculated and paid for as described in Section 5-04.3(10)B.

(April 12, 2018 CFW GSP)

Section 5-04.5 is supplemented with the following:

“Temporary Pavement,” per ton.

(January 19, 2024 CFW GSP)

Section 5-04.5 is supplemented with the following:

The unit Contract price per ton for “HMA Cl. ___ PG ___,” “HMA for Approach Cl. ___ PG ___,” “HMA for Preleveling Cl. ___ PG ___,” “HMA for Pavement Repair Cl. ___ PG ___,” and “Commercial HMA” shall include third party compaction testing by the Contractor in accordance with WSDOT material testing requirements.

END OF DIVISION 5

DIVISION 6 STRUCTURES

6-02 CONCRETE STRUCTURES

6-02.3 Construction Requirements

6-02.3(2)A Contractor Mix Design ***(December 16, 2022 CFW GSP)***

The first sentence of the first paragraph of Section 6-02.3(2)A is deleted and replaced with the following:

The Contractor shall provide a mix design in writing to the Engineer for all classes of concrete.

6-02.3(2)B Commercial Concrete ***(December 16, 2022 CFW GSP)***

The last sentence of the first paragraph of Section 6-02.3(2)B is deleted and replaced with the following:

Commercial concrete requires mix design and source approvals for cement, aggregate, and other admixtures.

Section 6-02.3(2)B is supplemented with the following:

The concrete class requirements in paragraphs one and two are applicable for Type I/II Portland cement. See Section 9.01.2(1)B for requirements for Type 1L cement.

6-02.3(14) Finishing ***(***PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 6-02.3(14) is supplemented with the following:

The Contractor shall construct cement concrete security walls as detailed in the Plans utilizing a formliner in accordance with Section 6-02 of these Special Provisions. Wall color paint shall be per plans.

Contractor shall apply a solvent-based sealer (anti-graffiti) with matte finish, per the manufacturer's directions, to the entire concrete fascia.

Anti-graffiti coating shall be a non-sacrificial, clear, UV stable, anti-graffiti sealer suitable for vertical and horizontal concrete and rough stone surfaces and shall have the following characteristics:

Meet or exceeding ASTM D6578 Graffiti test

Non-reactive, zero VOC, AQMD and CARB compliant

Allow moisture vapor to escape while not allowing moisture to penetrate

Contractor shall submit product data and manufacturer for Anti-graffiti Coating to the Engineer for approval at least 14 calendar days prior to beginning construction of the Concrete Fascia Panels.

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-98

CFW SPECIAL PROVISIONS VER. 2024.01B

END OF DIVISION 6

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-99

CFW SPECIAL PROVISIONS VER. 2024.01B

**DIVISION 7
DRAINAGE STRUCTURES, STORM SEWERS,
SANITARY SEWERS, WATER MAINS, AND CONDUITS**

7-01 DRAINS

7-01.1 Description

(April 12, 2018 CFW GSP)

Section 7-01.1 is supplemented with the following:

This work consists of **connecting wall drains to the storm drainage system.**

7-01.3 Construction Requirements

7-01.3(3) Cleanouts and Fittings for Drain and Underdrain Pipe

(April 12, 2018 CFW GSP)

Section 7-01.3(3) is a new section:

The Contractor shall install cleanouts at the terminal end of any drain or underdrain pipe not entering into a drainage structure. Cleanouts shall be installed at 150' maximum spacing with a maximum of two (2) cleanouts per section of drain or underdrain pipe.

7-01.5 Payment

(December 16, 2022 CFW GSP)

Section 7-01.5 is supplemented with the following:

Excavation, laying pipe, fittings, cleanouts, pipe bedding, imported backfill material, construction geotextile, connections to new or existing storm drainage structures, haul and disposal of trench material to be wasted including unsuitable material, cleaning, and testing will not be measured as these items are incidental to the drain pipe and/or underdrain pipe pay item(s).

7-04 Storm Sewers

7-04.2 Materials

(December 16, 2022 CFW GSP)

Section 7-04.2 is supplemented with the following:

Ductile Iron Storm Sewer Pipe 9-05.13

7-04.3 Construction Requirements

7-04.3(1) Cleaning and Testing

(April 12, 2018 CFW GSP)

Section 7-04.3(1) is supplemented with the following:

Cleaning and testing of storm sewer pipe shall be in accordance with Section 7-04.3(1) of the Standard Specifications, except as modified herein:

Any departures from the best construction practices by the Contractor, such as pipe line misalignment, presence of foreign matter in the pipes or catch basins, poor catch basin construction, etc., shall be corrected by the Contractor at the Contractor's own expense. Testing will not be authorized until such corrections have been made to the satisfaction of the Engineer.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-100

CFW SPECIAL PROVISIONS VER. 2024.01B

7-04.5 Payment

(December 16, 2022 CFW GSP)

Section 7-04.5 is supplemented with the following:

“Ductile Iron Storm Sewer Pipe ____ In. Diam.,” per linear foot.

Section 7-04.5 is modified as follows:

The unit contract price per linear foot of storm sewer pipe of the type and size specified shall be full pay for furnishing all tools, labor, and equipment, and materials necessary for its complete installation, including, but not limited to: sawcutting for trench, sawcutting for “T-Cut” for trench restoration, pavement removal, trench excavation, dewatering (if required), temporary flow bypass, laying pipe, pipe bedding, imported backfill, compaction, connection to new or existing storm sewers or drainage structures, haul and disposal of trench material to be wasted including unsuitable material, cleaning and testing, and costs related to maintaining existing drainage system during construction or to provide temporary drainage systems.

90% of payment will be made once the storm sewer pipe is installed. The remaining 10% will be paid once pipe testing has been completed with satisfactory results. The engineer will have the discretion to adjust these payment percentages as may be appropriate. Payment percentages may be adjusted for any reason the engineer deems necessary, including but not limited to, a high number of unsatisfactory test results.

7-05 MANHOLES, INLETS, CATCH BASINS, AND DRYWELLS

7-05.3 Construction Requirements

(March 22, 2023 CFW GSP)

Section 7-05.3 is supplemented with the following:

Storm drain cleanouts shall be provided for retaining wall drainage and connected to the storm drainage system at the locations specified in the plans or as directed by the Engineer.

All lids located within sidewalk areas, along an ADA pedestrian route, or in other accessible surfaces within the public right-of-way or on publicly owned properties, must meet ADA requirements and be slip-resistant. Acceptable slip-resistant products shall be non-slip Methyl methacrylate (MMA) coating. Placement of the non-slip MMA coating shall be in accordance with the manufacturer’s recommendations. Vertical edges of the utility shall be flush with the adjoining surface to the extent possible after installation.

The following requirements shall be applicable to both existing and proposed structures, as shown in the plans, or as designated by the Engineer:

Vaned Grate vs Solid Lid

A vaned grate and associated frame shall be installed on manholes and catch basins located where they will accept runoff. Bi-directional vaned grates shall be installed at all roadway sag locations and at low points along curb returns.

All structures not receiving surface runoff shall include solid lids, unless otherwise indicated in the plans or directed by the Engineer.

Locking vs Non-Locking Lid

All lids and frames shall be locking unless shown as non-locking on plans or directed otherwise by the Engineer. The Contractor shall place anti-seize compound on all locking lid bolts prior to the final project punch list inspection.

Round vs Square Lid

All structures, new or existing, shall utilize round lids, except for those that accept surface runoff (i.e., those located along a gutter flow line). Catch basins shall include conversion risers to accommodate round lids where indicated in the plans or directed by the Engineer.

Heavy-Duty Hinged Frames and Covers

Heavy-duty hinged frames and covers shall be installed whenever round, solid lids are required as outlined above.

7-05.3(1) Adjusting Manholes, Valve Boxes and Catch Basins to Grade ***(January 19, 2024 CFW GSP)***

Section 7-05.3 is supplemented with the following:

Manholes, valve boxes, catch basins, and other structures shall not be adjusted to final grade until the adjacent pavement is completed, at which time the center of each structure shall be carefully relocated from references previously established by the Contractor. The asphalt concrete pavement shall be removed to a neat circular shape for circular grates and covers and a neat rectangular shape for rectangular grates and covers. The edge of the cut shall be 1.5 feet from the outside edge of the cast iron frame of the structure. The base materials and crushed rock shall be removed to the full depth of adjustment plus 2 inches. The manhole and catch basin frames shall be lifted and reset to the final grade, plumb to the roadway, and shall remain operational and accessible. (Reference City of Federal Way Standard Drawing 3-55 for Utility Adjustment).

Shims and adjustment materials may not be made of wood or other degradable materials.

The Contractor shall adjust manholes and catch basins with pre-cast grade rings, and mortar and high impact adjustment risers with a maximum 2-inch thickness where required for heavy-duty frames and covers within the travelled roadway. Metal adjustment rings shall not be used. If more than three grade rings are required to adjust a manhole or Type 2 catch basin to final grade, including existing grade rings, the Contractor shall remove the existing cone section or top slab, install a pre-cast manhole section of sufficient height to limit the number of grade rings to a maximum of three, and reinstall the cone section or top slab prior to paving operations. Grade adjustment rings and high impact riser installation shall be inspected by the Engineer prior to frame installation. Cover and grate frames shall be securely grouted to the structure.

Where existing structures are located within the wheel path of a proposed travel lane, catch basins adjusted to grade shall also include conversion risers and heavy-duty locking frames and covers and high-impact risers.

Following frame installation, the edges of the removed asphalt pavement and the outer edge of the reset frame shall be painted with asphalt for tack coat. The entire void around the adjustment shall then be filled with Commercial HMA, placed and compacted in maximum 3-inch lifts, to match the adjacent pavement surface. The joint between the patch and existing pavement shall then be painted with asphalt for tack coat and immediately covered with dry paving sand before the asphalt for tack coat solidifies.

7-05.3(3) Connections to Existing Manholes

(April 12, 2018 CFW GSP)

Section 7-05.3(3) is supplemented with the following:

The requirements of this section shall also apply to connections to existing catch basins.

7-05.3(5) Connections to Existing Pipe

(April 12, 2018 CFW GSP)

Section 7-05.3(5) is a new section:

The contractor shall connect (or reconnect) existing pipes to new manholes or catch basins without obstructing flow from upstream locations.

7-05.3(6) Cleaning

(April 12, 2019 CFW GSP)

Section 7-05.3(6) is a new section:

Prior to final project acceptance by the City, the Contractor shall be responsible to ensure the sumps of all manholes, inlets, catch basins, and drywells are clean of sediment and debris.

7-05.5 Payment

(January 19, 2024 CFW GSP)

Section 7-05.5 is supplemented with the following:

The unit contract price for catch basins and/or manholes shall be full pay for furnishing all labor, tools, equipment, and materials necessary to complete each unit according to the Plans and Specifications. This includes all sawcutting, pavement removal and disposal, excavation, dewatering (if required), temporary flow bypass, connections to existing and new pipe, foundation material, bedding, imported backfill, compaction, surface restoration, testing, cleaning, and furnishing and placing of all accessories and conversion risers, temporary patching hot mix to allow for the passage of traffic, and other items as applicable. Frames and grates or rings and covers, grade rings and adjustment risers including conversion risers, and non-slip MMA coating for new lids in accessible surfaces shall be considered incidental to this bid item and will not be measured for separate payment. 50% of payment will be made once the catch basin or manhole is installed and the pipe inlets and outlets are grouted. The remaining 50% will be paid once risers/rings are grouted to the satisfaction of the City, the frame/grate is installed, and non-slip MMA coating is applied.

The unit contract price for "Adjust Manhole" and/or "Adjust Catch Basin" and/or "Adjust Inlet" applies to existing storm drainage catch basins, inlets, and manholes that require adjustment to grade by addition or removal of adjustment risers. The unit contract price includes all labor, tools, equipment, and materials necessary to adjust to finished grade, sawcutting, temporary patching hot mix to allow for the passage of traffic, restoration of

the area around the adjusted structure, and providing new rings and covers or frames and grates. Conversion of catch basin/manhole/inlet lids (i.e., convert to heavy duty, solid, round locking lid) shall be included in this bid item. Grade rings and adjustment risers (concrete or high-impact) shall be considered incidental to this bid item and will not be measured for separate payment. Non-slip MMA coating for lids in accessible surfaces shall be considered incidental to this bid item and will not be measured for separate payment. Payment will be made once the adjustment is fully complete and grouted. Partial payment will not be made if risers have been added, but the grouting has not been completed to the satisfaction of the City.

The unit contract price for "Connection to Drainage Structure" applies to connecting new storm drain pipe to existing storm drainage catch basins and manholes and includes all labor, tools, equipment, and materials necessary to core drill the existing drainage structure and provide the necessary pipe connection. Any associated sawcutting, pavement removal and disposal, excavation, imported backfill, compaction, and pavement restoration are incidental to this bid item.

(PROJECT-SPECIFIC SPECIAL PROVISION**)**

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

"Catch Basin Type ____ with Beehive Grate", per each.

"Catch Basin Type 2 ____ In. Diam. with Beehive Grate", per each.

The unit contract price for "Catch Basin Type ____ with Beehive Grate" and "Catch Basin Type 2 ____ In. Diam. with Beehive Grate" includes all labor, tools, equipment, and materials necessary to provide the standard catch basin with the Beehive Grate.

7-07 CLEANING EXISTING DRAINAGE STRUCTURES

7-07.5 Payment

(April 12, 2018 CFW GSP)

Section 7-07.5 is replaced with the following:

All costs associated with cleaning existing drainage structures shall be considered incidental to and included in the various bid items and no additional payment shall be made.

7-08 GENERAL PIPE INSTALLATION REQUIREMENTS

7-08.3(1)A Trenches

(March 22, 2023 CFW GSP)

Section 7-08.3(1)A is supplemented with the following:

Where water is encountered in the trench, it shall be removed during pipe-laying operations and the trench so maintained until the ends of the pipe are sealed and provisions are made to prevent floating of the pipe. Trench water or other deleterious materials shall not be allowed to enter the pipe at any time.

Trenching may disturb existing pavement markings that are not shown to be replaced in the plans. All such pavement markings damaged by trenching shall be repaired after trenching is backfilled and restored. The new pavement markings shall match the

damaged pavement marking. All pavement marking repair cost shall be incidental to the pipe installation, including all necessary labor and materials.

7-08.3(3) Backfilling

(December 16, 2022 CFW GSP)

Section 7-08.3(3) is supplemented with the following:

Initial backfilling shall be performed only after inspection and approval of the installed pipe. Backfill shall be accomplished in such a manner that the pipe is not damaged by impact or overloading. Water settling will not be permitted.

If there is an excess of acceptable backfill material obtained from trench excavation at one location on the project, the Contractor may request approval from the City to use it at other locations on the project. Native backfill stockpiles shall be protected to prevent excessive wetting. The cost of transporting the excess backfill material shall be considered incidental to the pipe or structure backfilled.

7-12 VALVES FOR WATER MAINS

7-12.4 Measurement

(December 1, 2021 CFW GSP)

Section 7-12.4 is supplemented with the following:

“Adjust Water Valve to Grade” will be measured per each.

7-12.5 Payment

(December 1, 2021 CFW GSP)

Section 7-12.5 is replaced with the following:

The unit contract price for “Adjust Water Valve to Grade” applies to existing water valves that require adjustment to grade. The unit contract price includes all labor, tools, equipment, and materials necessary to adjust valves to finished grade, sawcutting, temporary patching hot mix to allow for the passage of traffic, restoration of the area around the adjusted structure. Non-slip MMA coating for lids in accessible surfaces shall be considered incidental to this bid item and will not be measured for separate payment. Payment will be made once the adjustment is fully complete.

END OF DIVISION 7

DIVISION 8 MISCELLANEOUS CONSTRUCTION

8-01 EROSION CONTROL AND WATER POLLUTION CONTROL

8-01.3 Construction Requirements

8.01.3(1) General

(April 12, 2018 CFW GSP)

The first paragraph of 8-01.3(1) is deleted and replaced with the following:

The Contractor shall install a high visibility fence along the right-of-way lines shown in the Plans or as instructed by the Engineer.

8-01.3(1)A Submittals

(April 12, 2018 CFW GSP)

Section 8-01.3(1)A is revised to read:

A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared by the Contractor and submitted for approval to the Engineer. The plan shall consist of the Contractor's complete strategy to meet the requirements of the Department of Ecology's NPDES and State Waste Discharge General Permit for Stormwater Discharges Associated With Construction Activity (General Permit). The SWPPP shall include and modify as necessary the Site Preparation and Erosion Control Plan drawings provided as part of the Contract Plans. The Contractor shall prepare review and modify the SWPPP as necessary to be consistent with the actual work schedule, sequencing, and construction methods that will be used on the project. The Contractor's SWPPP shall meet the requirements of the general permit. The Contractor's modifications to the SWPPP shall also incorporate the content and requirements for the Spill Prevention, Control and Countermeasures (SPCC) Plan in accordance with Section 1-07.15(1).

The SWPPP shall document all the erosion and sediment control Best Management Practices (BMPs) proposed, whether permanent or temporary. The plan shall document installation procedures, materials, scheduling, and maintenance procedures for each erosion and sediment control BMP. The Contractor shall submit the SWPPP for the Engineer's approval before any work begins. The Contractor shall allow at least five working days for the Engineer's review of the initial SWPPP or any revisions to the modified SWPPP. Failure to approve all or part of any such plan shall not make the Contracting Agency liable to the Contractor for any work delays. The Contractor may not begin work without an approved Contractor's SWPPP.

The Contractor shall complete and modify the SWPPP to meet the Contractor's schedule and method of construction. All TESC Plans shall meet the requirements of the current edition of the WSDOT Temporary Erosion and Sediment Control Manual M 3109 and be adapted as needed throughout construction based on site inspections and discharge samples to maintain compliance with the CSWGP. The Contractor shall develop a schedule for implementation of the SWPPP work and incorporate it into the Contractor's progress schedule.

In addition, the SWPPP shall outline the procedures to be used to prevent high pH stormwater or dewatering water from entering surface waters. The plan shall

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-106

CFW SPECIAL PROVISIONS VER. 2024.01B

include how the pH of the water will be maintained between pH 6.5 and pH 8.5 prior to being discharged from the project or entering surface waters. Prior to beginning any concrete or grinding work, the Contractor shall submit the plan, for the Engineer's review and approval.

As a minimum, the SWPPP shall include all the SWPPP requirements identified in the General Permit, including:

Narrative discussing and justifying erosion control decisions (12 elements).

Drawings illustrating BMPs types and locations.

Engineering calculations for ponds and vaults used for erosion control.

A schedule for phased installation and removal of the proposed BMPs, including:

- A. BMPs that will be installed at the beginning of project startup.
- B. BMPs that will be installed at the beginning of each construction season.
- C. BMPs that will be installed at the end of each construction season.
- D. BMPs that will be removed at the end of each construction season.
- E. BMPs that will be removed upon completion of the project.

An Ecology template is available to the Contractor for producing the SWPPP, using project-specific information added by the Contractor. The template and instructions are available at:

<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

Turbidity and pH Exceedances

Following any exceedances of the turbidity or pH benchmarks, the Contractor shall provide the following at no additional cost to the Contracting agency:

1. The necessary SWPPP revisions and on-site measures/revisions including additional source control, BMP maintenance, and/or additional stormwater treatment BMPs that are necessary to prevent continued exceedance of turbidity and/or pH benchmarks.
2. The regulatory notification to the Dept. of Ecology and to the Engineer of any monitoring results requiring regulatory notification.
3. The additional daily sampling and reporting measures described in the General Permit to verify when project site runoff is in compliance.

8-01.3(1)B Erosion and Sediment Control (ESC) Lead ***(October 3, 2022 WSDOT GSP, OPTION 1)***

Item number 3 and 4 in the second paragraph of Section 8-01.3(1)B are revised to read:

3. Submit to the Engineer no later than the end of the next working day following the inspection a TESC Inspection Report that includes:

- a. When, where, and how BMPs were installed, maintained, modified, and removed.
- b. Observations of BMP effectiveness and proper placement.
- c. Recommendations for improving future BMP performance with upgraded or replacement BMPs when inspections reveal TESC BMP deficiencies.
- d. Identify for each discharge point location whether there is compliance with state water quality standards in WAC 173-201A for turbidity and pH.

8-01.3(2) Seeding, Fertilizing, and Mulching

8-01.3(2)B Seeding and Fertilizing

(September 3, 2019 WSDOT GSP, OPTION 3)

Section 8-01.3(2)B is supplemented with the following:

Grass seed shall be a commercially prepared mix, made up of low growing species which will grow without irrigation at the project location, and approved by the Engineer. The application rate shall be two pounds per 1000 square feet. Fertilizer shall be a commercially prepared mix of 10-20-20 and shall be applied at the rate of 10 pounds per 1000 square feet.

8-02 ROADSIDE RESTORATION

8-02.1 Description

(April 12, 2018 CFW GSP)

The first paragraph of Section 8-02.1 is revised to read:

All plant materials required by the Bid Documents shall be plant species including plant establishment (PSIPE) per the Standard Specifications.

8-02.2 Materials

(April 12, 2018 CFW GSP)

The first paragraph of Section 8-02.2 is revised to read:

Root Barrier: 18-inch high, minimum thickness 0.090-inch, interlocking root barrier panels constructed of high-impact polypropylene with 1/2-inch reinforcing tabs.

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-02.2 is supplemented with the following:

Timber and Lumber	9-09
Timber Edge shall be 6" x 6" No. 1, Treated.	
Perforated Polyvinyl Chloride (PVC) Underdrain Pipe	9-05.2(5)
Gravel Backfill for Drains	9-03.12(4)

8-02.3 Construction Requirements

8-02.3(1) Responsibility During Construction

(April 12, 2018 CFW GSP)

Section 8-02.3(1) is supplemented with the following:

Landscape construction is anticipated to begin after all curbs, sidewalks, walls, and associated roadside work is completed. Landscape materials shall not be installed until weather permits and installation has been authorized by the Engineer. If water restrictions are anticipated or in force, planting of landscape materials may be delayed.

Throughout planting operations, the Contractor shall keep the premises clean, free of excess soils, plants, and other materials, including refuse and debris, resulting from the Contractor's work. At the end of each workday, and as each planting area is completed, it shall be neatly dressed, and all surrounding walks and paved areas shall be cleaned to the satisfaction of the Engineer. No flushing will be allowed. At the conclusion of work, the Contractor shall remove surplus soils, materials, and debris from the construction site and shall leave the project in a condition acceptable to the Engineer.

8-02.3(5) Planting Area Preparation
(April 12, 2018 CFW GSP)

Section 8-02.3(5) is supplemented with the following:

Thoroughly scarify subgrade in tree, and seeded lawn areas to a minimum depth of six inches (6") except within critical root zones of existing trees to remain, as noted on plans. Scarified subgrade shall be inspected and approved by the Engineer prior to the placement of topsoil. Remove all construction debris and rocks over two inches (2") in diameter prior to placing topsoil.

Scarified subgrade shall be inspected and approved by the Engineer prior to placement of topsoil. Upon approval of the subgrade, Topsoil A shall be installed to a minimum depth of 4 inches lightly compacted depth in all seeded areas, unless otherwise noted on plans.

Lightly compact soil and establish a smooth and uniform finished grade to allow to surface drainage and prevents ponding.

The areas shall be brought to a uniform grade, 1 inch, or the specified depth of mulch, below walks, curbs, junction and valve boxes, and driveways, unless otherwise specified.

The costs of removing all excess material and debris shall be considered incidental to and included in the unit contract prices of other items in this contract.

8-02.3(6)B Fertilizers
(September 3, 2019 WSDOT GSP, OPTION 3)

Section 8-02.3(6)B is supplemented with the following:

Fertilizer shall be a commercially prepared mix of 10-20-20 and shall be applied at the rate of 10 pounds per 1000 square feet.

8-02.3(8) Planting
(March 22, 2023 CFW GSP)

Section 8-02.3(8) is supplemented with the following:

All Topsoil Type A required to pit plant trees and bark mulch for topdressing, as specified in the plans, shall be considered incidental to and included in the unit contract price of the trees.

Use loosened and replaced compacted mineral native soil without organics under tree rootball. Use topsoil on sides of tree rootball only. Use full depth topsoil for shrubs.

Trees shall be handled by the rootball, not by the trunk. Burlap and wire shall remain intact until trees are set in their final positions within each planting pit.

Plant trees and shrubs upright and rotate in order to give the best appearance or relationship to adjacent plants, topography, and structures. Hold plant rigidly in position until topsoil has been backfilled and water settled free of voids and air pockets and tamped firmly around the ball or roots.

When the pit is backfilled halfway, place the specified quantity of fertilizer plant tablets and stakes as shown in the Plans. Evenly space the fertilizer tablets around the perimeter of, and immediately adjacent to the root system. Carefully place water and compact planting topsoil, filling all voids. Tree root crowns to be 1" higher than finished grade to allow for settlement.

When the planting pit is three quarters backfilled, fill with water and allow water to soak away. Fill the pits with additional topsoil to finish grade and continue backfilling as detailed in the Plans. Water trees immediately after planting.

8-02.3(9)B Seeding and Fertilizing
(September 3, 2019 WSDOT GSP, OPTION 2)

Section 8-02.3(9)B is supplemented with the following:

Grass seed shall be a commercially prepared mix, made up of low growing species which will grow without irrigation at the project location, and accepted by the Engineer. The application rate shall be two pounds per 1000 square feet.

8-02.3(10) Fertilizer
(April 12, 2018 CFW GSP)

Section 8-02.3(10) is supplemented with the following:

All fertilizers shall be furnished in standard unopened containers with weight, name of plant nutrients and manufacturer's guaranteed statement of analysis clearly marked, in accordance with State and Federal law.

Seeded areas, trees, and shrubs shall be fertilized at a rate according to fertilizer manufacturer's recommendations.

8-02.3(11) Bark or Wood Chip Mulch
(March 22, 2023 CFW GSP)

Section 8-02.3(11) is supplemented with the following:

Bark Mulch shall be placed over all tree planting pits to a depth no less than two (2) inches, or as detailed in the Plans. Thoroughly water and hose down plants with a fine spray to wash the leaves of the plants immediately after application.

8-02.3(17) Protection of Private Property and Property Restoration
(March 22, 2023 CFW GSP)

Section 8-02.3(17) is a new section:

Property Restoration shall consist of fine grading and restoration of adjacent landscaped areas; adjustment and/or replacement of private irrigation systems; slope restoration behind sidewalks; timber edgings; installing and replacing private wood and chain link fencing; and other work not currently identified in the plans, as directed by the Engineer.

The Contractor is specifically reminded that any unnecessary damage caused by construction activities will be repaired at the Contractor's expense.

Restore all disturbed areas to original condition or better. Grass areas shall be restored with hydroseed where directed.

Removal of tree roots outside the limits of construction, as directed by the Engineer and under the supervision of a certified arborist, shall be paid for under "Property Restoration."

Topsoil shall be Type A and mulch shall be Bark or Wood Chip Mulch, per these Special Provisions.

All materials shall conform to Sections 9-14 Erosion Control and Roadside Planting and 9-15 Irrigation System of the Standard Specifications.

The force account provided for property restoration also includes any adjustments and/or replacements of existing irrigation systems not covered under Section 8-03 Irrigation Systems of the Special Provisions. This work shall also consist of modifying existing landscape lighting systems as may become necessary by these improvements.

The Contractor is advised that protecting existing private irrigation and lighting systems from damage does not constitute a basis for claim or extra work.

8-02.4 Measurement
(April 12, 2018 CFW GSP)

Section 8-02.4 is supplemented with the following:

Topsoil, bark mulch, compost, and/or soil amendments will be measured by the cubic yard in the haul conveyance at the point of delivery.

Root barrier will be measured per linear foot of installed root barrier.

"PSIPE, Acer x Freemani 'Jeffersred', 2.5" Cal" shall be measured per each.

"PSIPE, Cornus Sericea 'Kelsey', 3 Gal." shall be measured per each.

"Seeded Lawn" will be measured in square yards of actual lawn completed, established, and accepted.

“Property Restoration” will be paid by force account and must be approved by the engineer prior to completing the work.

Fertilizer shall be incidental to other bid items unless specifically listed as a bid item.

“Timber Edge” shall be measured per linear foot.

8-02.5 Payment

(April 12, 2018 CFW GSP)

Section 8-02.5 is supplemented with the following:

“PSIPE, Pyrus Calleryana var. ‘Capital’ or ‘Redspire,’ 2-1/2” Cal,” per each. The unit contract price per each shall also include all fertilizer, tree stakes, perforated pipe, drain rock (gravel backfill for drains), and establishment as shown in the plans and called for in the specifications.

“PSIPE, Prunus Laurocerasus (Otto Luyken Laurel), 5 Gal. Container”, per each. The unit contract price per each shall also include all fertilizer and establishment as shown in the plans and called for in the specifications.

“Root Barrier” per linear foot.

“Bark Mulch” per cubic yard. The unit contract price shall be full pay for furnishing and spreading the mulch.

“Seeded Lawn” per square yard. The unit contract price will include all preparation, fertilizer, establishment, and mowing as called for in the specifications.

“Property Restoration” per force account.

“Timber Edge” per linear foot. The unit contract price will include timber, all required testing, steel reinforcement bar #4, and all other incidental items required to install Timber Edge.

8-03 IRRIGATION SYSTEMS

8-03.1 Description

(April 12, 2018 CFW GSP)

Section 8-03.1 is supplemented with the following:

The work shall consist of installing a fully functioning and complete landscape irrigation system.

Some private irrigation systems exist within the project limits which may be impacted by the project improvements. The Contractor shall minimize the impacts to these facilities to the maximum extent possible. In the event that irrigation systems are found to encroach within the limits of the project improvements, they shall be modified as necessary per Engineer directed force accounts to ensure satisfactory operation upon completion of the improvements.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-112

CFW SPECIAL PROVISIONS VER. 2024.01B

The Contractor is responsible to coordinate with affected property owners to ensure their existing sprinkler systems are fully functional before they are disturbed.

8-03.2 Materials

(April 12, 2018 CFW GSP)

Section 8-03.2 is supplemented with the following:

The materials for the irrigation system, where applicable, shall conform with the following manufacturers in order to be compatible with other systems located throughout the City.

Rainbird 1804 sprinkler bodies and MPR spray nozzles

Rainbird PEB Automatic Control Valve

8-03.3 Construction Requirements

(April 12, 2018 CFW GSP)

Section 8-03.3 is supplemented with the following:

All work shall be in strict conformance with the Lakehaven Utility District Water System and Sewer Standards, together with the plans, details, and manufacturer's written information regarding recommended installation procedures. References to the use of galvanized pipe in the Standard Specifications and Amendments shall be replaced with Schedule 80 PVC or other Engineer accepted pipe material.

Private sprinkler irrigation systems found to encroach within the limits of improvements shall be modified as necessary to remove the encroachment and to ensure satisfactory operation of the remaining system. The Contractor shall ensure that existing private systems remain in operation during the construction of this project. The Contractor shall furnish temporary water to disconnected existing irrigation systems. Private irrigation systems that have been damaged during construction activities shall be repaired within 5 working days. The Contractor shall be liable for any damage due to irrigation facilities damaged by his operations and shall repair such damaged facilities to an "equal or better than" original condition. This work will include, but not be limited to, cutting and capping existing pipe, relocating existing risers and sprinkler heads new pipe heads and connections, and testing of the system. Payment will be by Force Account for Property Restoration.

8-03.3(7) Flushing and Testing

(April 12, 2018 CFW GSP)

Section 8-03.3(7) is supplemented with the following:

The Contractor shall pretest and prove functional then advise the Engineer at least 48 hours before pressure and coverage tests are to be conducted and shall have the approval of the Engineer before backfilling. Mainlines shall be tested at 140 PSI and PVC lateral lines at 50 PSI. Before the sprinkler system will be accepted, the Contractor, in the presence of the Engineer, shall perform a sprinkler head water coverage test to determine if the water coverage and operation of the system is complete and satisfactory. If any part of the system is inadequate it shall be repaired or replaced at the Contractor's expense and the test repeated until accepted.

All backfilled trenches shall be repaired by the Contractor at his expense, including restoration of plant materials.

8-03.4 Measurement

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-113

CFW SPECIAL PROVISIONS VER. 2024.01B

(April 12, 2018 CFW GSP)

Section 8-03.4 is supplemented with the following:

“Automatic Irrigation System, Complete” will be measured by lump sum for the installation of the new irrigation system within the City’s right-of-way outlined in the contract documents, complete, tested, and in full operating condition.

8-03.5 Payment

(April 12, 2018 CFW GSP)

Section 8-03.5 is supplemented with the following:

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

“Automatic Irrigation System Complete,” per lump sum. The lump sum price shall be full compensation for furnishing all labor, materials, tools, electrical services connection costs, and equipment necessary or incidental to the construction of the complete and operable sprinkler irrigation system shown in the Plans or as directed by the Engineer.

All costs for furnishing and installing controller, pads, enclosures, conduit, wiring, irrigation controller, all control wiring, backflow preventer, vault enclosures, valves, piping, and all other required components for a fully functional system where indicated and as detailed in the Plans and all costs of inspections and tests performed on Cross Connection Control shall be considered incidental to and included in the unit contract price for Automatic Irrigation System.

8-04 CURBS, GUTTERS, AND SPILLWAYS

8-04.3 Construction Requirements

(March 22, 2023 CFW GSP)

Section 8-04.3 is supplemented with the following:

The sub-base for curb and gutter sections shall be compacted to 95 percent density at or below optimum moisture content, as per Section 2-03.3(14)D revised, before placing the curb and gutter.

White-pigmented curing compounds will not be allowed.

The top of the finished concrete shall not deviate more than one-eighth (1/8”) in ten feet (10’) or the alignment one-fourth (1/4”) in ten feet (10’).

Where shown in the Plans, the concrete curb will be ramped for wheelchairs, as shown in the City Standard Plan Details.

Where shown in the plans, the Contractor shall paint the curbs with 2-coats of yellow paint. Paint and application shall conform to the Standard Specifications for traffic paint striping.

8-04.3(1) Cement Concrete Curbs, Gutters, and Spillways

(December 16, 2022 CFW GSP)

Section 8-04.3(1) is supplemented with the following:

The concrete class requirements in paragraph one are applicable for Type I/II Portland cement. See Section 9.01.2(1)B for requirements for Type 1L cement.

8-04.4 Measurement
(April 12, 2018 CFW GSP)

Section 8-04.4 is supplemented with the following:

Painting of curbs, where required, will not be measured and is considered incidental to the unit price of the type of curb.

8-06 CEMENT CONCRETE DRIVEWAY ENTRANCES

8-06.3 Construction Requirements
(December 16, 2022 CFW GSP)

Section 8-06.3 is supplemented with the following:

The concrete class requirements in paragraph one are applicable for Type I/II Portland cement. See Section 9.01.2(1)B for requirements for Type 1L cement.

All driveways shall remain open except as necessary to permit curing of construction materials or for short periods of time as required for excavations. However, at least one (1) driveway per parcel shall remain open to vehicular traffic at all times unless otherwise approved by the Engineer and affected property owner in writing. If a parcel has only one driveway, then that driveway must be constructed one-half at a time to allow the passage of vehicles. The amount of time that a driveway can be closed will be limited. To meet these requirements, the Contractor may use a quick setting concrete. The Engineer shall approve the quick-setting mix prior to use.

Property owners shall be notified in writing at least 48 hours in advance of any planned driveway closures.

Crushed rock may be used, with Engineer approval, to maintain a driving surface.

8-06.5 Payment
(April 12, 2018 CFW GSP)

Section 8-06.5 is supplemented with the following:

If the Contractor chooses to use a quick-setting concrete mix for driveway construction, any additional costs to use such mix shall be incidental to the bid item for "Cement Conc. Driveway" and no additional payment will be made.

If the Contractor chooses to use crushed rock to maintain a driveway surface, it shall be incidental to the bid item for "Cement Conc. Driveway" and no additional payment shall be made.

8-09 RAISED PAVEMENT MARKERS

8-09.1 Description
(January 19, 2024 CFW GSP)

Section 8-09.1 is supplemented with the following:

RPMs shall be installed per City of Federal Way Standard Details. Type 2BB RPMs shall be installed at all hydrant locations.

8-13 MONUMENT CASES

8-13.2 Materials

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-115

CFW SPECIAL PROVISIONS VER. 2024.01B

(March 13, 1995 WSDOT GSP, OPTION 1)

Section 8-13.2 is supplemented with the following:

The pipe shall be Schedule 40 galvanized pipe.

8-13.3(1) Monument Case and Cover

(March 22, 2023 CFW GSP)

The last paragraph of Section 8-13.3(1) is revised to read:

The monument will be furnished and set by the Contractor.

8-13.3(2)A Removing and Lowering Monument Case and Cover

(January 28, 2024 CFW GSP)

Section 8-13.3(2)A is supplemented with the following:

When existing monument cases are lowered prior to planing and/or paving, it is the Contractor's responsibility to notify the City of any damaged or missing monuments and/or monument cases that are not able to be opened, lowered, and/or raised. If the Contractor does not notify the City of existing damage/issues with monuments & monument cases prior to planing and/or paving, any such damages/issues shall be the responsibility of the Contractor to repair and/or replace.

8-13.3(2)B Reinstalling Monument Case and Cover

(December 16, 2022 CFW GSP)

Section 8-13.3(2)B is supplemented with the following:

The concrete class requirements listed are applicable for Type I/II Portland cement. See Section 9.01.2(1)B for requirements for Type 1L cement.

8-13.3(3)A Pre-Construction Monument Survey

(January 28, 2024 CFW GSP)

Section 8-13.3(3)A is a new Section.

Prior to any planing, paving, or other work that may disturb survey monuments, Contractor shall have a Professional Surveyor survey all monuments shown on the plans or discovered within the project limits. A pre-planing metal detection check shall be completed per Section 5-04.3(14)A. Contractor shall provide results of pre-construction monument survey to the Project Engineer. Results shall be in a spreadsheet that includes the following:

Monument location

Monument, Case, and Cover Condition

Location (vertical accuracy within +/- 0.001 foot and horizontal accuracy within +/- 0.001 foot).

8-13.3(3)B Post-Construction Monument Survey

(January 19, 2024 CFW GSP)

Section 8-13.3(3)B is a new Section.

After completion of construction, Contractor shall survey all monuments shown on the plans or discovered within the project limits. A City of Federal Way Monument Record form shall be completed and stamped by a Professional Land Surveyor and submitted to the Project Engineer for each monument.

8-13.3(3)C Permit to Remove or Destroy Survey Monuments

(January 19, 2024 CFW GSP)

Section 8-13.3(3)C is a new Section.

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-116

CFW SPECIAL PROVISIONS VER. 2024.01B

In accordance with RCW 58.24.040(8), no cadastral or geodetic survey monument may be disturbed without a valid permit to remove or destroy a survey monument, issued by the Washington State Department of Natural Resources. Permit applications can be obtained on the DNR Public Land Survey Office website. The permit application must be stamped by a registered Washington State Land Surveyor. The Contractor shall obtain the permit to Remove or Destroy a survey monument, as necessary. All costs to obtain and comply with the permit shall be considered incidental other bid items and no additional payment will be made.

8-13.4 Measurement

(January 19, 2024 CFW GSP)

The first paragraph of Section 8-13.4 is revised to read:

Measurement of monument case and cover will be by the unit for each monument case and cover furnished and set. Incidental to this bid item is the installation of survey monuments (brass discs, copper pug, or tack, etc.) when required.

Section 8-13.4 is supplemented with the following:

Pre-construction monument survey and post-construction monument survey are incidental to these bid items.

8-13.5 Payment

(January 19, 2024 CFW GSP)

The first paragraph of Section 8-13.4 is revised to read:

Payment for “Monument Case and Cover” and “Adjust Monument Case and Cover” will be paid as follows:

- 25% of bid item – Upon acceptance by the City of pre-construction monument survey.
- 50% of bid item – Upon completion of installation/adjustment of monument case and cover.
- 100% of bid item – Upon acceptance by the City of post-construction monument survey.

8-14 CEMENT CONCRETE SIDEWALKS

8-14.2 Materials

(December 16, 2022 CFW GSP)

Section 8-14.2 is supplemented with the following:

The Cement Concrete Sidewalk and curb ramps shall be constructed of Class 4000 concrete or greater if Type I/II Portland cement is used. If Type 1L Blended hydraulic cement is used, see 9-01.2(1)B.

8-14.3 Construction Requirements

(December 16, 2022 CFW GSP)

Section 8-14.3 is supplemented with the following:

The concrete class requirements in paragraph one are applicable for Type I/II Portland cement. See Section 9.01.2(1)B for requirements for Type 1L cement.

(April 3, 2017 WSDOT GSP, OPTION 1)

Section 8-14.3 is supplemented with the following:

The Contractor shall request a pre-meeting with the Engineer to be held 2 to 5 working

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-117

CFW SPECIAL PROVISIONS VER. 2024.01B

days before any work can start on cement concrete sidewalks, curb ramps or other pedestrian access routes to discuss construction requirements. Those attending shall include:

1. The Contractor and Subcontractor in charge of constructing forms, and placing, and finishing the cement concrete.
2. Engineer (or representative) and Project Inspectors for the cement concrete sidewalk, curb ramp or pedestrian access route Work.

Items to be discussed in this meeting shall include, at a minimum, the following:

1. Slopes shown on the Plans
2. Inspection
3. Traffic control
4. Pedestrian control, access routes and delineation
5. Accommodating utilities
6. Form work
7. Installation of detectable warning surfaces
8. Contractor ADA survey and ADA Feature as-built requirements
9. Cold Weather Protection

(January 7, 2019 WSDOT GSP, OPTION 2)

Section 8-14.3 is supplemented with the following:

Timing Restrictions

Curb ramps shall be constructed on one leg of the intersection at a time. The curb ramps shall be completed and open to traffic within five calendar days before construction can begin on another leg of the intersection unless otherwise allowed by the Engineer.

Unless otherwise allowed by the Engineer, the five calendar day time restriction begins when an existing curb ramp for the quadrant or traffic island/median is closed to pedestrian use and ends when the quadrant or traffic island/median is fully functional and open for pedestrian access.

(January 7, 2019 WSDOT GSP, OPTION 3)

Section 8-14.3 is supplemented with the following:

Layout and Conformance to Grades

Using the information provided in the Contract documents, the Contractor shall layout, grade, and form each new curb ramp, sidewalk, and curb and gutter.

(March 22, 2023 CFW GSP)

Section 8-14.3 is supplemented with the following:

Cement concrete sidewalk thickness shall be as shown in the Plans. Score joints shall be constructed at a maximum distance of 5 feet from each full depth expansion joint, except where specific dimensions are detailed in the Plans. Asphalt mastic joint fillers in the sidewalk shall be 3/8" x 4" and of the same material as that used in the curb, and shall be placed in the same location as that in the curb.

No concrete for sidewalk shall be poured against dry forms or dry subgrade.

The Contractor may provide suitable vibrating finishers for use in finishing concrete sidewalks. The type of vibrator and its method of use shall be subject to the approval of the City.

All completed work shall be so barricaded as to prevent damage. Any damaged sections shall be removed and replaced at the Contractor's expense. Landscaped areas disturbed during construction shall be restored to original condition at the Contractor's expense.

Scored Cement Concrete Sidewalk shall be broom finished and scored as detailed in the Plans.

8-14.3(5)C Surface Applied Detectable Warning Surface
(December 16, 2022 CFW GSP)

Section 8-14.3(5)C is replaced with the following:

Glued or stick down Detectable Warning Surfaces are allowed on asphalt surfaces only for temporary work zone applications.

MMA-Style Truncated Dome Detectable Warning Surfaces applied to asphalt surfaces for permanent installations shall be liquid-applied Vanguard ADA Systems, or approved equal.

8-14.5 Payment

(April 12, 2018 CFW GSP)

Section 8-14.5 is supplemented with the following:

Payment for "Cement Conc. Curb Ramp Type ____" will not be made until the City has verified that the ramp(s) meet ADA requirements.

"Pervious Cement Concrete Sidewalk," per square yard.

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

8-20.1 Description

8-20.1(1) Regulations and Code

(March 13, 2012 CFW GSP)

Section 8-20.1(1) is supplemented with the following:

Where applicable, materials shall conform to the latest requirements of Puget Sound Energy and the Washington State Department of Labor and Industries.

8-20.1(2) Industry Codes and Standards

(March 13, 2012 CFW GSP)

The following is added at the end of the first paragraph of this section:

National Electrical Safety Code (NESC) Committee, IEEE Post Office Box 1331445 Hoes Lane, Piscataway, NJ 08855-1331.

8-20.1(3) Permitting and Inspections

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-119

CFW SPECIAL PROVISIONS VER. 2024.01B

(April 12, 2018 CFW GSP)

Section 8-20.1(3) is supplemented with the following:

The Contractor shall be responsible for obtaining all required electrical permits, including all required City electrical permits. All costs to obtain and comply with electrical permits shall be included in the applicable bid items for the work involved.

8-20.2 Materials

Section 8-20.2 is supplemented with the following:

(March 13, 2012 CFW GSP)

Control density fill shall meet the requirements of Washington Aggregates and Concrete Association.

Bedding material shall consist of 5/8-inch minus crushed rock free of any deleterious substances (Section 9-03.1(5)A of the Standard Specifications).

8-20.2(1) Equipment List And Drawings

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

The first paragraph is deleted and replaced with the following:

Within one week following the pre-construction conference, the Contractor shall submit to the Engineer a completed "Request for Approval of Materials" that describes the material proposed for use to fulfill the Plans and Specifications. Approvals by the Engineer must be received before material will be allowed on the job site. Materials not approved will not be permitted on the job site.

Type 2 Working Drawings (catalog cuts) are required for the following items: all electrical and luminaire equipment, all wire and cabled conductor, conduit, junction boxes, and all other items to be used on the project, except as noted below.

Type 2 Working Drawings (shop drawings) are required for all service cabinets and electrical service panels.

Type 2E Working Drawings (shop drawings requiring Engineering) are required for all light standards; and luminaire arms. All shop drawings for light standards to be Contractor-supplied under this Contract shall document anchor bolt sizing with top and leveling nut and washer size, dimensions and material type, and shall clearly indicate the standard shape, length of any tangent section or tapered section of the standard to be provided.

(March 13, 1995 WSDOT GSP, OPTION 1)

Section 8-20.2(1) is supplemented with the following:

Pole base to light source distances (H1) for lighting standards with pre-approved plans shall be as noted in the Plans.

Pole base to light source distances (H1) for lighting standards without pre-approved plans will be furnished by the Engineer as part of the final approved shop drawings, prior to fabrication.

8-20.3 Construction Requirements

8-20.3(1) General

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-120

CFW SPECIAL PROVISIONS VER. 2024.01B

(January 26, 2012 CFW GSP)

Section 8-20.3(1) is supplemented with the following:

Contractor Owned Removals

All removals associated with an electrical system, which are not designated to remain the property of the Contracting Agency, shall become the property of the Contractor and shall be removed from the project.

The Contractor shall:

Remove all wires for discontinued circuits from the conduit system or as directed by the Engineer.

Remove elbow sections of abandoned conduit entering junction boxes or as directed by the Engineer.

Abandoned conduit encountered during excavation shall be removed to the nearest outlets or as directed by the Engineer.

Remove foundations entirely, unless the Plans state otherwise.

Backfill voids created by removal of foundations and junction boxes. Backfilling and compaction shall be performed in accordance with Section 2-09.3(1)E.

(December 17, 2012 CFW GSP)

Section 8-20.3(1) is supplemented with the following:

Fiber Optic Cable Service Outage Duration & Notification

The maximum allowable interruption to the operation of the existing fiber optic cable service is three days, including testing. Outages of fiber optic cable may affect multiple parties, including but not limited to, the City, King County, and/or WSDOT. Proposed outage dates shall be reviewed and approved by the City. The City shall coordinate the outage with WSDOT. The Contractor shall coordinate the outage with King County Metro and King County Traffic at least two (2) weeks in advance of the proposed outage. The notification shall include description of work, location, duration of outage including start and ending date/time and emergency contact information. Notification in writing shall be sent to the following:

Owen Kehoe
King County Metro
Phone: 206-477-5811
Email: owen.kehoe@kingcounty.gov

Jeffery Barnett
King County Metro
Phone: 206-263-7826
Email: Jeffery.Barnett@kingcounty.gov

King County Signal Shop
Attn: Mark Parrett
155 Monroe Avenue NE
Renton, Washington 98056
Phone: 206-396-3763

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-121

CFW SPECIAL PROVISIONS VER. 2024.01B

8-20.3(2) Excavating and Backfilling
(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(2) is supplemented with the following:

The Contractor shall supply all trenching necessary for the complete and proper installation of the illumination system.

Trenching shall conform to the following:

1. No trenching is allowed in paved areas or areas with existing sidewalk.
2. Bedding and backfill materials for electrical trenches shall be as follows:

Electrical conduit trench depth shall be a minimum of 24 inches cover over conduits.

Electrical conduits for the illumination system shall be located under proposed sidewalk, unless otherwise approved.

Bedding material for trenches 18 inches or less in width shall be crushed surfacing top course. Bedding material for trenches greater than 18 inches or for joint utility trenches shall be pit run sand. Bedding material shall be placed two inches below the conduit(s) and shall extend to two inches above the conduit(s).

Backfill material for trenches located outside of roadway and driveway limits shall be Bank Run Gravel for Trench Backfill conforming to Section 9-03.19, unless the Engineer determines that native material is suitable.

3. Backfill shall be carefully placed so that the backfilling operation will not disturb the conduit in any way. The backfill shall be thoroughly mechanically tamped in eight-inch layers with each layer compacted to ninety-five percent of maximum density in traveled ways, and ninety percent of maximum density elsewhere at optimum soil moisture content.

Excavation for foundations shall be completed by Vector excavation. This excavation shall be incidental to the illumination bid items.

Underground utilities of record are shown on the construction Plans insofar as information is available. These, however, are shown for convenience only and the City assumes no responsibility for improper locations or failure to show utility locations on the construction Plans.

The location of existing underground utilities, when shown in the Plans, is approximate only, and the Contractor shall be responsible for determining their exact location. The Contractor shall check with the utility companies concerning any possible conflict prior to commencing excavation in any area, as not all utilities may be shown in the Plans.

The Contractor shall be responsible for potholing for conflicts with underground utility locations prior to determining exact locations of signal and luminaire pole

foundations, underground vaults, and directional boring operations. Prior to construction, if any conflicts are expected, it shall be brought to the attention of the Engineer for resolution.

The Contractor shall be entirely responsible for coordination with the utility companies and arranging for the movement or adjustment, either temporary or permanent, of their facilities within the project limits.

If a conflict is identified, the Contractor shall contact the Engineer. The Contractor and City shall locate alternative locations for poles, cabinet, or junction boxes. The Contractor shall get approval from the Engineer prior to installation. The Contractor may consider changing depth or alignment of conduit to avoid utility conflicts.

Before beginning any excavation work for foundations, vaults, junction boxes or conduit runs, the contractor shall confirm that the location proposed on the Contract Plans does not conflict with utility location markings placed on the surface by the various utility companies. If a conflict is identified, the following process shall be used to resolve the conflict:

1. Contact the Engineer and determine if there is an alternative location for the foundation, junction box, vault, or conduit trench.
2. If an adequate alternate location is not obvious for the underground work, select a location that may be acceptable and pothole to determine the exact location of other utilities. Potholing must be approved by the Engineer.
3. If an adequate alternate alignment still cannot be identified following potholing operations, the pothole area should be restored and work in the area should stop until a new design can be developed.

The Contractor shall not attempt to adjust the location of an existing utility unless specifically agreed to by the utility owner.

8-20.3(4) Foundations

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(4) is supplemented with the following:

During construction of the light pole foundations, the Contractor shall ensure the safety of the excavation site. Steel trench plates shall cover the excavation site, when the Contractor is not actively working on the foundations. Trench plates shall be traffic-rated and shall not be able to be moved by a pedestrian to access the excavation area.

Paperboard forms are allowed for the top 12 inches of foundations only and only if the top of foundation will be exposed. Corrugated metal pipe is the preferred method of foundation installation. This applies to all types of foundations, with the exception of cabinet foundations.

The concrete class requirements in paragraph one are applicable for Type I/II Portland cement. See Section 9.01.22(1)B for requirements for Type 1L cement.

Excavation for foundations shall be completed by vector excavation. This excavation shall be incidental to the signal or illumination bid items.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-123

CFW SPECIAL PROVISIONS VER. 2024.01B

Pole foundations within the sidewalk area shall be constructed in a single pour to the bottom of the cement concrete sidewalk. The sidewalk shall be constructed in a separate pour. A concrete pad on top of the foundation and around the junction box will be required, in accordance with the Detail in the Plans. The pad shall extend to the sidewalk and the top of the pad shall be flush with the sidewalk. A construction joint shall be provided between the two units.

All junction boxes are required to be encapsulated in a concrete pad, in accordance with the Detail in the Plans, set flush with adjacent ground.

Light Standard Foundations

Foundations for light standards shall conform to the Detail in the Plans. No pre-cast foundations will be allowed. Unless otherwise noted in the Plans, all light standards use a fixed base with a 4-bolt anchoring system. Anchor bolts shall be in accordance with Section 9-29.6(5).

Cabinet Foundations

The foundation pedestal for the service cabinets shall be in conformance with the requirements of Standard Plan J-10.10, modified as shown in the Detail in the Plans. Conduits shall be centered horizontally except service conduit, which shall be placed at the side of the power panel. See the Details in the Plans for other details.

Additionally, the pad mount shall conform to the following:

1. The concrete pedestal height shall be 16 to 20 inches.
2. The spare 2-inch conduit shall run to the nearest junction box.
3. Conduits shall be centered horizontally except service conduit which shall be placed at the side of the power panel.
4. Pedestal shall be tapered from top to bottom at 1:10 on all four sides.
5. Unit shall be mounted on a cement concrete pad in accordance with Plan Details.
6. Conduits shall be placed in the front 1/3 of the foundation. Foundations constructed with conduits located within the 3-inch cabinet mounting flange shall be removed and reconstructed. Modification of the 3-inch cabinet mounting flange will not be accepted.

All cabinet foundations shall be cast in one operation. The exposed concrete surfaces shall be formed to present a neat appearance. The pedestal top shall have a smooth, trowel finish with a 0.50-inch round fillet along the outside top edge. The Contractor shall wait a minimum of three full calendar days between pouring the cabinet foundation and mounting the cabinet. Where the cabinet is mounted onto the foundation, an approved clear silicone shall be applied to all metal cabinet surfaces which come into contact with the concrete foundation to provide a complete seal. A complete seal shall be defined as having excess silicone squeeze out on the inside of the cabinet, when it is mounted. If there is no evidence of this, the cabinet will be required to be removed and remounted, with an adequate amount of silicone sealant applied. There shall also be a dressed bead seal placed continuous along all four sides and corners on the outside portion

of the cabinet at the point of contact between the metal and concrete foundation. The concrete pad at the base of the foundation on the “house side” shall be sloped uniformly away from the foundation to eliminate puddling. It shall be the Contractor’s responsibility to confirm all dimensions and location for the service cabinet prior to forming foundation pedestal.

8-20.3(5) Conduit

8-20.3(5)A General

(PROJECT-SPECIFIC SPECIAL PROVISION**)**

Section 8-20.3(5) is supplemented with the following:

Banding of risers to aluminum poles will not be allowed.

A copper ground wire shall be installed with all conduit.

A pull tape shall be installed in all conduit and shall remain upon completion of the project.

All conduit trenches shall be straight and as narrow in width as is practicable to provide a minimum of pavement disturbance.

Conduit for the service wires between the PSE pole and the service panel and all above ground conduit shall be hot-dip galvanized rigid steel.

When conduit risers are installed, they shall be attached to the pole every 4 feet and shall be equipped with weather heads.

All conduits shall be clearly labeled at each junction box, handhole, vault or other utility appurtenance. Labeling shall be permanent and shall consist of the owner/type name and a unique conduit number or color. The owner name shall be approved by the Engineer prior to starting work. The recommended owner/type abbreviations are:

PSE – Puget Sound Energy
QWEST – Qwest
COMCAST(AT&T)/C – Cable
COMCAST(AT&T)/F – Fiber
SIC – City Signal Interconnect
City Spare – City spares
Cobra – COBRA luminaire system

Traffic signal interconnect shall be placed, wherever feasible, in the joint utility trench being constructed under this contract (if applicable). This work shall be coordinated with the other utilities to ensure a 2” minimum conduit is provided solely for the traffic signal interconnect. Conduit size shall be verified with City Traffic Engineer prior to installation.

8-20.3(5)B Conduit Type

(PROJECT-SPECIFIC SPECIAL PROVISION**)**

Section 8-20.3(5)B is supplemented with the following:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-125

CFW SPECIAL PROVISIONS VER. 2024.01B

All conduits for signal cable raceways under driveways shall be rigid galvanized steel or Schedule 80 polyvinyl chloride (PVC).

8-20.3(5)E1 Open Trenching

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(5)E1 is supplemented with the following:

The Contractor shall supply all trenching necessary for the complete and proper installation of the illumination system.

When open trenching is allowed, trench construction shall conform to the following:

1. In paved areas (streets, driveways, sidewalks, and similar locations), open trenching is not allowed.
2. Trenching is allowed in unpaved shoulder areas, behind sidewalk, behind curb where there is no sidewalk, and similar locations.
3. The edges of the trench shall be sawcut the full depth of the pavement and sawcuts shall be parallel. All trenches for placement of conduit shall be straight and as narrow in width as practical to provide a minimum of pavement disturbance. The existing pavement shall be removed in an approved manner. The trench bottom shall be graded to provide a uniform grade.
4. Bedding and backfill materials for electrical trenches shall be as follows:

Electrical conduit trench depth shall be a minimum of 24 inches cover over conduits.

Bedding material for trenches 18 inches or less in width shall be crushed surfacing top course. Bedding material for trenches greater than 18 inches or for joint utility trenches shall be pit run sand. Bedding material shall be placed two inches below the conduit(s) and shall extend to two inches above the conduit(s).

Backfill material for trenches located within the roadway limits (back of curb to back of curb), including perpendicular crossings of roadways and underneath driveways shall be controlled density fill (CDF), vibrated in place.

Backfill material for trenches located outside of roadway and driveway limits shall be Bank Run Gravel for Trench Backfill conforming to WSDOT 9-03.19, unless the engineer determines that native material is suitable.

5. Backfill shall be carefully placed so that the backfilling operation will not disturb the conduit in any way. The backfill shall be thoroughly mechanically tamped in eight-inch layers with each layer compacted to 95% of maximum density in traveled ways, and 90% of maximum density elsewhere at optimum soil moisture content.

8-20.3(5)E4 Directional Boring

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(5)E4 is supplemented with the following:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-126

CFW SPECIAL PROVISIONS VER. 2024.01B

All conduits under streets and driveways shall be installed by boring. Boring of conduit will be considered incidental to the illumination system bid items.

8-20.3(6) Junction Boxes, Cable Vaults, and Pull Boxes

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(6) is supplemented with the following:

Unless otherwise noted in the Plans or approved by the Engineer, junction boxes, cable vaults and pull boxes shall not be placed within the traveled way or paved shoulders.

All junction boxes, cable vaults, and pull boxes placed within the traveled way or paved shoulders shall be heavy-duty. Standard Duty nonconcrete junction boxes shall not be installed within the City of Federal Way.

Junction boxes shall not be located within the traveled way, wheelchair ramps, or driveways, or interfere with any other previous or relocated installation. The lid of the junction box shall be flush with the surrounding area. The junction boxes shall be adequately supported by a bed of crushed surfacing. Junction boxes shall be installed in accordance with Standard Plans J-40.10.

Anti-seize lubricant shall be applied to all junction box penta head bolts.

All illumination junction boxes not placed in the sidewalk shall be placed immediately adjacent to the sidewalk and surrounded by concrete to prevent the box from lifting out of the dirt, in accordance with the Detail in the Plans.

All illumination junction box lids shall be welded shut after final inspection and approval by King County and the City of Federal Way.

All junction box lids and frames located within sidewalk areas, along a pedestrian access route, or in other accessible surfaces within the public right-of-way or on publicly owned properties, must meet accessibility guidelines and be slip-resistant. Acceptable slip-resistant products are non-slip Methyl methacrylate (MMA) coatings or Slipnot Grade 3. Placement of the slip-resistant MMA coating shall be in accordance with the manufacturer's recommendations. Vertical edges of the utility shall be flush with the adjoining surface to the extent possible after installation.

Wiring shall not be pulled into any conduit until all associated junction boxes have been adjusted to, or installed in, their final grade and location, unless installation is necessary to maintain system operation. If wire is installed for this reason, sufficient slack shall be left to allow for future adjustment.

Wiring shall be replaced for full length if sufficient slack as specified in Section 8-20.3(8) is not maintained. No splicing will be permitted.

Junction boxes Type 1 and 2 shall meet the requirements of WSDOT Standard Plan J-40.10. Type 8 junction boxes shall meet the requirements of WSDOT Standard Plan J-40.30. Junction boxes shall be inscribed based upon system in

accordance with Section 9-29.2(4). Junction box lids and frames shall be grounded in accordance with Section 8-20.3(9).

Junction boxes shall be located as shown in the Plans except that field adjustments may be made at the time of construction by the Engineer to better fit existing field conditions.

8-20.3(8) Wiring

(PROJECT-SPECIFIC SPECIAL PROVISION**)**

Section 8-20.3(8) is supplemented with the following:

Cable entering cabinets shall be neatly bundled and wrapped. Each wire shall bear the circuit number and be thoroughly tested before being connected to the appropriate terminal.

Circuit conductors shall be standard aluminum wire in accordance with Section 9-29.3(2)A1 in all conduit runs with size specified in the Plans. Conductors from luminaire bases to the luminaire fixture shall be minimum #10 AWG pole and bracket cable in accordance with Section 9-29.3(2)D.

The Contractor shall be responsible for the protection of all field wiring until such time that the project has obtained final written acceptance notification from the Contracting Agency. The Contractor shall replace, at no cost to the Contracting Agency, any wiring that has been stolen during the duration of this Contract. Upon final written acceptance of the work by the Contracting Agency, all junction box lids marked "LT" shall be tack welded by the Contractor.

All illumination conductors shall be installed with one complete wrap of slack within each ground level junction box, arranged in a loop around the base of the junction box. In addition, one complete wrap of slack shall be provided at the service cabinet.

Tie wraps shall be used where deemed necessary by the King County Signal Technician. There shall be no unnecessary shortening of any wire. If there is any excess slack, the Contractor shall pull the slack back into the adjacent junction box, or as designated by the Engineer.

On all standards where lighting is to be provided, head connecting ends shall be fitted with a 1.5-inch reducing washer and a 0.75-inch box connector at the mast arm and head mounting site. A fused quick-disconnect kit shall be provided for luminaire protection at the base of each standard on which a luminaire is mounted and shall be easily accessible from the hand hole.

Illumination conductors shall be connected to the contactors in the service cabinet by forked connectors.

8-20.3(8)A Splices

(PROJECT-SPECIFIC SPECIAL PROVISION**)**

Section 8-20.3(8)A is supplemented with the following:

In the illumination system wiring, junction box splices shall be allowed only in the illumination system wiring using epoxy resin cast type insulation employing clear rigid plastic molds; all other connections shall be made at terminal locations or at the fused quick-disconnects in the light standard base. Unless otherwise approved by the Engineer, illumination splices shall only be allowed in the junction box located at the base of each light standard. Only wye-type splices will be allowed, unless specifically requested and approved by the Engineer. All illumination wiring shall be in accordance with the Details in the Plans.

Any splices of conductors of dissimilar metals shall use antioxidant compound.

8-20.3(9) Bonding, Grounding

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(9) is supplemented with the following:

Contractor shall provide and install copper bonding and grounding wires as described in the Standard Specifications and the National Electric Code for any new junction boxes and any modified existing junction boxes. For the purposes of this section, a junction box shall be considered "modified" if new current-carrying conductors are installed, including low-voltage conductors.

The grounding conductor for each light standard shall be connected to the ground stud on the light standard in accordance with the Detail in the Plans.

Junction box lids and frames shall be grounded in accordance with Department of Labor and Industries standards, and shall be grounded so that the ground will not break when the lid is removed and laid on the ground next to the junction box.

All conduits shall have grounding conductors between junction boxes.

Ground rods shall be copper clad steel, 3/4-inch in diameter by 10-feet long, connections shall be made with thermite welds.

8-20.3(9)A Supplemental Grounding

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(9)A is supplemented with the following:

In addition to the service grounds provided at the service cabinet, each light standard shall have a supplemental ground installed.

Ground clamps that attach to ground rods or to the rebar cage in a foundation shall be acorn-style. Only those ground clamps on the WSDOT Qualified Products List will be allowed.

8-20.3(10) Services, Transformer, ITS Cabinets

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-20.3(10) is supplemented with the following:

The Contractor shall apply for an electrical service connection with Puget Sound Energy or Tacoma Public Utilities, as applicable, and make arrangements for a new electrical service connection. Coordinate with City of Federal Way Traffic Engineering for the address to be used for the service location.

The Engineer will approve electrical service Installations. The Contractor shall request the City of Federal Way Building Division to perform required inspections for service approval.

The electrical service is detailed in the Plans. All circuit breakers shall be clearly marked or labeled. The electrical service cabinet will be painted inside with white polyurethane or polyester urethane power coat in accordance with Section 6-07. The outside will be bare, mill-finish aluminum. The Contractor shall mark the service cabinet with the location number indicated in the Plans, in accordance with the Detail in the Plans.

The Contractor shall notify the City of Federal Way inspector when the service is ready for connection.

An electrical service shall be used at 240/120 volts, 60 Hz AC. The underground electrical service shall be brought to the load center in minimum 2-inch conduit. Wire sizes and conduit terminations between the load center and the connection location shall meet the requirements of PSE or Tacoma Public Utilities, as applicable. The service shall be split in the load center into a 120-volt circuit for the signal breakers and 240-volt for the illumination breakers. When the service is to be provided from an overhead source, the Contractor shall provide conduit from the electrical service to ten feet up the power pole from which service is provided. Stand-off brackets 14 inches long shall be installed on the pole every ten feet. In addition, the Contractor shall provide service conductors from the electrical service to the top of the conduit on the power pole with 30 feet of service wire coiled at top and provide the local electrical utility with 30 feet of 2-inch conduit to make the connection.

Electrical service cabinet will be painted inside with white polyurethane or polyester urethane power coat in accordance with Section 6-07. Outside will be bare mill-finish aluminum. The electrical service cabinet shall have the service cabinet number painted on the cabinet facing the street. All numbers/letters shall be one-inch high with 1/2-inch spacing between each letter/number. All letters/numbers shall be painted black with Alkyd gloss paint. See the Detail in the Plans. The service cabinet numbers are provided in the Plans.

All circuit breakers shall be clearly marked or labeled.

8-20.3(13) Illumination Systems

(April 12, 2018 CFW GSP)

Section 8-20.3(13) is supplemented with the following:

The existing lighting systems shall remain operational until the new systems are functioning. The Engineer may approve partial interruptions required because of staging.

8-20.3(13)A Light Standards

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

The 8th paragraph of this section is deleted and replaced with the following:

All new and relocated metal light standards shall be numbered in accordance with the Detail in the Plans.

Section 8-20.3(13)A is supplemented with the following:

Each roadway luminaire shall be installed with a CIMCON control node, in accordance with Section 9-29.11(2), on each individual luminaire fixture.

8-20.4 Measurement

(April 12, 2018 CFW GSP)

Section 8-20.4 is replaced with the following:

“Illumination System,” shall be measured per lump sum.

8-20.5 Payment

(December 1, 2021 CFW GSP)

Section 8-20.5 is deleted and replaced with the following:

Payment will be made in accordance with the following:

“Illumination System,” per lump sum.

The lump sum price for "Illumination System" shall be full pay for furnishing all labor, equipment, materials and supplies necessary to complete the work as specified. The lump sum price shall include all costs associated with connecting the illumination system to the service cabinet. All items and labor necessary to supply, install, and test the conduit, junction boxes, service circuit breaker and connections, illumination nodes, electrical service and service cabinet electrical connections, connections with existing conduit and junction boxes, Vactoring for foundations, restoring facilities destroyed or damaged during construction, salvaging existing materials, conduit trenching and boring, installation of non-slip MMA coating on new or existing lids located within accessible surfaces, and all other components necessary to make a complete system shall be included within the lump sum measurement.

Sawcutting for trench, sawcutting for “T-cut” trench restoration, pavement removal, excavation, trenching, bedding and backfill materials, backfilling of trenches, pavement restoration of trenches and conduit/junction box installations shall be incidental to the bid items included in this section and no additional compensation will be made.

Coordination of service connections with Puget Sound Energy and any necessary permits and fees associated with the service connections shall be considered incidental to the bid items included in this section and no additional compensation will be made.

Coordination with communication connections with Comcast, Lumen, or other communication provider affected by this project, and any necessary permits and fees associated with the communications connections shall be considered incidental to the bid items included in this section and no additional compensation will be made.

All costs for installing junction boxes and conduit containing illumination system and/or interconnect system wiring shall be incidental to the bid items of this Section and no additional compensation will be made.

All costs for painting light standard numbers and service cabinet numbers shall be incidental and included in the bid items included in this Section and no additional compensation will be made.

Adjustment of junction boxes shall be incidental and included in the bid items included in this Section and no additional compensation will be made.

Restoration of facilities destroyed or damaged during construction shall be considered incidental to the bid items included in this section and no additional compensation will be made.

Where the traffic signal, illumination, interconnect, city fiber, and/or transit signal priority (RapidRide) conduits are located within the joint utility trench; the cost of excavating and trenching shall be included in the unit contract price paid for Structure Excavation Class B for Undergrounding of Overhead Utilities.

“Electrical Service Connection Fee”, force account.

Measurement for payment to provide compensation to the Contractor for electrical related permits and electrical utility connection fees incurred due to providing power at the locations indicated in the Plans shall be paid by force account and shall be full compensation for all costs incurred for each Group. This item shall provide for a common bid proposal between bidding contractors and shall cover only that work that is performed and charged by the respective electric utility. The Contracting Agency-provided force account dollar amount for this fee shall be included in all Contractor bid proposals.

SECTION 8-21 PERMANENT SIGNING

8-21.1 Description

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 8-21.1 is deleted and replaced with the following:

This work shall consist of furnishing and installing permanent signing, sign removal, sign maintenance, and sign relocation, in accordance with the Plans, these Specifications, the Standard Plans, MUTCD, and the City of Federal Way Standard Drawings at the locations shown in the Plans or where designated by the Engineer. Signs to be removed as shown in the Plans, shall be returned to the King County Sign Shop in Renton, at the Contractor's expense.

Any signs damaged shall be replaced, in kind, by the Contractor.

Utility locates for sign locations must be completed prior to the installation of any signs.

Colors of all permanent signs shall be submitted to the City for approval prior to installation in the field. Installed signs that do not have color approved by the City may be required to be removed and replaced in an acceptable color at the Contractor's expense.

8-21.3 Construction Requirements

8-21.3(5) Sign Relocation

(December 1, 2021 CFW GSP)

Section 8-21.3(5) is supplemented with the following:

King County Metro and/or Pierce Transit personnel will remove and reinstall all existing bus stop signs and supports within the project limits.

Sign Maintenance

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

The following new Section is inserted after Section 8-21.3(8):

Maintenance of all existing signs within the project limits, as well as all signs installed or relocated by the Contractor, shall be the responsibility of the Contractor during construction of the project. All signs shall be maintained to MUTCD sign standards by the Contractor and shall be kept clean in accordance with Section 8-21.3(8). All signs shall be visible to the traffic, unless they conflict directly with construction traffic control operations. Any sign in conflict with construction traffic control shall be covered for the duration needed, in accordance with Section 8-21.3(3).

When any maintained sign is damaged, knocked down, or found to be missing, the sign shall be reinstalled to applicable standards by the Contractor, who will provide the sign (if missing or damaged), steel sign post and anchor, concrete, and all mounting hardware. All Stop and Yield signs damaged, missing, or knocked down during construction hours shall be replaced immediately. A Stop or Yield sign damaged, missing, or knocked down outside of construction hours shall be responded to and reinstalled by the Contractor within two hours of notification by the Engineer.

Any sign damaged or knocked down by the Contractor's operations shall be repaired at the Contractor's expense, regardless of whether or not it is listed in the Contract Documents, in accordance with Section 1-07.23(1).

The Contractor shall remove and dispose of damaged or extra sign posts, sign anchors, and associated concrete.

8-21.3(12) Steel Sign Posts

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-21.3(12) is supplemented with the following:

All City of Federal Way signs mounted on roadside structures shall use steel posts with concrete foundations, in accordance with the Detail in the Plans.

8-21.4 Measurement

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-21.4 is deleted and replaced with the following:

"Permanent Signing" is measured on a lump sum basis.

8-21.5 Payment

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-133

CFW SPECIAL PROVISIONS VER. 2024.01B

(April 12, 2018 CFW GSP)

Section 8-21.5 is deleted and replaced with the following:

The lump sum price for "Permanent Signing" shall include all labor, materials, tools, and equipment necessary to furnish and install permanent signing, sign removal, and sign relocation. Sign covering shall be incidental and shall not be measured.

SECTION 8-22 PAVEMENT MARKING

8-22.1 Description

(November 2, 2020 CFW GSP)

Section 8-22.1 is supplemented with the following:

Pavement markings shall conform to City of Federal Way Standard Details. Profiled and plastic lines shall conform to the pattern as shown on WSDOT Standard Plan M-20.20.

8-22.2 Materials

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-22.2 Sentence #3 is deleted and replaced with the following:

Glass beads for Type A plastic shall be as recommended by the manufacturer.

Section 8-22.2 is supplemented with the following:

Type D plastic requires both glass beads and Reflective Elements in accordance with Section 9-34.4.

8-22.3 Construction Requirements

(March 22, 2023 CFW GSP)

Section 8-22.3 is supplemented with the following:

Permanent pavement markings shall be installed within 30 calendar days after paving. If a project contains paving on multiple streets (i.e., schedules of work), this requirement applies to the paving date for each street / schedule individually.

8-22.3(3) Marking Application

8-22.3(3)E Installation

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-22.3(3)E is supplemented with the following:

Profiled Type D lines shall be installed in accordance with WSDOT Standard Plan M20.20.

8-22.3(3)G Glass Beads

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-22.3(3)G is supplemented with the following:

Glass beads shall be applied to Type D markings at a rate of 8 to 10 pounds per one hundred square feet.

Reflective elements shall be applied to Type D markings at a rate of 10 grams per 4-inch wide by 1 linear foot of marking.

8-22.3(6) Removal of Pavement Markings

(March 22, 2023 CFW GSP)

Section 8-22.3(6) is supplemented with the following:

As indicated in the Plans, the Contractor shall remove existing pavement markings that may consist of paint, plastic and raised pavement markings.

8-22.4 Measurement

(December 16, 2022 CFW GSP)

Paragraphs 12 and 13 of Section 8-22.4 are replaced with the following:

Measurement for the removal of all pavement markings will be per lump sum.

(March 22, 2023 CFW GSP)

Section 8-22.4 is supplemented with the following:

Raised Pavement Markers are incidental to Pavement Markings. No separate measurement or payment will be made.

8-22.5 Payment

(December 16, 2022 CFW GSP)

Section 8-22.5 is modified as follows:

The following bid items are deleted:

- “Removing Paint Line,” per linear foot.
- “Removing Plastic Line,” per linear foot.
- “Removing Painted Crosswalk Line,” per square foot.
- “Removing Plastic Crosswalk Line,” per square foot.
- “Removing Painted Traffic Marking,” per each.
- “Removing Plastic Traffic Marking,” per each.

The following is a new bid item:

- “Removing Pavement Markings,” lump sum.

8-23 TEMPORARY PAVEMENT MARKINGS

8-23.1 Description

(March 22, 2023 CFW GSP)

Section 8-23.1 is supplemented with the following:

Temporary pavement markings shall be installed and maintained by the Contractor prior to traffic being released onto public streets when the installation of permanent pavement markings is not yet completed. All pavement markings including lines, symbols, and raised pavement markers shown on the plans and details shall be provided as temporary pavement markings until such time that permanent pavement markings are installed. Temporary pavement markings shall generally follow the alignment for the permanent pavement markings.

8-23.2 Low VOC Waterborne Paint

(March 22, 2023 CFW GSP)

Section 8-23.2 is replaced with the following:

The City of Federal Way does not allow Low VOC Waterborne Paint for temporary or permanent pavement markings.

8-23.3(4)A Temporary Pavement Markings – Short Duration

(March 22, 2023 CFW GSP)

Paragraph 2 of Section 8-23.3(4)A is modified as follows:

Temporary Center Line (Double Yellow Center Line) – Two SOLID lines used to delineate adjacent lanes of traffic moving in opposite directions. Temporary raised pavement markings should be installed on both sides of the yellow lines at 40-foot intervals.

Temporary Center Line (Skip Center Line) – A BROKEN line used to delineate adjacent lanes of traffic moving in opposite directions. The broken pattern shall be based on a 10-foot unit, consisting of a 1-foot line with a 9-foot gap.

8-23.4 Measurement
(March 22, 2023 CFW GSP)

Section 8-23.4 is supplemented with the following:

Temporary Flexible Raised Pavement Markers are incidental to Temporary Pavement Markings. No separate measurement or payment will be made.

Traffic control (Flaggers, Traffic Control Supervisor, Other Traffic Control, etc.) for the initial installation of Temporary Pavement Markings shall be measured and paid per the respective Traffic Control Bid Items. Traffic control associated with the subsequent maintenance of Temporary Pavement Markings shall be incidental to the temporary pavement making bid items and no additional payment will be made.

8-30 POTHOLING AND RESOLUTION OF UTILITY CONFLICTS

(April 12, 2018 CFW GSP)

Section 8-30 and its subsections are new sections as follows:

8-30.1 Description

(April 12, 2018 CFW GSP)

Section 8-30.1 is a new section:

This work involves the identification and resolution of utility conflicts not identified in the plans between proposed improvements and existing utilities. The City will pay these costs by force account if the work proves to be acceptable and the Contractor had performed the work with the authority of and due notice to the Engineer.

8-30.3 Construction Requirements

(April 12, 2018 CFW GSP)

Section 8-30.3 is a new section:

The City may direct the Contractor to pothole existing utilities to verify the field location and depth. Potholing shall include excavation and backfilling of the existing utility, identification of the pipe or line size, material type and condition and the survey work to locate the facility horizontally and vertically. Survey information to be obtained shall include station and offset to center of utility and elevation at top of utility. Stations, offsets, and elevations shall be to the nearest 0.1 foot unless greater accuracy is required. Potholes shall be backfilled with CSTC compacted to 95%, or with CDF, as directed by the Engineer. In areas subject to public traffic, the HMA patch shall match the depth of the surrounding pavement.

In the event that a conflict arises between the proposed improvements and an existing utility, the Resolution of Utility Conflicts item will compensate the Contractor for standby time and additional work in the following manner:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-136

CFW SPECIAL PROVISIONS VER. 2024.01B

1. Standby time resulting from existing utility conflicts. Standby time is defined as time the Contractor is unable to proceed with progression of a specific work item (i.e., storm drainage, underground utility installation etc.) due to conflicts with existing facilities. However, payment for standby time shall be limited to:
 - a. For each agreed upon conflict, a maximum of four (4) hours of standby time will be paid for actual delay of labor and equipment due to a utility conflict. The Contractor shall be responsible to adjust his work schedule and/or reassign his work forces and equipment to other areas of work to minimize standby time.
 - b. If the conflict is resolved within one (1) hour of notification to the Engineer, no standby time will be paid.
2. Additional work required to resolve utility conflicts will be paid for at the bid unit prices for the associated work. Work that can be measured and paid for at the unit contract prices shall not be identified as force account work. This work includes but is not limited to:
 - a. Storm drainage manhole, pipe, vault, and conduit realignments of line and/or grade for the storm drain and undergrounding of overhead utilities, to avoid existing utility conflicts.
 - b. Additional storm drainage manholes, pipe, vaults, and conduit required by a change in alignment, and/or grade, not exceeding the limits set in section 1-04.4 of the Standard Specifications.

8-30.4 Measurement

(April 12, 2018 CFW GSP)

Section 8-30.4 is a new section:

"Potholing," will be measured for force account per Section 1-09.6.

"Resolution of Utility Conflicts," will be measured for force account per Section 1-09.6.

8-30.5 Payment

(April 12, 2018 CFW GSP)

Section 8-30.5 is a new section:

"Potholing," will be paid by force account.

"Resolution of Utility Conflicts", will be paid by force account.

To provide a common proposal for all bidders, the City has estimated the amount for "Resolution of Utility Conflicts" and "Potholing" and entered the amounts in the proposal to become a part of the total bid by the Contractor.

Utility conflicts due to the Contractor's actions or operations shall be resolved by the Contractor at no expense to the Contracting Agency.

8-31 RESOLUTION OF UTILITY CONFLICTS

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-31 is a new section:

8-31.1 Description

This work involves the identification and resolution of utility conflicts not identified in the plans between proposed improvements and existing utilities. The Contracting Agency will pay these

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-137

CFW SPECIAL PROVISIONS VER. 2024.01B

costs by force account if the work proves to be acceptable and the Contractor had performed the work with the authority of and due notice to the Engineer.

8-31.3 Construction Requirements

The contracting agency may direct the Contractor to pothole existing utilities to verify the field location and depth. Potholing shall include excavation and backfilling of the existing utility, identification of the pipe or line size, material type and condition and the survey work to locate the facility horizontally and vertically. Survey information to be obtained shall include station and offset to center of utility and elevation at top of utility. Stations, offsets and elevations shall be to the nearest 0.1 foot unless greater accuracy is required. Potholes shall be backfilled with CSBC compacted to 95%, or with CDF, as directed by the Engineer. In areas subject to public traffic, the HMA patch shall match the depth of the surrounding pavement.

In the event that a conflict arises between the proposed improvements and an existing utility, the Resolution of Utility Conflicts item will compensate the Contractor for standby time and additional work in the following manner:

1. Standby time resulting from existing utility conflicts
 - a) Standby time is defined as time the Contractor is unable to proceed with progression of a specific work item (i.e. storm drainage, underground utility installation etc.) due to conflicts with existing facilities. However, payment for standby time shall be limited to:
 - (1) For each agreed upon conflict, a maximum of four (4) hours of standby time will be paid for actual delay of labor and equipment due to a utility conflict. The Contractor shall be responsible to adjust his work schedule and/or reassign his work forces and equipment to other areas of work to minimize standby time.
 - (2) If the conflict is resolved within one (1) hour of notification to the Engineer, no standby time will be paid.
2. Additional work required to resolve utility conflicts will be paid for at the bid unit prices for the associated work. Work that can be measured and paid for at the unit contract prices shall not be identified as force account work. This work includes but is not limited to:
 - (1) Storm drainage manhole, pipe, vault, and conduit realignments of line and/or grade for the storm drain and undergrounding of overhead utilities, to avoid existing utility conflicts.
 - (2) Additional storm drainage manholes, pipe, vaults, and conduit required by a change in alignment, and/or grade, not exceeding the limits set in section 1-04.4 of the Standard Specifications.

8-31.4 Vacant

8-31.5 Payment

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

- "Resolution of Utility Conflicts" will be paid by force account as provided in section 1-09.6.
- "Potholing", will be paid by force account as provided in Section 1-09.6.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-138

CFW SPECIAL PROVISIONS VER. 2024.01B

All costs for resolving utility conflicts and potholing will be paid for by force account in accordance with section 1-09.6. To provide a common proposal for all bidders, the Contracting Agency has estimated the amount for "Resolution of Utility Conflicts" and "Potholing" and entered the amounts in the proposal to become a part of the total bid by the Contractor. Utility conflicts due to the Contractor's actions or operations shall be resolved by the Contractor at no expense to the Contracting Agency.

8-32 UTILITY UNDERGROUNDING

(PROJECT-SPECIFIC SPECIAL PROVISION**)**

Section 8-32 is a new section:

8-32.1 Description

The work to be performed shall consist of installation of conduit, handholes and vaults for the conversion of overhead utilities to underground facilities and the conversion of services as shown on the Plans. Using the information shown in the Plans the Contractor will coordinate closely with each utility company to develop a detailed trenching plan and sequence of construction to perform the following:

1. Sawcut pavement as required by the plans and excavate trenches for underground facilities for Puget Sound Energy (PSE), CenturyLink, and COMCAST.
2. Install conduit, conduit bends, connections, pole risers, handholes, junction boxes and vaults provided by PSE CenturyLink, and COMCAST. PSE, CenturyLink, and COMCAST will furnish and install cable, conductors, and electrical equipment for their systems.
3. Furnish and install vaults and conduits for City spare system.
4. Furnish, place, and compact conduit bedding.
5. Furnish and install identification tape.
6. Furnish, place, and compact backfill, surface restoration for trenches associated with undergrounding of overhead utilities (Gravel Borrow, Gravel Base Course, or Controlled Density Fill).
7. Connecting conduits to existing vaults, including all bends and fittings required.
8. Installing ground rods, ground plates, conduit risers, and other electrical hardware furnished by PSE and required by the Plans and Specifications and Special Provisions.
9. Cutting and capping conduit.
10. Clearing of structures and testing of conduit.
11. Proof conduits and install fish line.
12. Other work indicated on the Plans and in the Specifications and Special Provisions.

The individual utility companies will be responsible for furnishing and installing all cables, conductors, electrical equipment, temporary utility poles, conversion to underground, and for the removal of poles, and other equipment no longer needed.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-139

CFW SPECIAL PROVISIONS VER. 2024.01B

8-32.1(1) Regulations and Code

Installation of all electrical and telecommunication equipment shall conform to the appropriate sections of the National Electrical Code, the City of Federal Way Building Code, utility company standards and these Special Provisions. The Contractor shall install a complete and operable system in compliance with the plans and specifications as set forth and to the satisfaction of the Engineer. All work shall conform to the provisions of the current National Electric Code (NEC). Service customers shall be provided a minimum 48 hour notice of any planned service interruptions. The Contractor is advised that minor scheduling adjustments may be necessary to minimize impacts to service customers.

8-32.2 Materials

Materials shall conform to the requirements of Division 9 of the Standard Specifications and these Special Provisions and the standards of the utility agencies (PSE, CenturyLink, and COMCAST) as indicated in these Special Provisions, and on the Plans and details. Puget Sound Energy's Specifications are included in Appendix F.

PSE, CenturyLink, and COMCAST will provide all materials required for a bare conduit and vault system, including conduits, vaults, and handholes.

The Contractor shall furnish and install all materials for the City spare conduit system per Standard Specification 8-20 and these Special Provisions.

Vaults and Handholes

PSE vault dimensions are shown on their undergrounding plans. CenturyLink and COMCAST vaults and handholes are supplied by Utility Vault. Cut sheets for each vault are included in the standard plans.

City spare vaults shall be Utility Vault Company Model 504-LA, or an approved equal.

Identification Tape

Polyethylene, 5 Mil Tape, 1/2 mil Aluminum Center Core

Electrical—Six inch (6") wide, red in color, with non-ferrous metal conductor sandwiched in the tape for detection purposes imprinted with black lettering "CAUTION - ELECTRIC UTILITIES BELOW".

Telecommunication---Six inch (6") wide, orange in color, with non-ferrous metal conductor sandwiched in the tape for detection purposes imprinted with black lettering "CAUTION - COMMUNICATION LINE BELOW".

8-32.3 Construction Requirements

8-32.3(1) Excavating and Backfilling

Excavations shall conform to the requirements of Section 2-09 Structure Excavation. Excavations greater than 8 feet may be required. In areas of congested underground utilities the Contractor shall make provisions within the project schedule for less than optimal production rates.

The excavations required for the installation of conduit, vaults, and other appurtenances shall be performed in a manner to cause the least possible disturbance to the streets, sidewalks, and other improvements. The trenches shall not be excavated wider and/or deeper than necessary for the proper installation of the conduit, vaults, handholes, and other necessary appurtenances. Excavation shall not be performed until immediately before installation of conduit and other appurtenances. The material from the excavation shall be placed where the least interference to vehicular and pedestrian traffic, and to surface drainage, will occur.

Locations of conduit ducts and vaults shown in the plans are approximate. The Engineer, utility company representatives, and the Contractor will coordinate actual location of vaults, handholes and conduits as necessary to avoid conflicts with the existing and proposed utilities and appurtenances. The Contracting Agency reserves the right to adjust these locations as necessary to accommodate existing or newly installed utilities at no additional cost to the Contracting Agency.

Adjustments to the utility trench depth and width will be required when crossing utilities shown in the Plans as existing or proposed, and that the changes in depth will be done with field bends in the conduit, not conduit fittings.

If the Engineer determines that the native material is unsuitable for use as backfill, gravel borrow conforming to Section 9-03.14(1) of the Standard Specifications shall be used to backfill the trench.

All surplus excavated material shall be removed and disposed of by the Contractor in accordance with Section 2-03, or as directed by the Engineer.

Excavations after backfilling shall be kept well filled and maintained in a smooth and well drained condition until permanent repairs are made.

At the end of each day's work and at all other times when construction operations are suspended, all equipment and other obstructions shall be removed from that portion of the roadway open for use by public traffic.

Excavations in the street or highway shall be performed in such a manner that not more than one traffic lane is restricted in either direction at any time.

Pipe Zone Bedding within the "pipe zone" shall conform to Section 9-03.12(6). Trench backfill material, above the pipe zone, in non-pavement areas, shall be Gravel Borrow Including Haul conforming to Section 9-03.14(1) of the Standard Specifications. Backfill material in areas where full-depth pavement replacement is not occurring and inside the roadway area or where trenches cross the roadway shall be Controlled Density Fill. Backfill material above the pipe zone in full depth pavement reconstruction areas shall be Crushed Surfacing Base Course.

After the new underground power distribution system is energized, additional excavation may be necessary for Puget Sound Energy to retrain existing underground cables into the new vaults. 48 hours notice will be provided for this excavation.

8-32.3(2) Removing and Replacing Improvements

Improvements such as sidewalks, curbs, gutters, Portland cement concrete and asphalt concrete pavement, bituminous surfacing, base material, and any other improvements removed, broken, or damaged by the Contractor, shall be replaced or reconstructed with the same kind of materials as found on the work or with other materials satisfactory to the Engineer.

Whenever a part of a square or slab of existing concrete sidewalk or driveway is broken or damaged, the entire square or slab shall be removed and the concrete reconstructed as above specified.

The outline of all areas to be removed in Portland cement concrete sidewalks and pavements and asphalt concrete pavements shall be cut to a minimum depth of 3 inches with a saw prior to removing the sidewalk and pavement material. The cut for the remainder of the required depth may be made by a method satisfactory to the Engineer. Cuts shall be neat and true with no shatter outside the removal area.

8-32.3(3) Conduit

Installation of conduit shall conform to appropriate articles of the NEC and these Specifications. The size of conduit used shall be as shown in the Plans.

The ends of all conduits shall be well reamed to remove burrs and rough edges. Field cuts shall be made square and true.

Conduit stubs from bases shall extend at least 6 inches from the vertical face of foundations and at least 18 inches below grade. All conduit stubs shall be capped.

Nonmetallic conduit bends, where allowed, shall conform to Article 347-13 of the NEC.

Conduit shall be laid to the depth required by each respective utility company standard but not less than 36 inches below finish grade.

Where new construction occurs, conduit shall be placed prior to placement of base course pavement. Conduit terminating in foundations shall extend a maximum of 2 inches above the foundation vertically.

Suitable marker stakes shall be set at the ends of conduits which are buried so that they can be easily located.

All conduits installed shall be prepared as follows:

After final assembly in place, the conduit shall be blown clean with compressed air. Then, in the presence of the Engineer, a cleaning mandrel correctly sized for each size of conduit shall be pulled through to ensure that the conduit has not been deformed. As soon as the mandrel has been pulled through, both ends of the conduit shall be sealed with conduit caps. Conduits noted as "spare" shall have a pull string installed and have a removable plug installed.

Existing conduit in place scheduled to receive new conductors shall have any existing conductors removed and a cleaning mandrel sized for the conduit shall be pulled through.

8-32.3(4) Vaults, Handholes and Appurtenances

Vaults, handholes, and other appurtenances shall be installed at the locations shown in the Plans. Vault and handhole installation shall conform to the respective utility companies standards. Vaults and handholes shall be adjusted to be flush with the finished grade.

8-32.3(5) Existing Utilities

The Contractor is alerted to the presence of existing underground utilities within the project area. The Project plans indicate approximate locations of those utilities, however it is the responsibility of the Contractor to verify those locations prior to excavation.

The Contractor shall prepare and submit to the Engineer a written trench excavation plan that indicates the location of existing utilities within the trench and vault excavation areas. Depth to existing utilities based on pothole data provided, and potholing information obtained by the Contractor shall be shown.

Conflicts between existing utilities, new conduit, new vaults, handholes, and appurtenances shall be shown. The Contractor will identify those conflicts requiring immediate resolution based on the CPM schedule and request in writing to the Engineer authorization to resolve unforeseen conflicts per 8-31 Resolution of Existing Utility Conflicts. Upon authorization, the Contractor shall diligently and without delay perform such work as necessary to resolve the conflicts.

The Contractor shall protect and support all existing utilities not identified to be removed, relocated, or abandoned. The existing telecommunication and electrical system shall remain operational during the installation of the underground utility system. The respective utility companies will furnish and install all conductors and make all final connections necessary to energize the system.

PSE, CenturyLink, Comcast, or their contractors will require approximately 120 working days of construction crew time to complete and energize the new underground distribution system. The time window for conversion of the existing overhead services to the new underground system is 100 calendar days. The Contractor shall coordinate the installation of conduits and vaults to accommodate the utility company requirements in the total number of working days allowed. Removal of existing utility poles will be performed by established agreement among the utilities. The Contractor is responsible for coordinating and planning adjacent work with the appropriate utility to avoid impacts and delays to the project schedule. The Contractor will be responsible for coordinating with all the utility companies and incorporating time allowances into the project schedule for these work elements.

8-32.3(6) Underground Service Conversions

8-32.3(6)A Existing Overhead Services

Contractor shall be responsible for all work to convert the overhead service as indicated on the Plans. This work shall include all necessary trenching, providing and installing conduits, providing and installing conductors, trench backfill, providing and placement of customer owned pole, and electrical connection to provide a complete and operable electrical service. Work shall also include obtaining necessary electrical permits, inspections, and approvals.

8-32.3(6)B Existing Underground Services

Contractor shall be responsible for assisting Puget Sound Energy with the interception and retraining of existing underground service duct(s) for new service connection. This work shall include all necessary trenching, installing PSE provided conduits, trench backfill, and surface restoration. PSE crews will intercept the existing ducts and retrain conductors / install new conductors as necessary to restore the underground service. Contractor shall coordinate with PSE to accomplish this work.

8-32.4 Measurement

Excavation of the trench will be measured as "Structure Excavation Class B Incl. Haul for Under grounding Overhead Utilities", by the cubic yard as specified in Section 2-09. When excavation below grade is necessary, excavation will be measured to the limits ordered by the Engineer.

"Pitrun Sand", will be measured by the cubic yard.

"Fluidized Thermal Backfill", will be measured by the cubic yard.

"Install Conduit ____In." will be measured by the linear foot for the actual neat line length in place.

"Install Handhole, Type __ " will be measured per each, installed complete in place.

"Install Vault, Type __" will be measured per each, installed complete in place.

"Provide and Install Conduit 4 In. " will be measured per linear foot in place.

"Provide and Install Vault 4'X4'X4'" will be measured per each, complete in place.

8-32.5 Payment

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

"Pitrun Sand", per cubic yard. The unit contract price will be full pay for all labor, materials, tools and equipment necessary to furnish, haul, place and compact Pitrun Sand required for utility trench bedding.

"Fluidized Thermal Backfill", per cubic yard.

"Provide and Install Conduit, 4 In.", per linear foot.

"Provide and Install Vault, 4'X 4'X 4' ", per each.

"Install Conduit ____ In.", per linear foot. The unit contract price will be full pay for complete installation including connection to existing vaults, pole risers, testing and other items in accordance with the Plans and these Special Provisions.

"Install Vault, Type", per each. The unit contract price will be full pay for complete installation with lid in accordance with the Plans and these Special Provisions.

"Install Pedestal", per each. The unit contract price will be full pay for complete installation with lid in accordance with the Plans and these Special Provisions.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-144

CFW SPECIAL PROVISIONS VER. 2024.01B

“Install PSE ____”, per each. The unit contract price will be full pay for complete installation with lid in accordance with the Plans and these Special Provisions.

“Install Handhole Type”, per each. The unit contract price will be full pay for complete installation with lid in accordance with the Plans and these Special Provisions.

“Private U/G Service Conversion”, per each.

Service conversion work includes all necessary excavation, backfill, conduit, fittings, conductors, timber poles, guys, inspections/approvals, and other work necessary to provide a complete and functioning installation in accordance with the Secondary Electrical Notes and Details included in the Plans. The lump sum contract price will be full pay for all labor, materials, equipment, permitting and Puget Sound Energy commercial service connection fees necessary to complete the service conversions as shown in the Plans and these Special Provisions.

“Misc. Service Conversion”, per force account.

Payment for misc. service conversion will be as provided in Section 1-09.6, unless such work is explicitly included as a part of another pay item in the contract. No payment will be made under this item for service conversion work shown on the Plans.

“Excavation for Retraining PSE conduit”, per force account.

Payment for excavation for retraining PSE conduit will be as provided in Section 1-09.6, unless such work is explicitly included as a part of another pay item in the contract. Payment will only be made under this item for excavation work required to intercept and retrain existing underground services as directed by the Engineer or Engineer authorized PSE representative.

8-35 ADJUST UTILITY APPURTENANCES

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Section 8-35 is a new section:

8-35.1 Description

This section describes the requirements for adjusting valve boxes, sewer manholes, and junction boxes to grade. Water and sewer facility construction shall be in accordance with Lakehaven Utility District Standards. The requirements of this Section apply to both Schedules A and B, as described in Section 8-35.5.

8-35.2 Materials

Materials shall meet the requirements of the following sections:

Concrete	6.02
Asphalt	9-02.1(4)
Blending Sand	9-03.8(4)
Concrete Blocks	9-12.1
Concrete Bricks	9-12.2

Materials for sewer manholes shall be per Lakehaven Utility District Standards included in Appendix F and G.

8-35.3 Construction Requirements

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-145

CFW SPECIAL PROVISIONS VER. 2024.01B

8-35.3(1) Valve Boxes

Valve boxes for gas and water utilities shall be adjusted to final grade after final grading has been established or the asphalt concrete paving operations are complete. The Contractor shall adjust the valve boxes with cast iron extensions as required.

The asphalt concrete pavement shall be removed to a neat circular shape. The edge of the cut shall be 1 foot from the outside edge of the valve box frame. The base materials and crushed rock shall be removed. The valve box frame shall be reset to the final grade, plumb to the roadway, and remain operational and accessible. Commercial class concrete shall be placed in the entire void up to within, but not to exceed, 2 inches of the finished pavement surface.

Twenty-four hours after placement of the concrete, or as directed by the Engineer, the edges of the removed asphalt pavement, the concrete surface, and the outer edge of the reset frame shall be painted with asphalt for tack coat. Hot mix asphalt shall then be placed and properly compacted to finished grade. The hot mix asphalt shall meet the requirements of Section 5-04 of the Standard Specifications. The joint between the patch and existing pavement shall then be painted with asphalt for tack coat and immediately covered with dry paving sand before the asphalt for tack coat solidifies.

The Contractor shall provide and install valve operation extension for the adjusted valve boxes that put the operating nut greater than 36 inches below the final grade.

8-35.3(2) Adjust Existing Sewer Manhole to Grade

Existing sewer manholes shall be adjusted to final grade after final grading has been established or the asphalt concrete paving operations are complete. The Contractor shall adjust the concrete riser rings as required. Existing frame and cover shall be re-used or salvaged to Lakehaven Utility District as indicated on the Plans. Lakehaven Utility District will furnish all replacement frames and covers for installation by the Contractor.

The asphalt concrete pavement shall be removed to a neat circular shape. The edge of the cut shall be 1 foot from the outside edge of the manhole frame. The base materials and crushed rock shall be removed. The valve box frame shall be reset to the final grade, plumb to the roadway, and remain operational and accessible. Commercial class concrete shall be placed in the entire void up to within, but not to exceed, 2 inches of the finished pavement surface.

Twenty-four hours after placement of the concrete, or as directed by the Engineer, the edges of the removed asphalt pavement, the concrete surface, and the outer edge of the reset frame shall be painted with asphalt for tack coat. Hot mix asphalt shall then be placed and properly compacted to finished grade. The hot mix asphalt shall meet the requirements of Section 5-04 of the Standard Specifications. The joint between the patch and existing pavement shall then be painted with asphalt for tack coat and immediately covered with dry paving sand before the asphalt for tack coat solidifies.

8-35.3(3) Raise Manhole

Completed manholes shall conform to Lakehaven Utility District Standards. Raise Manhole, where indicated on the Plans, shall include the following work:

- A. Structure excavation necessary to expose and remove existing cone.

- B. Furnishing and installing new 48" diameter risers as required such that no more than 16-inches of grade rings are required above the cone.
- C. Rotating cone to provide cover orientation shown on the Plans. Provide new cone for vertical adjustments of greater than 2 feet.
- D. Installation of new steps and ladder to align with new cover orientation.
- E. Removal of old steps and ladder. Concrete voids left by step removal shall be filled completely with non-shrink grout.
- F. Furnish and install riser rings, 16-inch max between top of cone and base of frame.
- G. Install frame and cover.
- H. Adjustment to final grade in accordance with 8-35.3(2) is included in the unit price for Raise Manhole and no additional payment will be made.

8-35.4 Measurement

"Adjust Valve Box", shall be measured per each.

"Adjust Existing Sewer Manhole to Grade", shall be measured per each.

"Raise Manhole", shall be measured per linear foot as the vertical difference between the existing rim and finished rim elevations. Measurements will be rounded up to the nearest foot for payment.

8-35.5 Payment

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

"Adjust Valve Box", per each

Adjustment of new water valves installed in this contract shall be incidental to the unit costs included in Schedule B and no additional payment will be made.

"Adjust Existing Sewer Manhole to Grade", per each.

"Adjust Existing Sewer Manhole to Grade" shall be full pay for adjusting sewer manholes to grade. No payment will be made under this item for final adjustment of manholes to be raised and paid for as "Raise Manhole".

"Raise Manhole", per linear foot.

The unit contract price for "Raise Manhole", per linear foot shall include all labor, tools, equipment and materials necessary to raise the existing sanitary sewer manhole to match finished grade where indicated on the Plans in accordance with these Special Provisions.

END OF DIVISION 8

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-147

CFW SPECIAL PROVISIONS VER. 2024.01B

DIVISION 9 MATERIALS

9-01 CONCRETE

9-01.2 Specifications

9-01.2(1)B Blended Hydraulic Cement (December 16, 2022 CFW GSP)

Section 9-01.2(1)B is modified with the following:

Type 1L cement is only allowed for use within the City of Federal Way subject to the conditions listed below:

	Class 3000 Type 1L	Class 4000 Type 1L	Class 4000 Type 1L with crystalline waterproofing and corrosion protection admixture ¹	Class 5000 Type 1L
Pre-cast Foundations (luminaires, signals, RRFBs, etc.)	X	X	X	X
Cast-in-Place Foundations (luminaires, signals, RRFBs, etc.)		X	X	X
Pre-cast or cast-in-place catch basins and manholes		X	X	X
Roads, curbs, curb & gutters, roundabouts & aprons, sidewalks, ADA ramps, driveway approaches			X	X
Other exposed surfaces (retaining walls, junction box aprons, cabinet bases, barriers, etc.)			X	X

¹ Crystalline Waterproofing admixtures (Penetron or approved equal) shall meet the following specification: ASTM C494, Type S, hydrophilic, crystalline permeability-reducing admixture for hydrostatic conditions (PRAH) shall form insoluble crystals throughout the concrete matrix, self-healing and sealing all pores, capillaries and cracks up to 0.5mm (1/51 inch). The crystalline waterproofing admixture shall include a colored tracer material so that it is visible when included in the concrete mix.

For all Type 1L concrete mixes, the City will not accept any maleated rosin (i.e., MasterAir AE90) as a supplied air entrainment and waterproofing admixture or any wax-based curing compounds.

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-148

CFW SPECIAL PROVISIONS VER. 2024.01B

9-03 AGGREGATES

9-03.12 Gravel Backfill

9-03.12(6) Pit Run Sand

(April 12, 2018 CFW GSP)

Section 9-03.12(6) is a new section:

<u>Sieve Size</u>	<u>Percent Passing</u>
3/8" square	100
U.S. No. 4	90
Sand Equivalent	30 minimum

9-03.14(3) Common Borrow

(April 12, 2018 CFW GSP)

Section 9-03.14(3) is modified with the following requirements:

Material from on-site excavations meeting the requirements for Common Borrow shall be used to the extent practicable. Material for common borrow shall consist of granular soil and/or aggregate which is free of trash, wood, debris, and other deleterious material.

Common Borrow material shall be at the proper moisture content for compaction. This material is generally moisture sensitive. The natural moisture content shall range from not more than 1 percent wet of optimum to not more than 3 percent dry of optimum as determined in accordance with Section 2-03.3(14)D. The material shall not pump or yield under the weight of compaction equipment and construction traffic. The Contractor is responsible for protecting the material from excess moisture wherever/whenever possible. To the extent practicable, this material should be handled only during non-rainy periods and should be removed, hauled, placed, and compacted into final embankments without intermediate handling or stockpiling. Surfaces should be graded and sloped to drain and should not be left uncompacted.

Common Borrow shall meet the following gradation limits:

Sieve Size	Percent Passing (by weight)
6" square ¹	100
4" square	90 – 100
2" square	75 - 100
U.S. No. 4	50 - 80
U.S. No. 40	50 max.
U.S. No 200	25 max.

¹ For geosynthetic reinforced walls or slopes, 100percent passing 1¼-inch square sieve and 90 to 100 percent passing the 1-inch square sieve.

Common Borrow shall contain sufficient fines for compaction and to bind the compacted soil mass together to form a stable surface when heavy construction equipment is operated on its surface.

9-14 EROSION CONTROL AND ROADSIDE PLANTING

9-14.1 Materials Submittals and Acceptance
(January 10, 2022, WSDOT GSP, OPT1.2023)

In the table in Section 9-14.1, the row for Compost is revised to read:

9-14.5(8)	Compost	<p>Cert & following information is required to be submitted fourteen days prior to application.</p> <ul style="list-style-type: none"> a) A copy of the Solid Waste Handling Permit issued to the manufacturer by the Jurisdictional Health Department in accordance with https://apps.leg.wa.gov/WAC/default.aspx?cite=173-350 (Minimum Functions Standards for Solid Waste Handling). b) Compost Test Data submitted on WSDOT Form 220-038 that show the compost complies with the processes, testing, and standards specified in WAC 173-350 and this section. And independent Seal of Testing Assurance (STA) Program certified laboratory shall perform the testing within 90 calendar days of application. c) A copy of the manufacturer’s annual Seal of Testing Assurance STA certification as issued by the U.S. Composting Council. d) A sample of the compost approved for use. e) A list of feed stocks by volume for each compost type. f) Compliance with the applicable section.
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9-14.2 Topsoil

9-14.2(1) Topsoil Type A
(June 12, 2020 CFW GSP)

Section 9-14.2(1) is supplemented with the following:

Topsoil Type A mix shall be 50% pure organic compost and 50% sand or sandy loam. The soil shall be high in organic content and comprised of fully composted and mature organic materials.

No fresh sawdust or other fresh wood by-products shall be added to extend the volume after the composting process.

Chemical and physical characteristics of Topsoil Type A shall comply with the following:

Screen Size	7/16" Maximum
Total Nitrogen	0.25% Minimum
Organic Matter	10% Minimum
pH Range	5.5 to 7.5
Conductivity	5 mmhos/cm Maximum

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-150

CFW SPECIAL PROVISIONS VER. 2024.01B

9-14.3 Seed

(June 12, 2020 CFW GSP)

Section 9-14.3 is supplemented with the following:

The grass seed dealer shall mix the grass seed only. The Contractor shall furnish the Engineer with a dealer’s guaranteed statement of the composition, mixture, and the percentage of purity and germination of each variety. Seed shall be applied at manufacturer’s recommended rate. Hydroseed shall be composed of the following varieties mixed in the proportions indicated, or approved equal:

SEEDED LAWN MIXTURE			
NAME	BY WEIGHT	% PURITY	% GERMINATION
Tall Fescue / Festuca arundinacea	40%	98%	90%
Creeping Red Fescue / Festuca rubra	25%	98%	90%
Highland Colonial Bentgrass / Agrostis capillaris var. ‘Highland’	5%	98%	90%
Perennial Rye / Lolium perenne (blend of two: ‘Fiesta II,’ ‘Prelude II,’ ‘Commander’)	30%	95%	90%

9-14.4 Fertilizer

(June 12, 2020 CFW GSP)

Section 9-14.4 is supplemented with the following:

Fertilizer for trees shall be biodegradable fertilizer packets, 20-10-5. Apply per manufacturer’s recommendations.

9-14.5 Mulch and Amendments

9-14.5(3) Bark or Wood Chips

(June 12, 2020 CFW GSP)

Section 9-14.5(3) is supplemented with the following:

Bark or Wood Chip Mulch shall be medium grade composted ground fir or hemlock bark. The bark shall be uniform in color, free from weed seeds, sawdust, and splinters. The moisture content of bagged mulch shall not exceed 22%. The acceptable size range of bark mulch material is ½” to 1” with maximum of 20% passing the ½” screen.

9-14.7 Plant Materials

9-14.7(2) Quality

(June 12, 2020 CFW GSP)

Section 9-14.7(2) is supplemented with the following:

Plant material shall be free from disfiguring knots, swollen grafts, sunscald injuries, bark abrasions, evidence of improper pruning or other objectionable disfigurement.

Potted and container stock shall be well rooted and vigorous enough to ensure survival and healthy growth. Shrubs shall have full foliage (not leggy). Container stock shall be grown in its delivery container for not less than six (6) months, but not for more than two (2) years. Root bound or broken containers will not be accepted. Bare root, liner, and root stock with dried or shriveled roots from exposure will not be accepted.

Measurements, caliper, branching, grading, quality, balling and burlapping shall follow the Code of Standards of the American Associate of Nurserymen in the American Standard for Nursery Stock, ANSI 260.1, latest edition. Measurements shall be taken with all branches in their normal growing position. Plants shall not be pruned prior to delivery to site.

9-14.7(3) Handling and Shipping

(June 12, 2020 CFW GSP)

Section 9-14.7(3) is supplemented with the following:

Tie back branches as necessary and protect bark from chafing with burlap bags. Do not drag Plant materials along ground without proper protection of roots and branches. Protect rootballs from environmental or mechanical damage and water as necessary to keep roots moist. Do not store Plants for more than one week.

9-14.7(5) Tagging

(June 12, 2020 CFW GSP)

Section 9-14.7(5) is a new section:

All Plant material shall be legibly tagged. Tagging may be by species or variety with minimum of one tag per ten trees, shrubs, or vines. Remove all tagging prior to final acceptance.

9-14.7(6) Inspection

(June 12, 2020 CFW GSP)

Section 9-14.7(6) is a new section:

The Contracting Agency shall reserve the option of selecting and inspecting Plant material at the nursery. The contractor shall provide the Contracting Agency with at least one week notice prior to preparing Plants for shipping and delivery. The Contractor shall neither deliver to site nor install Plant materials until authorized by the Contracting Agency.

9-14.7(7) Temporary Storage

(June 12, 2020 CFW GSP)

Section 9-14.7(7) is a new section:

Cold storage of Plants shall not be permitted.

If Planting is delayed more than 24 hours after delivery, set balled and burlapped Plants on the ground, well protected with soil or wet peat. Adequately cover all roots of bare root material with soil or wet peat. Protect rootballs from freezing, sun, drying winds, or mechanical damage. Water Plant material as necessary until Planted.

Plants shall not be stored for more than one week. Longer storage period at project site will result in rejection of Plant materials by the Contracting Agency.

9-14.8 Stakes, Guys, and Wrapping

(June 12, 2020 CFW GSP)

Section 9-14.8 is supplemented with the following:

Stakes shall be BVC round tree stakes with Chainlock guying or Engineer accepted product. No wrapping required.

9-14.9 Root Barrier

(June 12, 2020 CFW GSP)

Add the following new section:

Root Barrier shall be 18-inch high, minimum thickness 0.090-inch, interlocking root barrier panels constructed of high-impact polypropylene with 1/2-inch reinforcing ribs.

9-15 IRRIGATION SYSTEM

9-15.1 Pipe, Tubing And Fittings

(June 12, 2020 CFW GSP)

Section 9-15.1 is replaced with the following:

All pipe and tubing shall be PVC or approved equal. All fittings shall be Sch 80 PVC. All pipe for the main, laterals, and sleeving shall be Sch 40 PVC.

9-15.5 Valve Boxes

(June 12, 2020 CFW GSP)

Section 9-15.5 is supplemented with the following:

Valve boxes for control valves shall be grey flared box, HDPE construction with UV inhibitors, heavy duty seat collar, drop in locking, 17'L x 24" D x 12" W with green HDPE drop in locking lid.

Valve boxes for Double Check Valve Assembly shall be grey heavy duty polymer concrete, top dimensions 25"L x 15-16"W and 24"D designed to withstand H-10 and H-20 loading in incidental and non-deliberate traffic areas. Valve box must be compliant with AASHTO H-10 Design Load; ASTM C 857-95 Design Load of A-8, 8,000lbs. Box shall be alkaline, acid and weather resistant, with flush locking polymer concrete cover. Verify size to fit Double Check Valve Assembly.

Valve boxes for quick coupler shall be light duty HDPE with UV inhibitors, 10" diameter flared box with bolt down cover.

9-15.7 Control Valves

9-15.7(1) Manual Control Valves

(April 12, 2018 CFW GSP)

Section 9-15.7(1) is supplemented with the following:

Shut off valves upstream of automatic control valves shall be a heavy duty cast brass body gate valve with heavy cast iron handwheel, suitable for residential or commercial potable water applications, with screwed bonnet, non-rising stem, solid wedge disc and integral seats, size to fit line.

SECTION 9-19 DETECTABLE WARNING SURFACE

9-19.2 Cast-in-Place Detectable Warning Surface

9-19.2(1) General Requirements

(October 3, 2022 WSDOT GSP, OPTION 1)

The first paragraph of Section 9-19.2(1) is revised to read:

The color of detectable warning surfaces shall be yellow and shall match SAE AMS Standard 595, color number 33538 unless otherwise shown on the plans. When used in areas between ramps to differentiate between travel paths, detectable warning surfaces shall be black.

Units shall provide the required contrast (light-on-dark or dark-on-light) with the adjacent curb ramp or other applicable walkway.

SECTION 9-28 SIGNING MATERIALS AND FABRICATION **SECTION 9-28 SIGNING MATERIALS AND FABRICATION**

9-28.1 General

(PROJECT-SPECIFIC SPECIAL PROVISION***)***

Paragraph three is deleted and replaced with the following:

All regulatory (R series) signs, school (S series) signs, and warning (W and X series) signs, except for parking regulation, parking prohibition signing, and signs of fluorescent yellow-green color shall be constructed with Type III or Type IV sheeting in accordance with Section 9-28.12. All street name (D-3) sign sheeting for post-mounted signs shall meet this specification. The reflectivity standard of supplemental plaques shall match that of the primary sign.

All overhead signing shall meet the specifications of Type IX sheeting, in accordance with Section 9-28.12. This standard applies to all signs mounted above the roadway, on span wires, or on traffic signal standard mast arms.

All pedestrian / non-motorized-related warning signs (W-series) and all school warning signs (S-series) shall be of fluorescent yellow-green color and shall meet the specifications of Type IX sheeting, 3M 3983, or approved equivalent. This sheeting has a retroreflection rating of 325 candelas per foot candle per square foot of material for fluorescent yellow-green sheeting with an observation angle of 0.2 degrees and an entrance angle of minus 4 degrees. The reflectivity standard of supplemental plaques shall match that of the primary sign.

Motorist information and parking signing shall be constructed with Type I Glass Bead Retroreflective Element Material sheeting in accordance with Section 9-28.12 of the Standard Specifications. The reflectivity standard of supplemental plaques shall match that of the primary sign.

9-28.2 Manufacturer's Identification and Date

(October 23, 2014 CFW GSP)

Section 9-28.2 is deleted and replaced with the following:

All signs shall show the manufacturer's name and date of manufacture on the back.

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-154

CFW SPECIAL PROVISIONS VER. 2024.01B

9-28.8 Sheet Aluminum Signs

(January 8, 2013 CFW GSP)

Section 9-28.8 table is deleted and replaced with the following:

Maximum Dimension	Blank Thickness
Less than 30 inches	0.080 inches
Greater than 30 inches, less than 48 inches	0.100 inches
Greater than 48 inches	0.125 inches

Section 9-28.8 is supplemented with the following:

All permanent signs shall be constructed from aluminum sign blanks unless otherwise approved by the Engineer. Sign-blank minimum thicknesses, based on maximum dimensions, shall be as follows:

All D-3 street-name signs shall be constructed with 0.100-inch-thick blanks. The Contractor shall install permanent signs which meet or exceed the minimum reflectivity standards. All sign face sheeting shall be applied to sign blanks with pressure sensitive adhesives.

9-28.9 Fiberglass Reinforced Plastic Signs

(December 18, 2009 CFW GSP)

Section 9-28.9 is deleted in its entirety.

9-28.12 Reflective Sheeting

(February 6, 2023 WSDOT GSP)

Section 9-28.12 is revised to read:

Reflective sheeting material shall conform to ASTM D4956 – *Standard Specification for Retroreflective Sheeting for Traffic Control*. The following standard reflective sheeting types have been modified to reflect Contracting Agency requirements:

Device Type	Use	Sheeting Color	Allowable Sheeting Types
Permanent Signs			
Permanent Signing	All	All	IV ¹
Object Markers	All	All	IV
Temporary Construction Signing			
Warning Signs	All	Fluorescent Orange	VIII, IX, X ² , XI
Regulatory Signs	All	White	IV
Regulatory Signs	Rural	White	II ³ , IV
Regulatory Signs	Urban/Rural	White	III ³ , IV
Regulatory Signs	All	Red	III, IV
Regulatory Signs	All	Green	II, IV
Regulatory Letters, Border or Symbols		Green	III ³ , IV ³
Temporary Construction Signs	All	All Other Background Colors	III ³ , IV
Other Devices			
Barricades	All	White or Orange	III ³ , IV

Barrier Delineators	All	White or Yellow	III, IV, V, XI
Bollards	All	All	IV
Flexible Guidepost	All	All	III, IV, V
Pedestrian Channelization Devices	All	White or Orange	III ³ , IV
Signal Backplates	Portable Signals		IV
Signal Backplates	Permanent Signals		See Section 9-29.16
Tall Channelization Devices 42-inch	All	Fluorescent Orange/White	III ⁴ , IV ⁴ , VIII, IX, XI ⁴
Traffic Cones 28- and 36-inch	All	White or Higher White	III ³ , IV
Traffic Safety Drums	All	Fluorescent Orange/White	III ⁴ , IV ⁴ , VIII, IX, XI ⁴
Transportable Attenuators	All	Yellow and Black Chevron	III ³ , IV
Transportable Attenuators	All	White and Red Chevron	IV
Utilities attached to Bridges	All		I, See Section 6-01.10

Notes:

1. Except S Series signs with fluorescent yellow-green sheeting shall use Type XI and Overhead Warning Signs and overhead exit only panels with fluorescent yellow shall use Type IV or XI.
2. Former Type X, not shown in ASTM D4956, however meets requirements of Types VII, IX and XI.
3. Only devices in inventory may be used, new fabrication shall use Type IV.
4. Type III and Type IV orange and white sheeting may be still used through December 31, 2026.

9-28.14 Sign Support Structures

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-28.14 is supplemented with the following:

Unless otherwise approved by the Engineer, all sign posts shall be steel sign posts. Sign post sizes shall be sized in accordance with the WSDOT Design Manual. Sign supports (foundations) shall be in accordance with the Detail in the Plans.

SECTION 9-29 ILLUMINATION, SIGNAL, ELECTRICAL

9-29.1 Conduit, Innerduct, and Outerduct

9-29.1(11) Foam Conduit Sealant

(January 7, 2019 WSDOT Option 1)

Section 9-29.1(11) is supplemented with the following:

The following products are accepted for use as foam conduit sealant:

- CRC Minimal Expansion Foam (No. 14077)
- Polywater FST Foam Duct Sealant
- Superior Industries Foam Seal

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-156

CFW SPECIAL PROVISIONS VER. 2024.01B

- Todol Duo Fill 400

9-29.2 Junction Boxes, Cable Vaults, and Pull Boxes

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.2 is supplemented with the following:

Slip-Resistant Surfacing for Junction Boxes, Cable Vaults, Fiber Vaults, and Pull Boxes

All lids located within sidewalk areas, along a pedestrian access route, or in other accessible surfaces within the public right-of-way or on publicly owned properties, must meet accessibility guidelines and be slip-resistant. Acceptable slip-resistant products shall be slip-resistant MMA coating or Slipnot Grade 3. Placement of the slip-resistant MMA coating shall be in accordance with the manufacturer's recommendations. Vertical edges of the utility shall be flush with the adjoining surface to the extent possible after installation.

9-29.2(1) Junction Boxes

9-29.2(1)A Standard Duty Junction Boxes

Section 9-29.2(1)A is supplemented with the following:

Bonding straps shall be provided and installed by the Contractor on all junction boxes between the junction box lid and frame. All Type 1 and Type 2 junction boxes shall be locking lid and shall be in accordance with Standard Plan J-40.10. All Type 8 junction boxes shall be double hinged, double door, locking lids, with a concrete footing, and shall be in accordance with Standard Plan J-40.30.

Anti-seize lubricant shall be applied to all junction box penta head bolts.

All junction box lids and frames shall have slip-resistant surfaces and the slip-resistant treatment shall be in accordance with Section 9-29.2.

9-29.2(1)A2 Non-Concrete Junction Boxes

(February 3, 2020 CFW GSP)

Section 9-29.2(1)A2 is replaced with the following:

Non-Concrete junction boxes are not allowed for use within the City of Federal Way.

9-29.3 Fiber Optic Cable, Electrical Conductors and Cable

(December 13, 2012 CFW GSP)

Section 9-29.3 is supplemented with the following:

Video cable from the camera (sensor) to the controller cabinet shall conform to the video detection manufacturer's recommendations.

9-29.3(2) Electrical Conductors and Cable

9-29.3(2)A Single Conductor

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.3(2)A is supplemented as follows:

Conductors serving the luminaires shall be aluminum of the size shown in the Plans; all other requirements of this Section shall be met for the aluminum

conductor. Top conductors from the pole base to the luminaire shall be pole and bracket cable, in accordance with Section 9-29.3(2)D.

9-29.3(2)A3 Equipment Grounding and Bonding Conductors
(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.3(2)A3 is supplemented with the following:

All Ufer grounds shall be bare stranded copper, meeting the requirements of Section 9-29.3(2)A3.

9-29.3(2)A4 Location Wire
(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.3(2)A4 is replaced with the following:

Location wire is not required. Note that all new conduit is required to have a ground conductor, #8 AWG minimum, in accordance with Section 9-29.3(2)A3.

9-29.3(2)I Twisted Pair Communications Cable
(October 23, 2014 CFW GSP)

Section 9-29.3(2)I is deleted in its entirety. **See Section 8-20.3(8)A.**

9-29.6 Light and Signal Standards

9-29.6(1) Steel Light and Signal Standards
(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Aluminum Light Standards

The following new Section is inserted after Section 9-29.6(1):

Light standards shall be tapered round aluminum tube C-wall alloy 6063 satin brushed finish with Davit arm (with matching finish), as shown in the Detail in the Plans; luminaire mounting height shall be as shown in the illumination Plans.

Each light standard shall contain an internal grounding lug with a 0.375-inch diameter hole for the purpose of attaching a grounding connection.

All standards and accompanying davit arms shall be delivered to the job site and installed clean and free of dents and scratches.

A hand hole cover with stainless steel attachment screws and an aluminum alloy pole cap with stainless steel attachment screws shall be provided for each standard supplied.

All raceway entrances within either the standard or mast arm shall be de-burred for wire protection prior to pulling any conductors.

All welds shall comply with the AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals 2015 (LRFDLTS-1) with current interims. Welding inspection shall comply with Section 6-03.3(25)A, Welding Inspection.

Anchor bolts and bolt covers shall be in accordance with Section 9-29.6(5).

9-29.6(5) Foundation Hardware

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.6(5) is supplemented as follows:

For aluminum light standards: Anchor bolts for aluminum light standards shall be in accordance with the Detail in the Plans.

For service cabinets: Anchor bolts for service cabinets shall be in accordance with the Detail in the Plans.

9-29.7 Luminaire Fusing and Electrical Connections at Light Standard Bases, Cantilever Bases, and Sign Bridge Bases

9-29.7(2) Fused Quick-Disconnect Kits

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.7(2) is supplemented with the following:

Fused quick disconnect kits shall be installed at the hand hole inside the base of each standard supporting a luminaire. Fused quick-disconnect kits shall be of the SEC type.

All fuses shall be rated for 600 volts.

9-29.10 Luminaires

(March 7, 2018 CFW GSP)

Section 9-29.10, paragraphs 3 and 4 are deleted and replaced with the following:

All cobra-head style roadway luminaires shall be provided with markers for positive identification of light source type and wattage in accordance with ANSI C136.15-2011 with whole number wattage value and "LED" text. Legends shall be sealed with transparent film resistant to dust, weather, and ultraviolet exposure.

9-29.10(1) Conventional Roadway Luminaires

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.10(1) is supplemented with the following:

New roadway luminaire installations shall be cobra-head style light-emitting diode (LED), wattage in accordance with the Plans, with 7-pin photocell receptacle and shall be supplied and installed by the Contractor. The terminal board shall have lugs of a 240-volt 3-wire power source. Terminals shall be labeled line-neutral-line. The neutral terminal shall be grounded to the metal housing of the luminaire. The LED luminaire shall be factory set to produce IES pattern Type II.

9-29.10(1)B Light Emitting Diode (LED) Conventional Roadway Luminaires

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.10(1) B is supplemented with the following:

All new roadway luminaire installations shall be Eaton Archeon LED luminaires. Part numbers differ depending on the designed wattage specified as follows:

50 W: ARCH-S-PA1-40-740-U-T2R-AP-10MSP-PR7

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-159

CFW SPECIAL PROVISIONS VER. 2024.01B

60 W: ARCH-S-PA1-50-740-U-T2R-AP-10MSP-PR7
90 W: ARCH-M-PA2-80-740-U-T2R-AP-10MSP-PR7

LED luminaires shall be furnished and installed by the Contractor. The units shall meet City standards as indicated in Details in the Plans. LED luminaires shall have a correlated color temperature (CCT) of 4000K and minimum color rendering index (CRI) of 70. Any variations from this standard must be approved by the City Traffic Engineer and shall require a lighting design performed by a Licensed Engineer. The Contractor shall provide a photometric plot of the proposed streetlight system and line loss calculations for these variation requests.

Units shall incorporate the following features:

1. A housing with 2.5-degree leveling steps capable of being mounted on a standard 2-inch roadway pole pipe tenon.
2. A housing and door manufactured from a die-cast low copper alloy aluminum designed to minimize corrosion.
3. Electrical components accessible through a swing-down entry door secured by a trigger latch or similar tool-less entry mechanism.
4. Resistance to vibration and impact, 3G vibration rated.
5. Provisions for installing a 7-pin photoelectric cell.
6. An LED light engine protected from the elements by a prismatic glass lens.
7. A thermal management system that promotes maximum air flow through the luminaire to ensure a minimum of 60,000 hours of operation at 25 degree centigrade with 90% lumen maintenance.
8. Protection against solar heating when not in operation.
9. Dark sky optics.
10. Glass tertiary optics that will not discolor or become brittle over time.
11. Sealed optics system rated for IP66 against water and dirt infiltration.
12. Surge protection module to protect the LED drivers, photo controls, transfer switches, and relays from electrical disturbances as defined by ANSI/IEEE C62.41, Category C. The unit shall be replaceable through the use of modular plug and wiring.
13. Solid state multi volt electrical drivers with a rated life of 50,000 hours.
14. Electrical drivers mounted in a heat sink and located such that they are isolated from heating by the sun when not in use.
15. 7-Pin Photo control receptacle that is adjustable without tools and is designed to meet U11598 specifications for wet operation.

Other Requirements

All luminaires shall have an illumination node installed. Illumination nodes shall be in accordance with Section 9-29.11(2).

Install wireless gateways where indicated in the Plans and in accordance with Section 9-29.11(2).

The WSDOT list of pre-approved LED luminaires does not apply to this Contract.

9-29.11 Control Equipment

9-29.11(2) Photoelectric Control

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.11(2) is supplemented with the following:

Cobra Head Luminaires

One CIMCON control node, model #SLC-3100-7P-U-A-G-IO-CATB-05-T shall be installed on the top of each cobra head roadway luminaire in place of the photocell or shorting cap.

9-29.12 Electrical Splice Materials

9-29.12(1) Illumination Circuit Splices

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.12(1) is supplemented as follows:

Underground illumination splices shall be epoxy splice kits. Installation shall conform to the Details in the Plans.

Antioxidation compound shall be used to splice any conductors of dissimilar metals.

Contractor shall use a rigid molded splice enclosure in accordance with Section 9-29.12(3)B. Heat shrink splice enclosures will not be allowed. Flexible, clear mylar sheet-type enclosures will not be allowed. Re-enterable splice enclosures will not be allowed. Only one conductor per wire entrance shall be allowed in any rigid mold splice. Only wye-type splices will be allowed, unless specifically requested by the Contractor and approved by the Engineer. No butt splices are allowed.

9-29.12(3) Splice Enclosures

9-29.12(3)A Heat Shrink Splice Enclosure

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.12(3)A is supplemented with the following:

Heat shrink splice enclosures are not allowed on this project.

9-29.12(3)B Molded Splice Enclosure

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.12(3)B is supplemented with the following:

Molded splice enclosures provided shall be 3M Power Cable Tap Splice Kit 82-B1 or approved equal.

All splices that contain conductors of dissimilar metals shall have antioxidation compound applied, prior to connecting the c-tap.

9-29.12(4) Re-Enterable Splice Enclosure

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.12(4) is supplemented with the following:

Re-enterable splice enclosures are not allowed on this project.

9-29.24 Service Cabinets

(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-29.24 is supplemented with the following:

The service cabinet shall conform to the Detail in the Plans. The unit shall be modified as necessary to meet all current requirements of the Department of Labor and Industries and Puget Sound Energy. The service cabinet shall be equipped with a lockable stainless steel handle and a three-point locking system. The service cabinet shall contain one ground fault receptacle. Main breaker, branch breakers, and contactors shall be rated in accordance with the Breaker Schedule in the Detail in the Plans.

The service cabinet shall be equipped with a door-in-door, dead-front assembly, which shall prevent the exposure of circuit breakers and wiring. Wiring shall be arranged so that any piece of apparatus may be removed without disconnecting any wiring, except the lead to that piece of apparatus. All wiring shall be appropriately marked with a permanent, indelibly marked, clip-sleeve wire marker. All wiring shall conform to NEMA Class II C.

The service cabinet shall be aluminum, and shall be a Skyline Electric Type ES-2EU or approved equal with Underwriters Laboratory label on the panel boards.

A copy of the wiring diagram shall be provided in a plastic holder mounted conveniently inside the service cabinet. Nameplates shall be provided for each control component and shall be embossed phenolic with white letters on black background. Nameplates shall be screw-fastened.

SECTION 9-34 PAVEMENT MARKING MATERIAL

9-34.2 Paint

9-34.2(5) Low VOC Waterborne Paint

(December 16, 2022 CFW GSP)

Section 9-34.2(5) is replaced with the following:

The City of Federal Way does not allow Low VOC Waterborne Paint.

9-34.3 Plastic

9-34.3(4) Type D – Liquid Cold Applied Methyl Methacrylate

(March 13, 2012 CFW GSP)

Section 9-34.3(4) is supplemented with the following:

The methyl methacrylate (MMA) material shall be formulated as a long-life durable pavement marking system capable of providing a minimum of two years of

continuous performance. The material shall be a catalyzed methyl methacrylate (MMA), wet-continuous reflective product and placed shall have a dry time (cure) to the touch of no more than 30 minutes. The material shall be capable of retaining reflective glass beads and ceramic micro-crystalline elements of the drop-on or spray-on type as specified by the manufacturer. The binder shall be lead free and suitable for bituminous and concrete pavements.

9-34.4 Glass Beads for Pavement Marking Materials
(*PROJECT-SPECIFIC SPECIAL PROVISION***)**

Section 9-34.4 is supplemented with the following:

Methyl Methacrylate Pavement Markings Optics

Glass Beads

Surface-drop glass beads shall be the Swarco Series 3132 bead that has a Methacrylate compatible coupling agent approved by the material manufacturer.

Glass beads shall be applied at a rate of 8 to 10 pounds per one hundred square feet.

Reflective Elements

Surface-drop ceramic elements shall be the Series 50M or 70M with a Methacrylate compatible coupling agent approved by the material manufacturer. Elements shall meet or exceed a minimum initial value of 150 mcd for white and 125 mcd for yellow per ASTM 2176.

The reflective elements shall contain either clear or yellow tinted microcrystalline ceramic beads bonded to the opacified core. These elements shall not be manufactured using lead, chromate, or arsenic. All “dry-performing” microcrystalline ceramic beads bonded to the core shall have a minimum index of refraction of 1.8 when tested using the liquid oil immersion method. All “wet performing” microcrystalline ceramic beads bonded to the core shall have a minimum index of refraction of 2.30 when tested using the liquid oil immersion method.

There are two gradations for the reflective elements, standard size and “S” series. “S” series is a slightly finer gradation of elements compared to standard.

Element Gradations			
Mass Percent Passing (ASTM D1214)			
US Mesh	Micron	Standard Elements	“S” Series
12	1700	80-100	85-100
14	1410	45-80	70-96
16	1180	5-40	50-90
18	1000	0-20	5-60
20	850	0-7	0-25
30	600		0-7

A sample of reflective elements supplied by the manufacturer shall show resistance to corrosion of their surface after exposure to a 1% solution (by weight) of sulfuric acid. The 1% acid solution shall be made by adding 5.7 cc of concentrated acid into 1000cc of distilled water. CAUTION: Always add the concentrated acid into the water, not the reverse.

The reflective elements are surface treated to optimize embedment and adhesion to the MMA binder. Elements treated for use with MMA shall have identification on packaging or label to indicate use with the MMA binder.

Reflective elements shall be applied at a rate of 10 grams per 4 inches wide by 1 linear foot of marking.

Reflectance

Typical initial retro reflectance values are shown in the Table below. Typical retro reflectivity is averaged over many readings. Minimum Retro reflectivity results represent average performance for smooth pavement surfaces. Values represent both standard and "S" Series elements. Results may vary due to differences in pavement type and surface roughness. Increased element drop rate may be necessary to compensate for increased surface area characteristic of rough pavement surfaces. The initial retro reflectance of a single installation shall be the average value determined by the measurement procedures outlined in ASTM E 1710, using a 30-meter (98.4 feet) retro-reflectometer. RL shall be expressed in units of millicandelas per square foot per foot-candle [mcd(ft-2)(fc-1)].

The optics incorporated into the pavement marking system shall be tested and certified by an independent laboratory to meet ASTM E2177 for wet-recovery and ASTM E2176 for wet-continuous performance levels.

The pavement marking system installed shall meet a minimum Dry reflectance value of 700 MCD/M2/LX for white pavement markings and 500 MCD/M2/LX for yellow pavement markings and wet-recovery (as described by ASTM 2177) reflectance value of 375 MCD/M2/LX for white pavement markings and 280 MCD/M2/LX for yellow pavement markings, and wet-continuous (as described by ASTM 2176 testing) reflectance values of 150 MCD/M2/LX for white pavement markings and 125 MCD/M2/LX for yellow pavement markings as measured with a 30 meter device approved by the Traffic Engineering Division (TED).

The Contractor will be required to take and record readings every 500 feet utilizing a 30-meter device approved by the Traffic Engineering Division. These readings shall be recorded on the daily report and submitted to the project engineer at the end of each workday or shift.

Minimum Initial Retro Reflectance Values		
	White	Yellow
Dry (ASTM E1710)	700	500
Wet recovery (ASTM E2177)	375	280
Wet continuous (ASTM E2176)	150	125

SECTION 9-35 TEMPORARY TRAFFIC CONTROL MATERIALS

9-35.5 Portable Changeable Message Signs
(January 10, 2022, WSDOT GSP, Option 1.2023)

Section 9-35.5 is revised to read:

PCMS, mPCMS, and truck mounted PCMS shall meet the requirements of the MUTCD and the following general requirements:

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-164

CFW SPECIAL PROVISIONS VER. 2024.01B

1. Use light emitting diode (LED) technology capable of emitting a yellow or amber image when displayed with a flat black image matching the background when not activated.
2. Be capable of displaying 3-lines of at least 8 alphanumeric characters with a minimum of one pixel separation between each line.
3. Be capable of displaying 2 phases of messages at 2.0 second display each in addition to 3 phases of messages at 1.5 second display each.
4. PCMS characters shall be at least 18 inches in height.
5. mPCMS characters shall be at least 12 inches in height.
6. Truck-mounted PCMS characters shall be at least 10 inches in height.
7. The sign display shall be covered by a stable, impact resistant polycarbonate face. The sign face shall be non-glare from all angles and shall not degrade due to exposure to ultraviolet light.
8. Be capable of simultaneously activating all pixels for the purpose of pixel diagnostics. This feature shall not occur when the sign is displaying an active message.
9. The light source shall be energized only when the sign is displaying an active message.
10. Primary source of power shall be solar power with a battery backup to provide continuous operation when failure of the primary power source occurs.
11. The sign controller software shall be NTCIP compliant.

The PCMS panels and related equipment shall be permanently mounted on a trailer or truck with all needed controls and power generating equipment.

Standard Plans
(January 9, 2023 WSDOT)

The State of Washington Standard Plans for Road, Bridge and Municipal Construction M21-01, effective September 30, 2022, is made a part of this contract.

The Standard Plans are revised as follows:

A-10.30

RISER RING detail (Including SECTION view and RISER RING DIMENSIONS table): The RISER RING detail is deleted from the plan.

INSTALLATION detail, SECTION A: The "1/4" callout is revised to read "+/- 1/4" (SEE CONTRACT ~ Note: The + 1/4" installation is shown in the Section A view)"

B-90.40

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-165

CFW SPECIAL PROVISIONS VER. 2024.01B

Valve Detail – DELETED

C-8
DELETED

C-8A
DELETED

C-20.42
Plan View (Case 22A-31), callout, was; “BEAM GUARDRAIL ANCHOR TYPE 10 PAY LIMIT” is revised to read; “BEAM GUARDRAIL ANCHOR TYPE 11 PAY LIMIT”

C-23.60
DELETED

C-23.70
Sheet 1, Detail A, callout, was – “EIGHT 5/8” X 1/2” (IN) BOLTS W/ HEX NUTS AND WASHERS (SEE NOTE 5) “is revised to read: “EIGHT 5/8” X 1-1/2” (IN) BOLTS W/ HEX NUTS AND WASHERS (SEE NOTE 5)”.
Sheet 2, ANCHOR RAIL ELEMENT DETAIL and associated Enlarged Detail, 3/4” Diameter hole pattern (8 holes), callout, “3/4” DIAMETER HOLE (TYP.)” is revised to read: “29/32” x 1 1/8” (IN) SLOT (TYP.)”

D-2.04
DELETED

D-2.06
DELETED

D-2.08
DELETED

D-2.32
DELETED

D-2.34
DELETED

D-2.60
DELETED

D-2.62
DELETED

D-2.64
DELETED

D-2.66
DELETED

CITY OF FEDERAL WAY

**OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610**

SP-166

CFW SPECIAL PROVISIONS VER. 2024.01B

D-2.68
DELETED

D-2.80
DELETED

D-2.88
DELETED

D-3.15
DELETED

D-3.16
DELETED

D-3.17
DELETED

D-3.10
Sheet 1, Typical Section, callout – “FOR WALLS WITH SINGLE SLOPE TRAFFIC BARRIER. USE THE DETAILS ABOVE THE MATCH LINE ON STANDARD PLAN D-3.15” is revised to read; “FOR WALLS WITH SINGLE SLOPE TRAFFIC BARRIER, SEE CONTRACT PLANS”

Sheet 1, Typical Section, callout – “FOR WALLS WITH F-SHAPE TRAFFIC BARRIER. USE THE DETAILS ABOVE THE MATCH LINE ON STANDARD PLAN D-3.16” is revised to read; “FOR THE WALLS WITH F-SHAPE TRAFFIC BARRIER, SEE CONTRACT PLANS”

D-3.11
Sheet 1, Typical Section, callout – ““B” BRIDGE APPROACH SLAB (SEE BRIDGE PLANS) OR PERMANENT GEOSYNTHETIC WALL BARRIER ~ SEE STANDARD PLANS D-3.15 OR D-3.16” is revised to read; “B” BARRIER APPROACH SLAB OR MOMENT SLAB (SEE CONTRACT PLANS)

Sheet 1, Typical Section, callout – “TYPICAL BARRIER ON BRIDGE APPROACH SLAB (SEE BRIDGE PLANS) OR PERMANENT GEOSYNTHETIC WALL BARRIER ~ SEE STANDARD PLANS D-3.15 OR D-3.16” is revised to read; “TYPICAL BARRIER ON BRIDGE APPROACH SLAP OR MOMENT SLAB (SEE CONTRACT PLANS)

D-10.10
Wall Type 1 may be used if no traffic barrier is attached on top of the wall. Walls with traffic barriers attached on top of the wall are considered non-standard and shall be designed in accordance with the current WSDOT Bridge Design Manual (BDM) and the revisions stated in the 11/3/15 Bridge Design memorandum.

D-10.15
Wall Type 2 may be used if no traffic barrier is attached on top of the wall. Walls with traffic barriers attached on top of the wall are considered non-standard and shall be designed in accordance with the current WSDOT BDM and the revisions stated in the 11/3/15 Bridge Design memorandum.

D-10.30

Wall Type 5 may be used in all cases.

D-10.35

Wall Type 6 may be used in all cases.

D-10.40

Wall Type 7 may be used if no traffic barrier is attached on top of the wall. Walls with traffic barriers attached on top of the wall are considered non-standard and shall be designed in accordance with the current WSDOT BDM and the revisions stated in the 11/3/15 Bridge Design memorandum.

D-10.45

Wall Type 8 may be used if no traffic barrier is attached on top of the wall. Walls with traffic barriers attached on top of the wall are considered non-standard and shall be designed in accordance with the current WSDOT BDM and the revisions stated in the revisions stated in the 11/3/15 Bridge Design memorandum.

D-15.10

STD Plans D-15 series "Traffic Barrier Details for Reinforced Concrete Retaining Walls" are withdrawn. Special designs in accordance with the current WSDOT BDM are required in place of these STD Plans.

D-15.20

STD Plans D-15 series "Traffic Barrier Details for Reinforced Concrete Retaining Walls" are withdrawn. Special designs in accordance with the current WSDOT BDM are required in place of these STD Plans.

D-15.30

STD Plans D-15 series "Traffic Barrier Details for Reinforced Concrete Retaining Walls" are withdrawn. Special designs in accordance with the current WSDOT BDM are required in place of these STD Plans.

F-10.18

Note 2, "Region Traffic engineer approval is needed to install a truck apron lower than 3".
- DELETED

J-10.10

Sheet 4 of 6, "Foundation Size Reference Table", PAD WIDTH column, Type 33xD=6' – 3" is revised to read: 7' – 3". Type 342LX / NEMA P44=5' – 10" is revised to read: 6' – 10"
Sheet 5 of 6, Plan View, "FOR EXAMPLE PAD SHOWN HERE:", "first bullet" item, "-SPACE BETWEEN TYPE B MOD. CABINET AND 33x CABINET IS 6" (IN)" IS REVISED TO READ: "SPACE BETWEEN TYPE B MOD. CABINET (BACK OF ALL CHANNEL STEEL) AND 33x CABINET IS 6" (IN) (CHANNEL STEEL ADDS ABOUT 5" (IN))"

J-10.16

Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-10.17

Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-10.18

Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-20.10

Elevation View, horizontal dimension to edge of sidewalk 1" (IN) OR LESS DESIRABLE ~ 18" (IN) MAXIMUM is revised to read: "10" (IN) MAXIMUM"

J-20.26

Add Note 1, "1. One accessible pedestrian pushbutton station per pedestrian pushbutton post."

J-20.16

View A, callout, was – LOCK NIPPLE, is revised to read; CHASE NIPPLE

J-21.10

Sheet 1, Elevation View, Round Concrete Foundation Detail, callout – "ANCHOR BOLTS ~ 3/4" (IN) x 30" (IN) FULL THREAD ~ THREE REQ'D. PER ASSEMBLY" IS REVISED TO READ: "ANCHOR BOLTS ~ 3/4" (IN) x 30" (IN) FULL THREAD ~ FOUR REQ'D. PER ASSEMBLY"

Sheet 1 of 2, Elevation view (Round), add dimension depicting the distance from the top of the foundation to find 2 #4 reinforcing bar shown, to read; 3" CLR. Delete "(TYP.)" from the 2 1/2" CLR. dimension, depicting the distance from the bottom of the foundation to find 2 # 4 reinf. Bar.

Sheet 1 of 2, Elevation view (Square), add dimension depicting the distance from the top of the foundation to find 1 #4 reinforcing bar shown, to read; 3" CLR. Delete "(TYP.)" from the 2 1/2" CLR. dimension, depicting the distance from the bottom of the foundation to find 1 # 4 reinf. Bar.

Sheet 2 of 2, Elevation view (Round), add dimension depicting the distance from the top of the foundation to find 2 #4 reinforcing bar shown, to read; 3" CLR. Delete "(TYP.)" from the 2 1/2" CLR. dimension, depicting the distance from the bottom of the foundation to find 2 # 4 reinf. Bar.

Sheet 2 of 2, Elevation view (Square), add dimension depicting the distance from the top of the foundation to find 1 #4 reinforcing bar shown, to read; 3" CLR. Delete "(TYP.)" from the 2 1/2" CLR. dimension, depicting the distance from the bottom of the foundation to find 1 # 4 reinf. Bar.

Detail F, callout, "Heavy Hex Clamping Bolt (TYP.) ~ 3/4" (IN) Diam. Torque Clamping Bolts (see Note 3)" is revised to read; "Heavy Hex Clamping Bolt (TYP.) ~ 3/4" (IN) Diam. Torque Clamping Bolts (see Note 1)"

Detail F, callout, "3/4" (IN) x 2' – 6" Anchor Bolt (TYP.) ~ Four Required (See Note 4)" is revised to read; "3/4" (IN) x 2' – 6" Anchor Bolt (TYP.) ~ Three Required (See Note 2)"

J-21.15

Partial View, callout, was – LOCK NIPPLE ~ 1 1/2" DIAM., is revised to read; CHASE NIPPLE ~ 1 1/2" (IN) DIAM.

J-21.16

Detail A, callout, was – LOCKNIPPLE, is revised to read; CHASE NIPPLE

J-22.15

Ramp Meter Signal Standard, elevation, dimension 4' - 6" is revised to read; 6'-0" (2x) Detail A, callout, was – LOCK NIPPLE ~ 1 ½" DIAM. is revised to read; CHASE NIPPLE ~ 1 ½" (IN) DIAM.

J-40.10

Sheet 2 of 2, Detail F, callout, "12 – 13 x 1 ½" S.S. PENTA HEAD BOLT AND 12" S. S. FLAT WASHER" is revised to read; "12 – 13 x 1 ½" S.S. PENTA HEAD BOLT AND 1/2" (IN) S. S. FLAT WASHER"

J-40.36

Note 1, second sentence: "Finish shall be # 2B for backbox and # 4 for the cover." Is revised to read: "Finish shall be # 2B for barrier box and HRAP (Hot Rolled Annealed and Pickled) for the cover.

J-40.37

Note 1, second sentence: "Finish shall be # 2B for backbox and # 4 for the cover." Is revised to read: "Finish shall be # 2B for barrier box and HRAP (Hot Rolled Annealed and Pickled) for the cover.

J-75.20

Key Notes, note 16, second bullet point, was: "1/2" (IN) x 0.45" (IN) Stainless Steel Bands", add the following to the end of the note: "Alternate: Stainless steel cable with stainless steel ends, nuts, bolts, and washers may be used in place of stainless steel bands and associated hardware."

J-75.41

DELETED

J-75.55

Notes, Note A1, Revise reference, was – G-90.29, should be -G-90.20.

K-80.20

DELETED

L-5.10

Sheet 2, Typical Elevation, callout – "2' – 0" MIN. LAP SPLICE BETWEEN (mark) A #3 BAR AND WALL REINFORCEMENT ~ TYPICAL" is revised to read: "2' – 0" MIN. LAP SPLICE BETWEEN (MARK) A #4 BAR AND WALL REINFORCEMENT ~ TYPICAL"

Section C, callout; "(mark) A #3 is revised to read: "(mark) A #4", callout – "(mark) B #3" is revised to read: "(mark) B #4", callout – "(mark) C #3 TIE" is revised to read: "(mark) C #4 TIE"

Reinforcing Steel Bending Diagram, (mark) B detail, callout – "128 deg." is revised to read: "123 deg.", callout – "51 deg." is revised to read: "57 deg."

The following are the Standard Plan numbers applicable at the time this project was advertised. The date shown with each plan number is the publication approval date shown in the lower right-hand corner of that plan. Standard Plans showing different dates shall not be used in this contract.

A-10.10-00.....8/7/07	A-30.35-00.....10/12/07	A-50.10-01.....8/17/21
A-10.20-00.....10/5/07	A-40.00-01.....7/6/22	A-50.40-01.....8/17/21
A-10.30-00.....10/5/07	A-40.10-04.....7/31/19	A-60.10-03.....12/23/14
A-20.10-00.....8/31/07	A-40.15-00.....8/11/09	A-60.20-03.....12/23/14
A-30.10-00.....11/8/07	A-40.20-04.....1/18/17	A-60.30-01.....6/28/18
A-30.30-01.....6/16/11	A-40.50-02.....12/23/14	A-60.40-00.....8/31/07
B-5.20-03.....9/9/20	B-30.50-03.....2/27/18	B-75.20-03.....8/17/21
B-5.40-02.....1/26/17	B-30.60-00.....9/9/20	B-75.50-01.....6/10/08
B-5.60-02.....1/26/17	B-30.70-04.....2/27/18	B-75.60-00.....6/8/06
B-10.20-02.....3/2/18	B-30.80-01.....2/27/18	B-80.20-00.....6/8/06
B-10.40-02.....8/17/21	B-30.90-02.....1/26/17	B-80.40-00.....6/1/06
B-10.70-02.....8/17/21	B-35.20-00.....6/8/06	B-85.10-01.....6/10/08
B-15.20-01.....2/7/12	B-35.40-00.....6/8/06	B-85.20-00.....6/1/06
B-15.40-01.....2/7/12	B-40.20-00.....6/1/06	B-85.30-00.....6/1/06
B-15.60-02.....1/26/17	B-40.40-02.....1/26/17	B-85.40-00.....6/8/06
B-20.20-02.....3/16/12	B-45.20-01.....7/11/17	B-85.50-01.....6/10/08
B-20.40-04.....2/27/18	B-45.40-01.....7/21/17	B-90.10-00.....6/8/06
B-20.60-03.....3/15/12	B-50.20-00.....6/1/06	B-90.20-00.....6/8/06
B-25.20-02.....2/27/18	B-55.20-03.....8/17/21	B-90.30-00.....6/8/06
B-25.60-02.....2/27/18	B-60.20-02.....9/9/20	B-90.40-01.....1/26/17
B-30.05-00.....9/9/20	B-60.40-01.....2/27/18	B-90.50-00.....6/8/06
B-30.10-03.....2/27/18	B-65.20-01.....4/26/12	B-95.20-02.....8/17/21
B-30.15-00.....2/27/18	B-65.40-00.....6/1/06	B-95.40-01.....6/28/18
B-30.20-04.....2/27/18	B-70.20-00.....3/15/22	
B-30.30-03.....2/27/18	B-70.60-01.....1/26/17	
B-30.40-03.....2/27/18		
C-1.....9/8/22	C-22.40-09.....9/8/22	C-60.70-01.....9/8/22
C-1b.....9/8/22	C-22.45-06.....9/8/22	C-60.80-01.....9/8/22
C-1d.....10/31/03	C-23.70-00.....8/22/22	C-70.15-00.....8/17/21
C-2c.....8/12/19	C-24.10-03.....7/24/22	C-70.10-03.....8/17/21
C-4f.....8/12/19	C-24.15-00.....3/15/22	C-75.10-02.....9/16/20
C-6a.....9/8/22	C-25.20-07.....8/20/21	C-75.20-03.....8/20/21
C-7.....9/8/22	C-25.22-06.....8/20/21	C-75.30-03.....8/21/20
C-7a.....9/8/22	C-25.26-05.....8/20/21	C-80.10-02.....9/16/20
C-20.10-08.....9/8/22	C-25.30-01.....8/20/21	C-80.20-01.....6/11/14
C-20.14-05.....9/8/22	C-25.80-05.....8/12/19	C-80.30-02.....8/20/21
C-20.15-02.....6/11/14	C-60.10-02.....9/8/22	C-80.40-01.....6/11/14
C-20.18-04.....9/8/22	C-60.15-00.....8/17/21	C-85.10-00.....4/8/12
C-20.40-09.....9/8/22	C-60.20-01.....9/8/22	C-85.11-01.....9/16/20
C-20.41-04.....8/22/22	C-60.30-01.....8/17/21	C-85.15-02.....8/27/21
C-20.42-05.....7/14/15	C-60.40-00.....8/17/21	C-85.18-03.....9/8/22
C-20.43-00.....8/22/22	C-60.45-00.....8/17/21	
C-20.45.03.....9/8/22	C-60.50-00.....8/17/21	
C-22.16-07.....9/16/20	C-60.60-00.....8/17/21	
D-2.36-03.....6/11/14	D-4.....12/11/98	D-10.35-00.....7/8/08
D-2.46-02.....8/13/21	D-6.....6/19/98	D-10.40-01.....12/2/08
D-2.84-00.....11/10/05	D-10.10-01.....12/2/08	D-10.45-01.....12/2/08

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-171

CFW SPECIAL PROVISIONS VER. 2024.01B

D-2.92-01.....4/26/22	D-10.15-01.....12/2/08	
D-3.09-00.....5/17/12	D-10.20-01.....8/7/19	
D-3.10-01.....5/29/13	D-10.25-01.....8/7/19	
D-3.11-03.....6/11/14	D-10.30-00.....7/8/08	
E-1.....2/21/07	E-4.....8/27/03	
E-2.....5/29/98	E-4a.....8/27/03	
F-10.12-04.....9/24/20	F-10.62-02.....4/22/14	F-40.15-04.....9/25/20
F-10.16-00.....12/20/06	F-10.64-03.....4/22/14	F-40.16-03.....6/29/16
F-10.18-03.....3/28/22	F-30.10-04.....9/25/20	F-45.10-03.....8/13/21
F-10.40-04.....9/24/20	F-40.12-03.....6/29/16	F-80.10-04.....7/15/16
F-10.42-00.....1/23/07	F-40.14-03.....6/29/16	
G-10.10-00.....9/20/07	G-26.10-00.....7/31/19	
G-20.10-03.....8/20/21	G-30.10-04.....6/23/15	
G-22.10-04.....6/28/18	G-50.10-03.....6/28/18	
G-24.10-00.....11/8/07	G-90.10-03.....7/11/17	
G-24.20-01.....2/7/12	G-90.20-05.....7/11/17	
G-24.30-02.....6/28/18	G-90.30-04.....7/11/17	
G-24.40-07.....6/28/18	G-95.10-02.....6/28/18	
G-24.50-05.....8/7/19	G-95.20-03.....6/28/18	
G-24.60-05.....6/28/18	G-95.30-03.....6/28/18	
G-25.10-05.....9/16/20		
H-10.10-00.....7/3/08	H-32.10-00.....9/20/07	H-70.10-02.....8/17/21
H-10.15-00.....7/3/08	H-60.10-01.....7/3/08	H-70.20-02.....8/17/21
H-30.10-00.....10/12/07	H-60.20-01.....7/3/08	
I-10.10-01.....8/11/09	I-30.20-00.....9/20/07	I-40.20-00.....9/20/07
I-30.10-02.....3/22/13	I-30.30-02.....6/12/19	I-50.20-01.....6/10/13
I-30.15-02.....3/22/13	I-30.40-02.....6/12/19	I-60.10-01.....6/10/13
I-30.16-01.....7/11/19	I-30.60-02.....6/12/19	I-60.20-01.....6/10/13
I-30.17-01.....6/12/19	I-40.10-00.....9/20/07	I-80.10-02.....7/15/16
J-05.50-00.....8/30/22	J-28.10-02.....8/7/19	J-50.25-00.....6/3/11
J-10.....7/18/97	J-28.22-00.....8/07/07	J-50.30-00.....6/3/11
J-10.10-04.....9/16/20	J-28.24-02.....9/16/20	J-60.05-01.....7/21/16
J-10.12-00.....9/16/20	J-28.26-01.....12/02/08	J-60.11-00.....5/20/13
J-10.14-00.....9/16/20	J-28.30-03.....6/11/14	J-60.12-00.....5/20/13
J-10.15-01.....6/11/14	J-28.40-02.....6/11/14	J-60.13-00.....6/16/10
J-10.16-02.....8/18/21	J-28.42-01.....6/11/14	J-60.14-01.....7/31/19
J-10.17-02.....8/18/21	J-28.43-01.....6/28/18	J-75.10-02.....7/10/15
J-10.18-02.....8/18/21	J-28.45-03.....7/21/16	J-75.20-01.....7/10/15
J-10.20-04.....8/18/21	J-28.50-03.....7/21/16	J-75.30-02.....7/10/15
J-10.21-02.....8/18/21	J-28.60-03.....8/27/21	J-75.50-00.....8/30/22
J-10.22-02.....8/18/21	J-28.70-04.....8/30/22	J-75.55-00.....8/30/22
J-10.25-00.....7/11/17	J-29.10-02.....8/26/22	J-80.05-00.....8/30/22
J-10.26-00.....8/30/22	J-29.15-01.....7/21/16	J-80.10-01.....8/18/21
J-12.15-00.....6/28/18	J-29.16-02.....7/21/16	J-80.12-00.....8/18/21

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

SP-172

CFW SPECIAL PROVISIONS VER. 2024.01B

J-12.16-00.....6/28/18
J-15.10-01.....6/11/14
J-15.15-02.....7/10/15
J-20.01-00.....8/30/22
J-20.10-04.....7/31/19
J-20.11-03.....7/31/19
J-20.15-03.....6/30/14
J-20.16-02.....6/30/14
J-20.20-02.....5/20/13
J-20.26-01.....7/12/12
J-21.10-04.....6/30/14
J-21.15-01.....6/10/13
J-21.16-01.....6/10/13
J-21.17-01.....6/10/13
J-21.20-01.....6/10/13
J-22.15-02.....7/10/15
J-22.16-03.....7/10/15
J-26.10-03.....7/21/16
J-26.15-01.....5/17/12
J-26.20-01.....6/28/18
J-27.10-01.....7/21/16
J-27.15-00.....3/15/12
J-28.01-00.....8/30/22

J-30.10-01.....8/26/22
J-40.01-00.....8/30/22
J-40.05-00.....7/21/16
J-40.10-04.....4/28/16
J-40.20-03.....4/28/16
J-40.30-04.....4/28/16
J-40.35-01.....5/29/13
J-40.36-02.....7/21/17
J-40.37-02.....7/21/17
J-40.38-01.....5/20/13
J-40.39-00.....5/20/13
J-40.40-02.....7/31/19
J-45.36-00.....7/21/17
J-50.05-00.....7/21/17
J-50.10-01.....7/31/19
J-50.11-02.....7/31/19
J-50.12-02.....8/7/19
J-50.13-01.....8/30/22
J-50.15-01.....7/21/17
J-50.16-01.....3/22/13
J-50.18-00.....8/7/19
J-50.19-00.....8/7/19
J-50.20-00.....6/3/11

J-80.15-00.....6/28/18
J-81.10-02.....8/18/21
J-81.12-00.....9/3/21
J-84.05-00.....8/30/22
J-86.10-00.....6/28/18
J-90.10-03.....6/28/18
J-90.20-03.....6/28/18
J-90.21-02.....6/28/18
J-90.50-00.....6/28/18

K-70.20-01.....6/1/16
K-80.10-02.....9/25/20

K-80.32-00.....8/17/21
K-80.34-00.....8/17/21

K-80.35-01.....9/16/20
K-80.37-01.....9/16/20

L-5.10-00.....9/19/22
L-5.15-00.....9/19/22
L-10.10-02.....6/21/12

L-20.10-03.....7/14/15
L-30.10-02.....6/11/14
L-40.15-01.....6/16/11

L-40.20-02.....6/21/12
L-70.10-01.....5/21/08
L-70.20-01.....5/21/08

M-1.20-04.....9/25/20
M-1.40-03.....9/25/20
M-1.60-03.....9/25/20
M-1.80-03.....6/3/11
M-2.20-03.....7/10/15
M-2.21-00.....7/10/15
M-3.10-04.....9/25/20
M-3.20-04.....8/2/22
M-3.30-04.....9/25/20
M-3.40-04.....9/25/20
M-3.50-03.....9/25/20
M-5.10-03.....9/25/20
M-7.50-01.....1/30/07
M-9.50-02.....6/24/14
M-9.60-00.....2/10/09

M-11.10-04.....8/2/22
M-12.10-03.....8/2/22
M-15.10-01.....2/6/07
M-17.10-02.....7/3/08
M-20.10-04.....8/2/22
M-20.20-02.....4/20/15
M-20.30-04.....2/29/16
M-20.40-03.....6/24/14
M-20.50-02.....6/3/11
M-24.20-02.....4/20/15
M-24.40-02.....4/20/15
M-24.60-04.....6/24/14
M-24.65-00.....7/11/17
M-24.66-00.....7/11/17
M-40.10-03.....6/24/14

M-40.20-00...10/12/07
M-40.30-01.....7/11/17
M-40.40-00.....9/20/07
M-40.50-00.....9/20/07
M-40.60-00.....9/20/07
M-60.10-01.....6/3/11
M-60.20-03.....8/17/21
M-65.10-03.....8/17/21
M-80.10-01.....6/3/11
M-80.20-00.....6/10/08
M-80.30-00.....6/10/08

END DIVISION 9

CITY OF FEDERAL WAY

OPERATIONS & MAINTENANCE FACILITY
FRONTAGE IMPROVEMENTS
PROJECT #36610

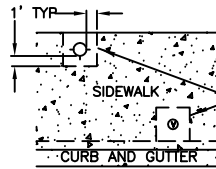
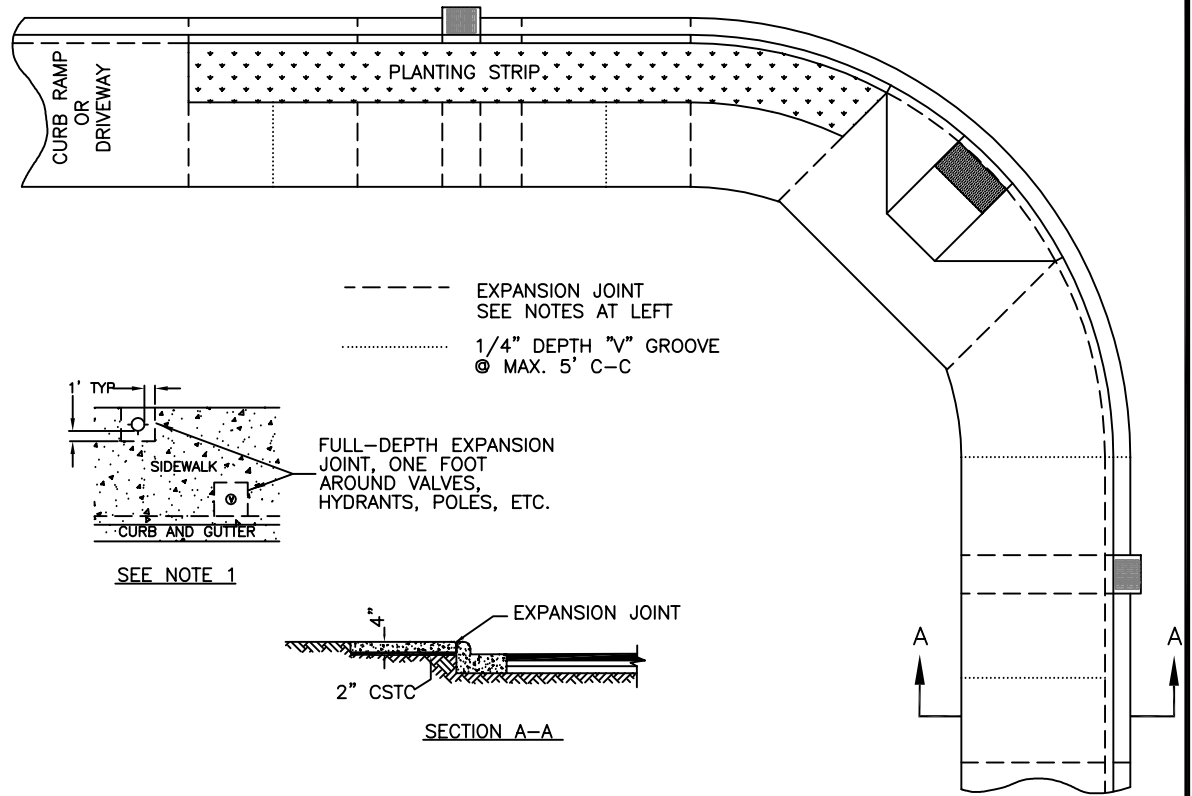
SP-173

CFW SPECIAL PROVISIONS VER. 2024.01B

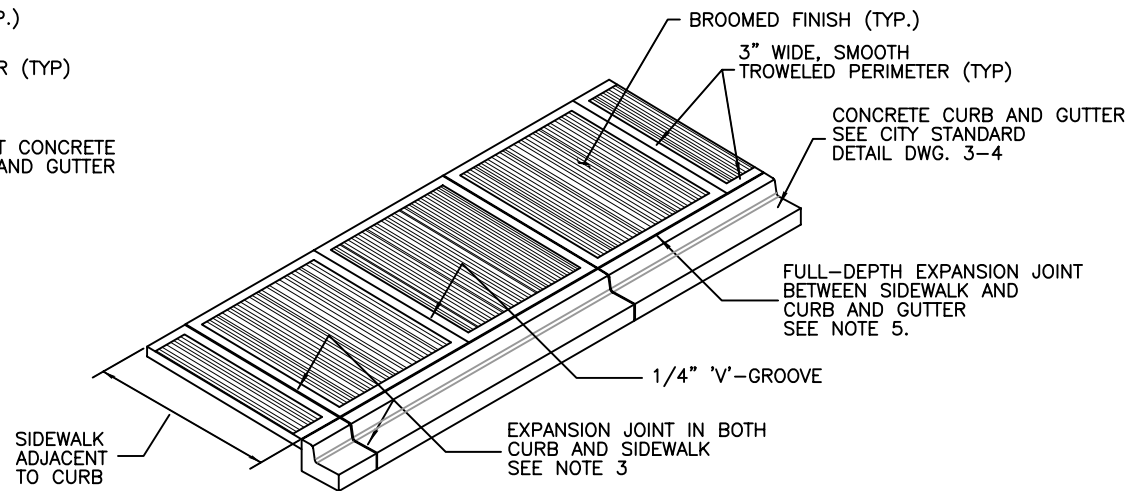
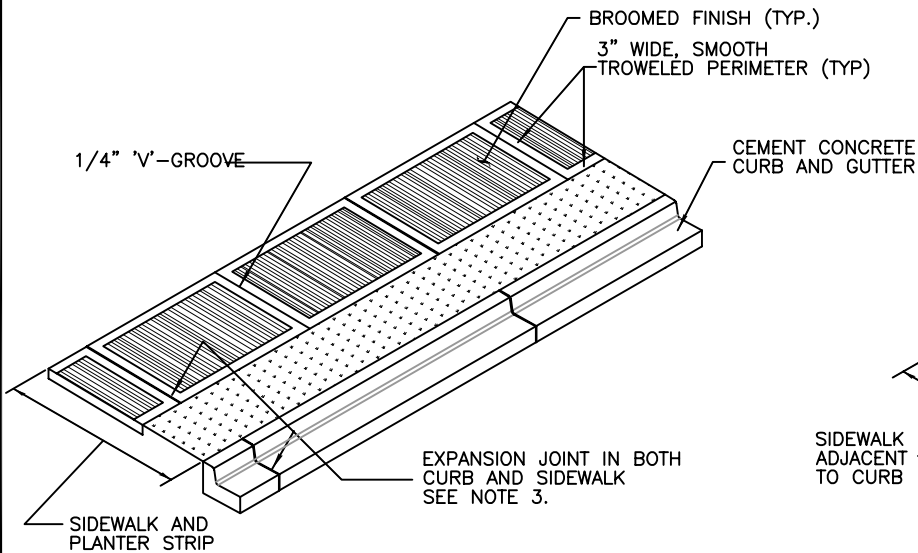
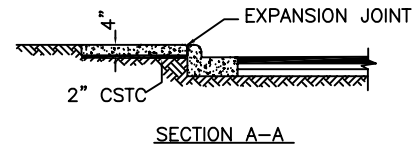
APPENDIX B
CITY OF FEDERAL WAY STANDARD DRAWINGS

NOTES:

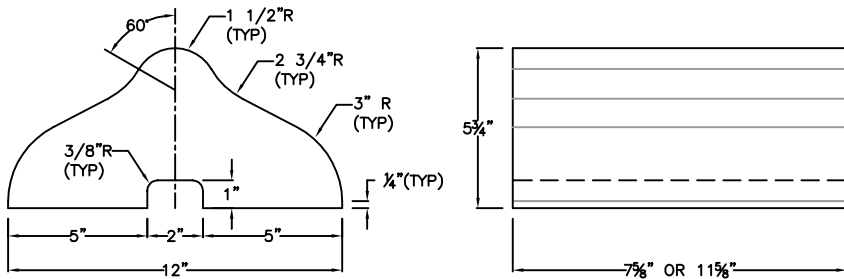
1. AN EXPANSION JOINT CONSISTING OF 3/8" PRE-MOLDED JOINT MATERIAL SHALL BE PLACED FULL DEPTH AROUND HYDRANTS, POLES, POSTS, AND UTILITY CASTINGS. SEE DETAIL AT RIGHT.
2. AN EXPANSION JOINT CONSISTING OF 3/8" PRE-MOLDED JOINT MATERIAL SHALL BE PLACED IN THE UPPER 2 INCHES OF CURBS AND SIDEWALKS AT 10 FOOT INTERVALS AND AT SIDES OF DRAINAGE INLETS. (JOINT MATERIAL OF 2 1/2" DEPTH MAY BE USED IN LIEU OF 2" DEPTH).
3. EXPANSION JOINTS IN SIDEWALK SHALL BE LOCATED SO AS TO MATCH THE JOINTS IN THE CURB AND GUTTER, WHETHER THE SIDEWALK IS ADJACENT TO THE CURB OR SEPARATED BY A PLANTER STRIP.
4. TOOL MARKS, CONSISTING OF 1/4-INCH 'V'-GROOVES SHALL BE MADE IN THE SIDEWALK AT 5 FOOT INTERVALS, INTERMEDIATE TO THE EXPANSION JOINTS.
5. AN EXPANSION JOINT CONSISTING OF 3/8" PRE-MOLDED JOINT MATERIAL SHALL BE PLACED FULL-DEPTH BETWEEN THE CURB AND ADJACENT SIDEWALK.
6. EXPANSION JOINT MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ASTM D1751 (AASHTO M 213).
7. MONOLITHIC POURS OF CURB AND SIDEWALK ARE NOT ALLOWED.
8. ALL UTILITY APPURTENANCES WITHIN THE SIDEWALK SHALL HAVE ADA-COMPLIANT NON-SLID LIDS.



SEE NOTE 1

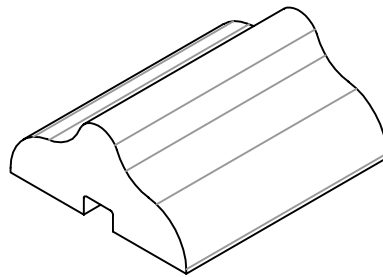


REV JAN 2019



SECTION

ELEVATION

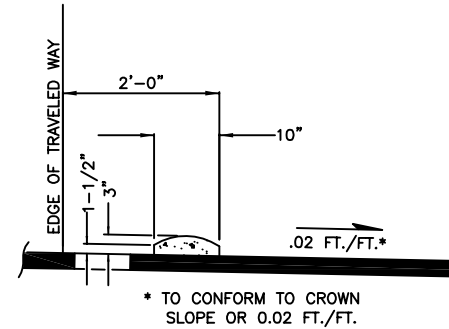


ISOMETRIC

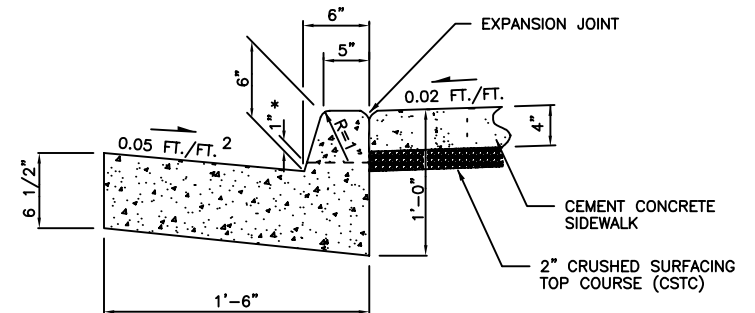
TYPE 'C' BLOCK TRAFFIC CURB

NOTES:

1. SEE DWG. 3-3 FOR JOINT REQUIREMENTS.
2. ROLL GUTTER TO MATCH POSITIVE SUPERELEVATION.
3. TO BE USED ONLY AS APPROVED BY THE PUBLIC WORKS DEPT.

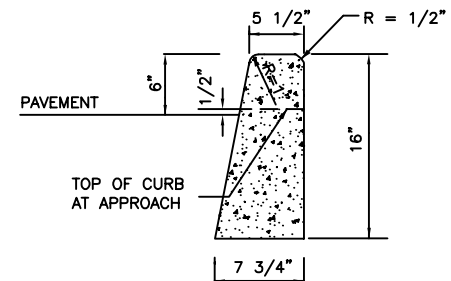


MOUNTABLE CEMENT CONCRETE CURB³



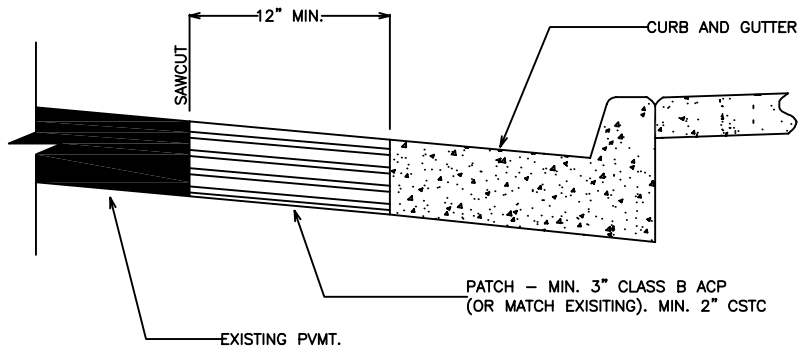
* NOTE: TOP OF LIP AT DRIVEWAYS.

NEW CEMENT CONCRETE CURB & GUTTER



CEMENT CONCRETE BARRIER CURB

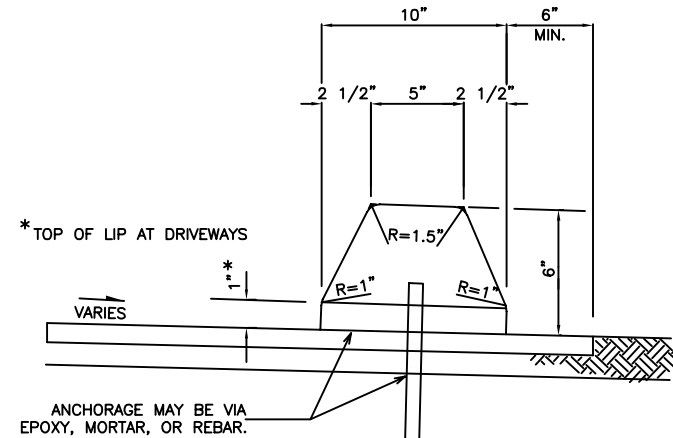
REV: FEB 2011



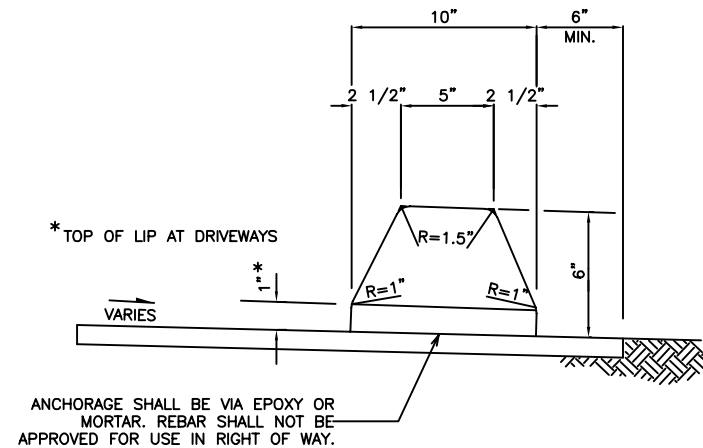
CEMENT CONCRETE CURB & GUTTER REPLACEMENT¹

NOTES:

1. EXISTING CURB REPLACEMENT WILL REQUIRE REMOVAL OF ASPHALT A MINIMUM OF 12" FROM FACE OF GUTTER.

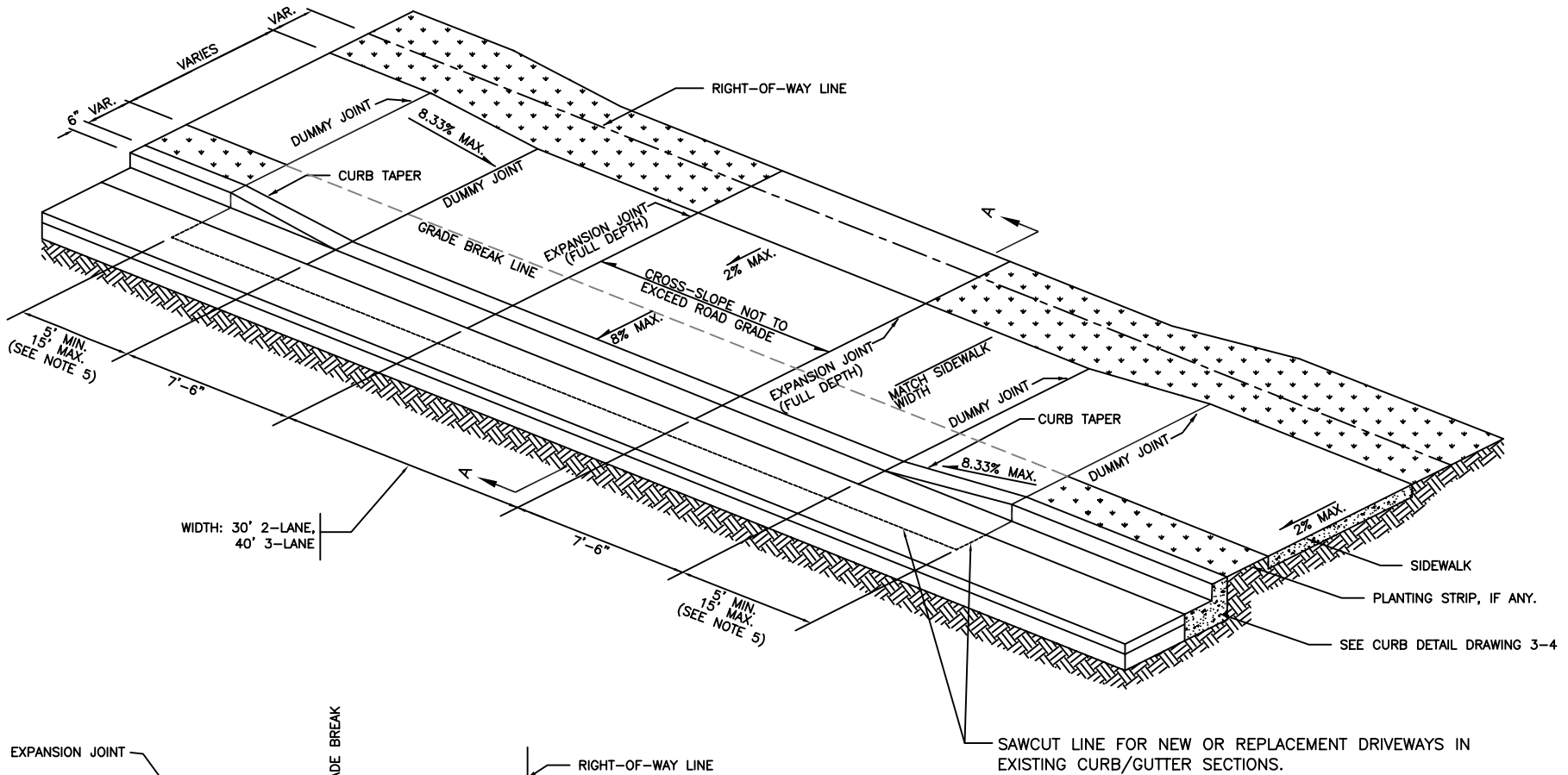


EXTRUDED ASPHALT OR CEMENT CONCRETE CURB
IN PRIVATE PARKING AREAS ONLY

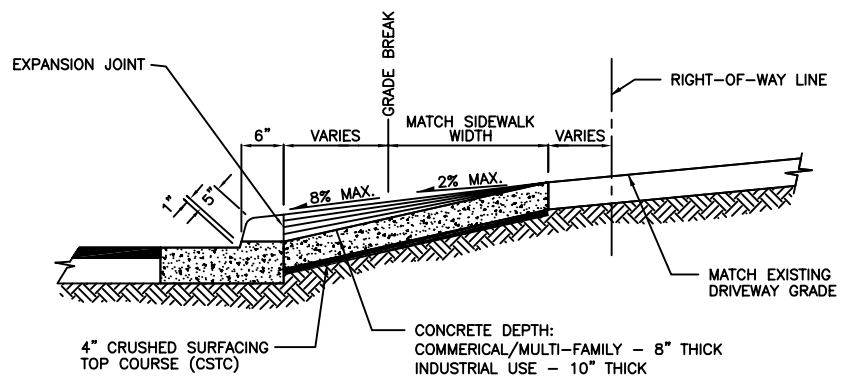


EXTRUDED CEMENT CONCRETE CURB
FOR USE IN PUBLIC RIGHT OF WAY

APRIL 2012



WIDTH: 30' 2-LANE,
40' 3-LANE



SECTION A-A

NOTES:

1. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 40' MAY BE APPROVED BY THE ENGINEER CONSIDERING TRAFFIC SAFETY AND NEEDS OF THE ACTIVITY SERVED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. SEE KCRS SEC. 3.04.
2. SEE SEC. 3.2.13 AND CURB DETAIL DRAWING 3-4.
3. CEMENT CONCRETE DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH CEMENT CONCRETE CLASS 4000 WITH 4% TO 6% AIR ENTRAINMENT.
4. FULL DEPTH EXPANSION JOINT IF DRIVEWAY WIDTH IS 15' OR GREATER.
5. LENGTH OF RAMP SHALL VARY AS NEEDED TO MEET ADA SLOPE REQUIREMENTS.

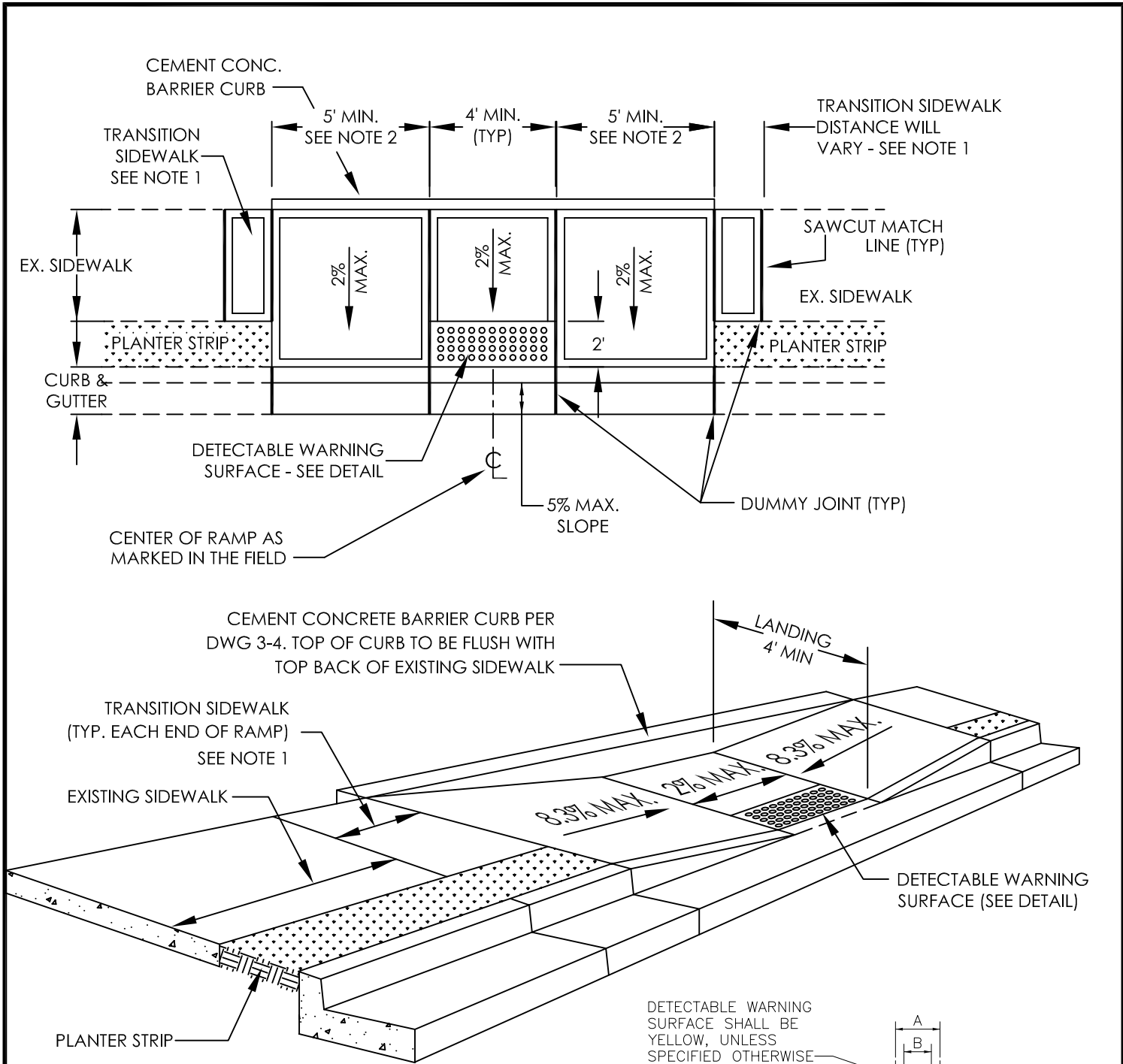
MAR 2019



PUBLIC WORKS

COMMERCIAL, INDUSTRIAL, AND MULTI-FAMILY DRIVEWAY APPROACH

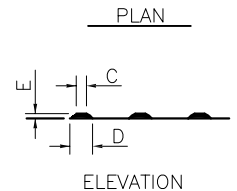
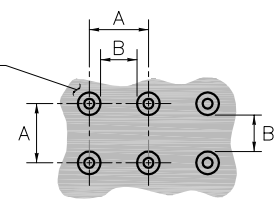
DWG. NO. 3-6A



- NOTES:
1. THE LENGTH OF THE TRANSITION SIDEWALK SECTION SHALL BE EQUAL TO 1 FOOT MULTIPLIED BY THE DIFFERENCE BETWEEN THE CROSS-SLOPE PERCENTAGE OF THE NEW AND EXISTING PANELS. (I.E., EXISTING PANEL CROSS-SLOPE IS 4% AND NEW PANEL CROSS-SLOPE IS 2% FOR A DIFFERENCE OF 2. 2 MULTIPLIED BY 1 FOOT = 2 FOOT TRANSITION SECTION). IF THE NEW AND EXISTING CROSS-SLOPES ARE EQUAL, THEN THE TRANSITION SECTION IS NOT NEEDED.
 2. LENGTH SHALL BE: 5 FEET (MIN.) AND UP TO 8.3%; OR 'X' FEET @ 8.3% (WHERE 'X' IS EQUAL TO THE LENGTH REQUIRED TO ACHIEVE 8.3% MAXIMUM SLOPE), BUT NOT TO EXCEED 15 FEET IN LENGTH.

DETECTABLE WARNING SURFACE SHALL BE YELLOW, UNLESS SPECIFIED OTHERWISE

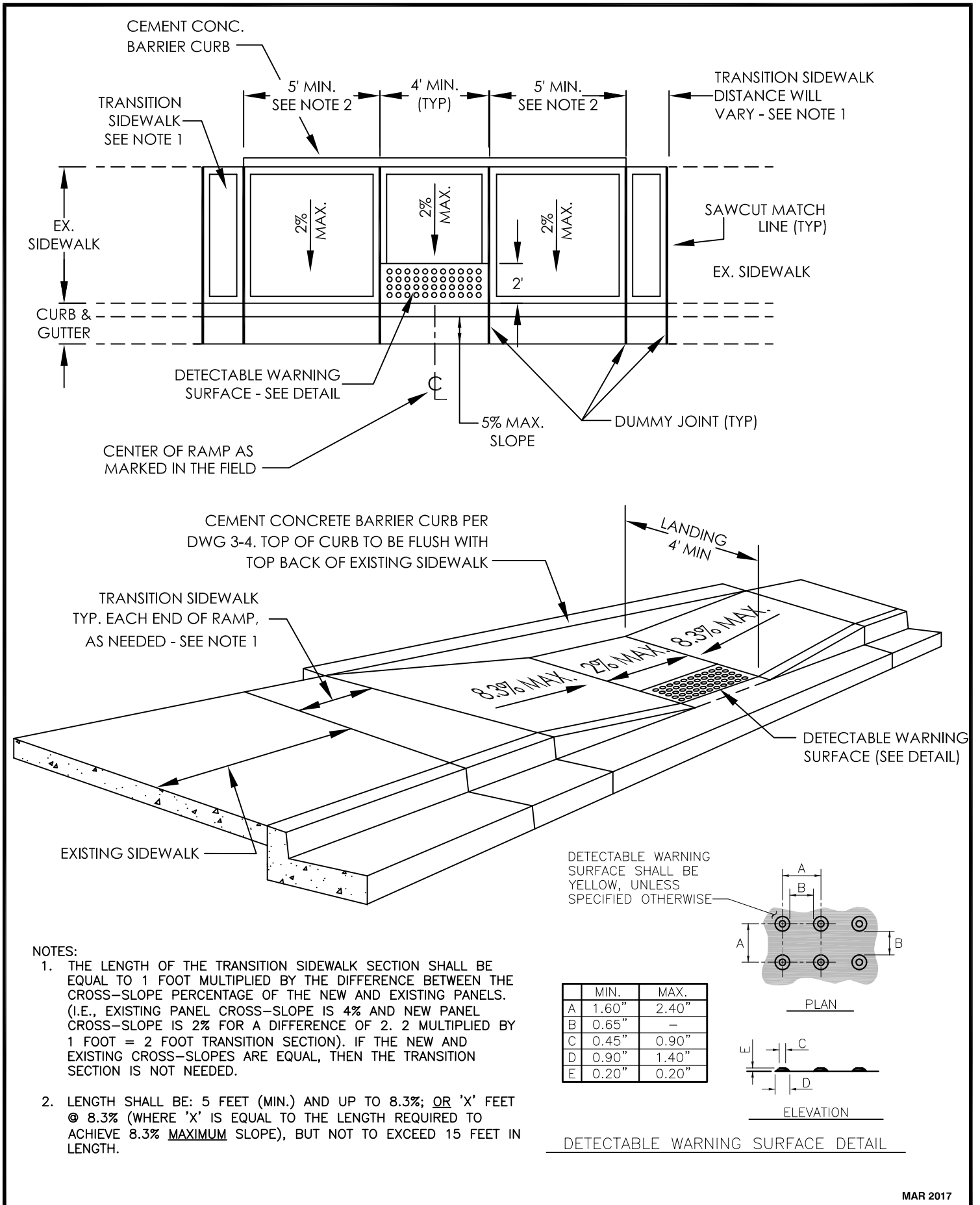
	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	-
C	0.45"	0.90"
D	0.90"	1.40"
E	0.20"	0.20"



DETECTABLE WARNING SURFACE DETAIL

MAR 2017

UNOFFICIAL COPY Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com



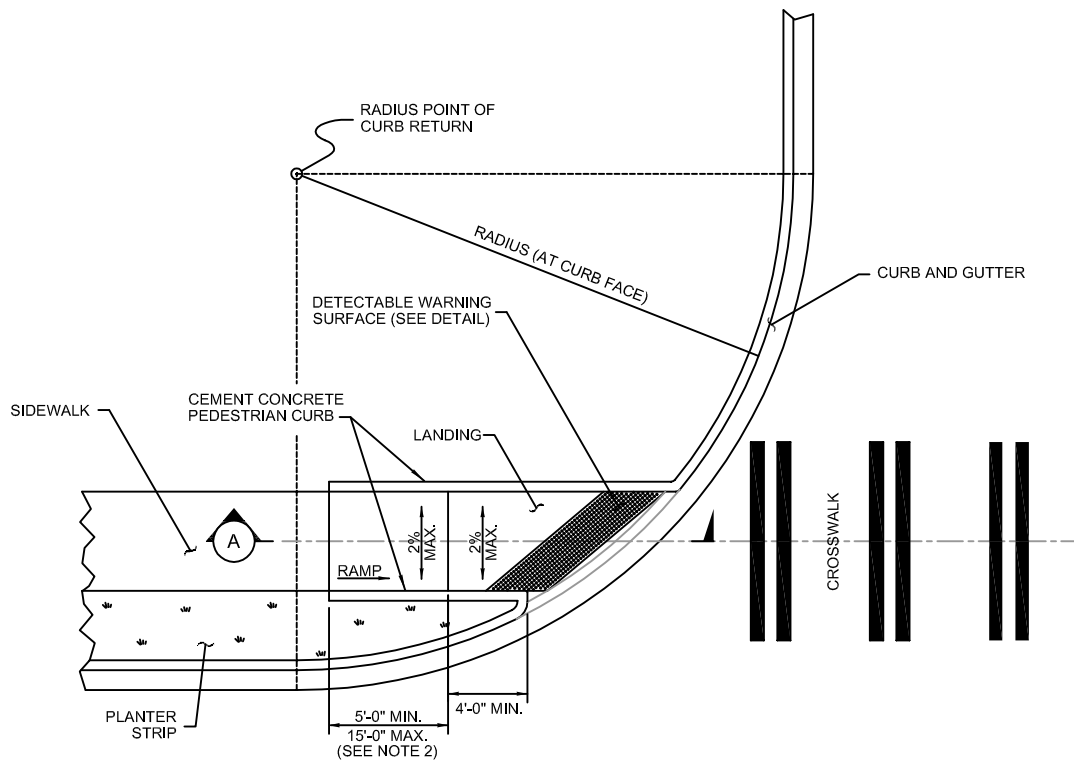
MAR 2017



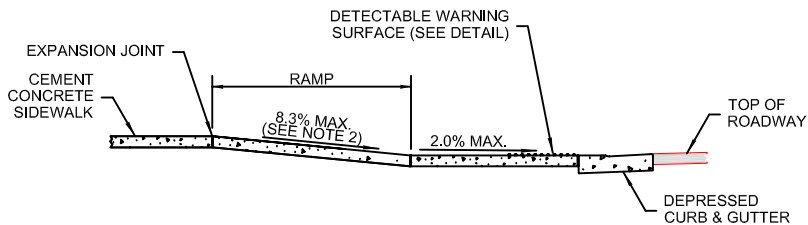
PUBLIC WORKS

**CURB RAMP IN SIDEWALK
NO PLANTER STRIP**

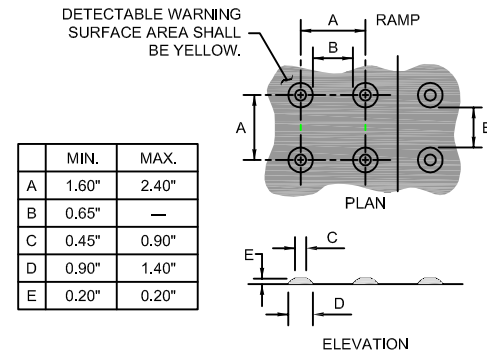
**DWG. NO.
3-8A**



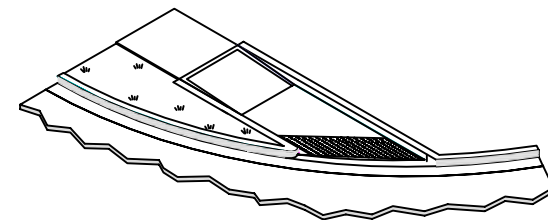
PLAN VIEW
SIDEWALK RAMP
PLAN



SECTION A



TRUNCATED DOMES
DETECTABLE WARNING
SURFACE DETAIL

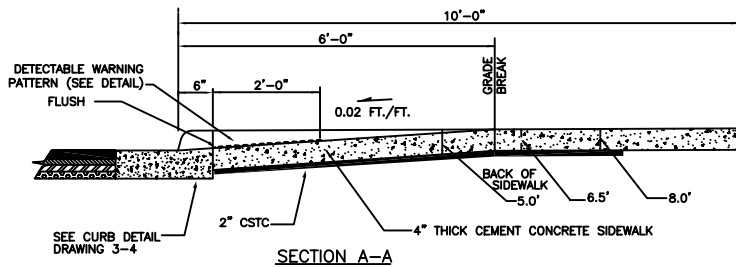
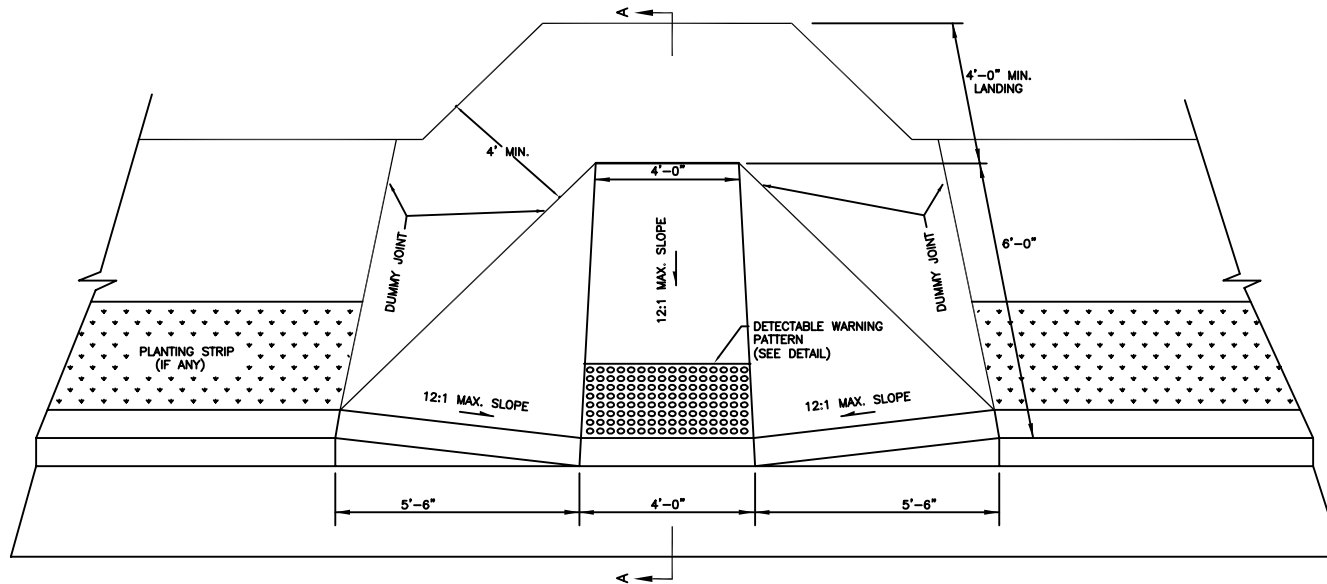


ISOMETRIC VIEW

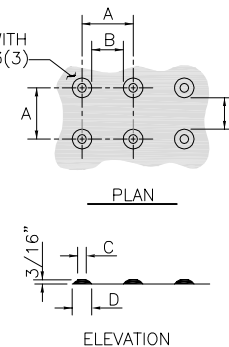
NOTES:

1. DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS OR OTHER APPURTANENCES IN FRONT OF THE RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING.
2. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP SLOPES. WHEN APPLYING THE 15 FOOT MAX. LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.

REV. JAN 2013



DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW, IN COMPLIANCE WITH WSDOT STD. SPEC. 8-14.3(3)

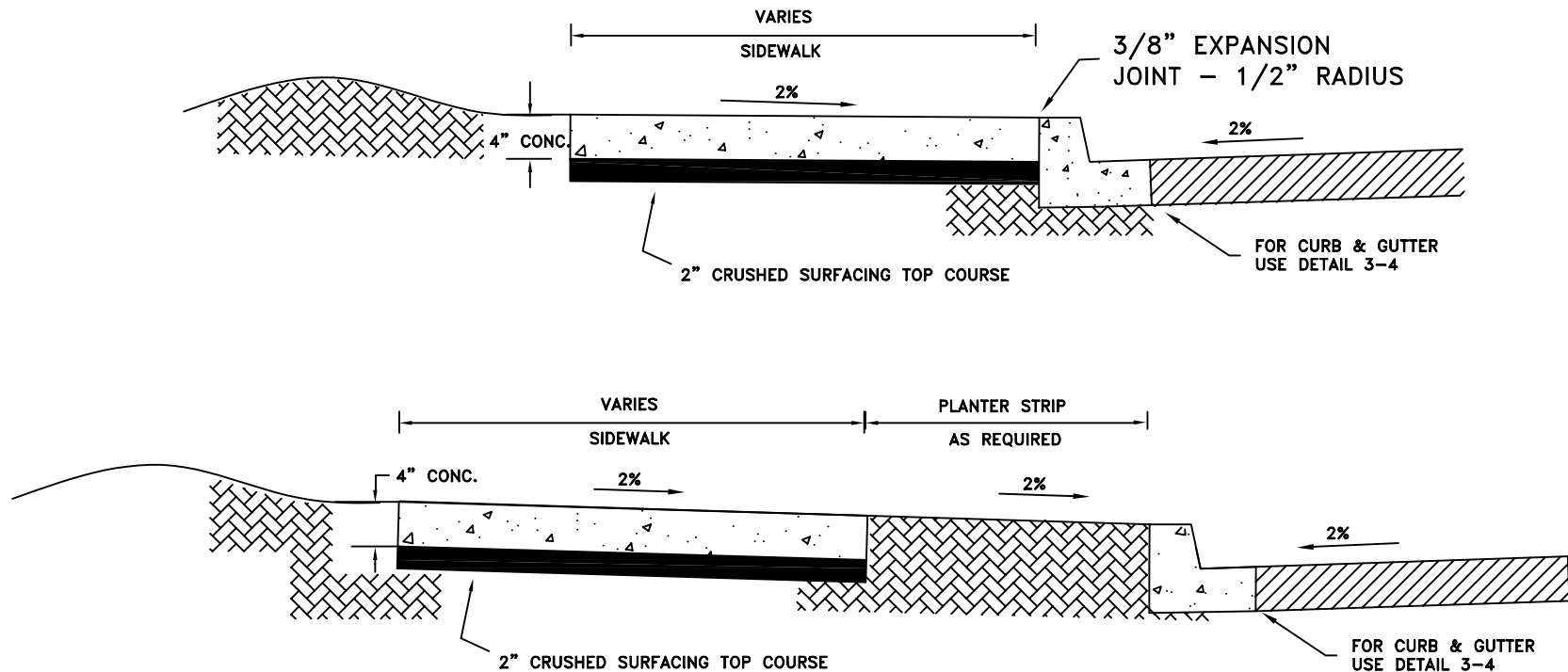


	MIN.	MAX.
A	1 5/8"	2 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"

NOTES:

- RAMP AND APPROACHES SHALL BE CLEAR OF OBSTACLES INCL. HYDRANTS, POLES, AND INLETS.
- RAMP CENTER LINE SHALL BE PERPENDICULAR TO OR RADIAL TO CURB RETURNS UNLESS OTHERWISE APPROVED BY ENGINEER.
- WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF THE STREET, RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING SIDEWALK LOCATIONS ON OPPOSITE SIDE OF STREET. SEE DWG. NO. 3-9.
- ON ARTERIAL STREETS, IN GENERAL CASE, CURB RAMPS SHALL BE CONSTRUCTED TWO PER RADIUS, IN OR PREFERABLY ADJACENT TO THE MAIN PEDESTRIAN PATHS.
- ON RESIDENTIAL STREETS OR WHERE UTILITIES ARE IN CONFLICT OR STREET GRADE EXCEEDS 4.0% CURB RAMPS MAY BE CONSTRUCTED ONE PER RADIUS, AT MIDPOINT OF CURB RETURN OR AT MAIN PEDESTRIAN PATH.

REV. MAR 2011

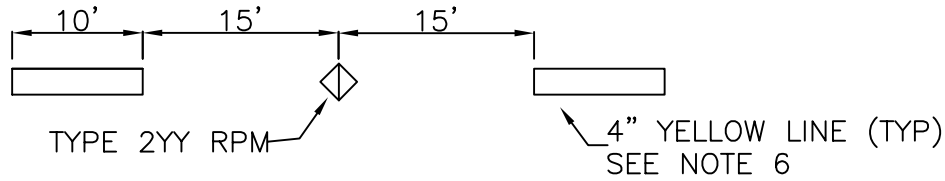


NOTES:

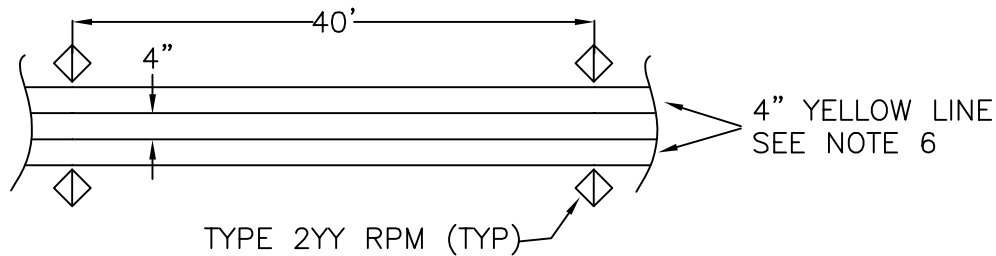
1. FOR JOINTS AND SCORING, SEE FEDERAL WAY STANDARD FOR SIDEWALK SPACING, EXPANSION JOINTS, AND SCORE MARKS.
2. SEE DETAILS 3-6, 3-6A, & 3-7 FOR MINIMUM DEPTH OF CONCRETE THROUGH DRIVEWAY SECTIONS.
3. WHEN CHECKED WITH A 10 FOOT STRAIGHTEDGE, GRADE SHALL NOT DEVIATE MORE THAN 1/8 INCH AND ALIGNMENT SHALL NOT VARY MORE THAN 1/4 INCH.
4. CONCRETE SHALL BE CLASS 3000, WSDOT SPEC. 8-14.

REV. MAR 2011

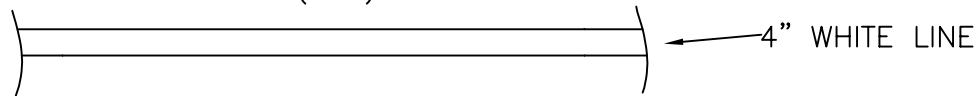
SKIP CENTER LINE (SCL)



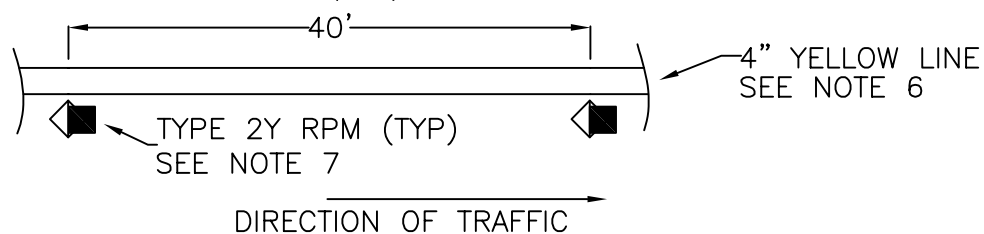
DOUBLE YELLOW CENTER LINE (DYCL)



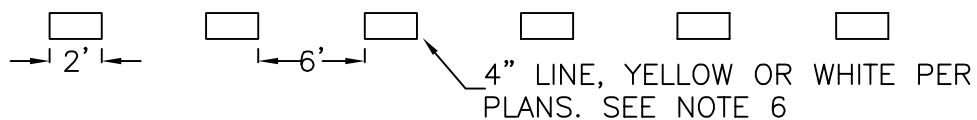
WHITE EDGE LINE (WEL)



YELLOW EDGE LINE (YEL)



DOTTED EXTENSION LINE (WDEL, YDEL)



GENERAL NOTES:

1. LONGITUDINAL STRIPING ON ARTERIALS SHALL BE PLASTIC TYPE D METHYLMETHACRYLATE (MMA). TRANSVERSE MARKINGS SHALL BE PLASTIC TYPE A. ALL OTHER STRIPING SHALL BE PAINT.
2. ALL STRIPING WITHIN INTERSECTIONS SHALL BE PLASTIC TYPE A OR D.
3. ALL RPM'S SHALL BE LOCATED TO PROVIDE 4 INCHES BETWEEN STRIPING AND RPM'S.
4. TYPE 2 RPM'S SHALL BE USED ON ALL ARTERIALS AND COLLECTORS, IF STRIPED
5. WHERE TYPE C CURB IS USED IN PLACE OF STRIPING, USE RPM PATTERN APPLICABLE TO THE STRIPING BEING REPLACED.

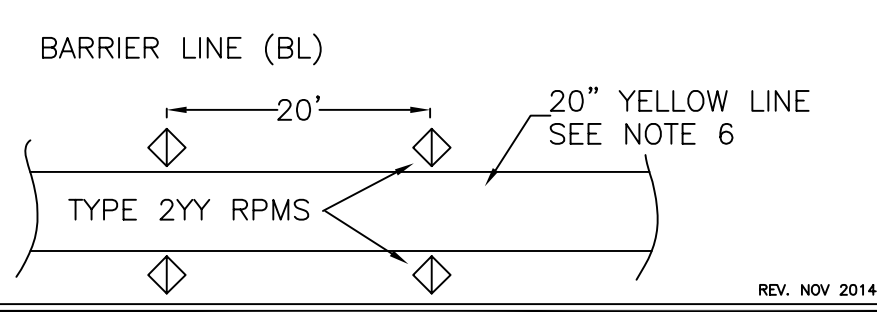
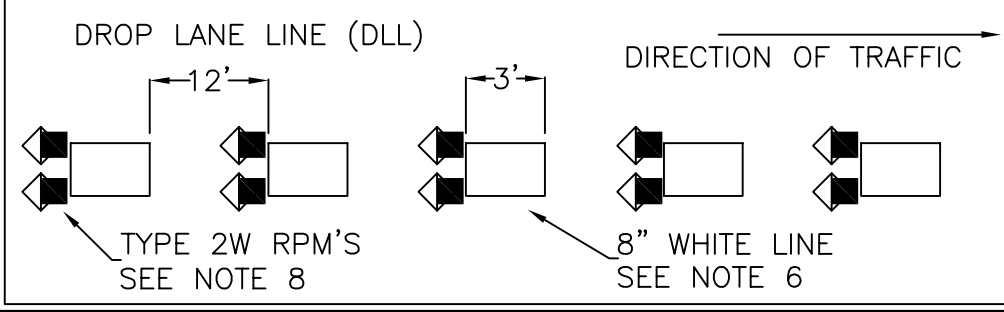
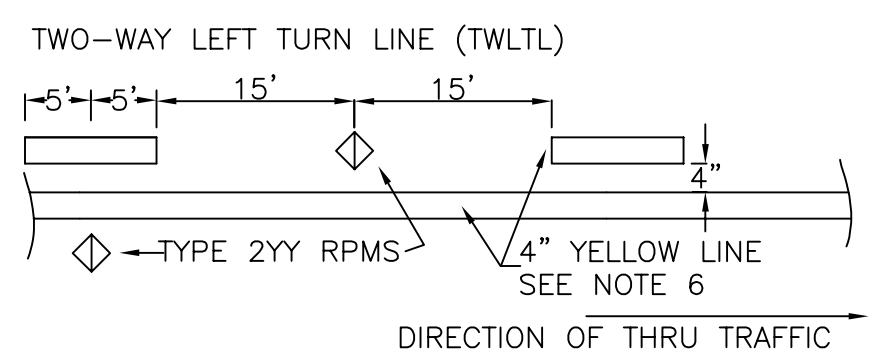
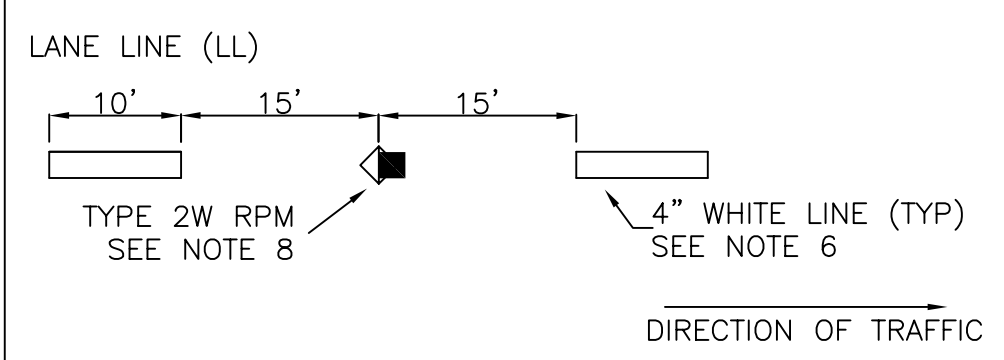
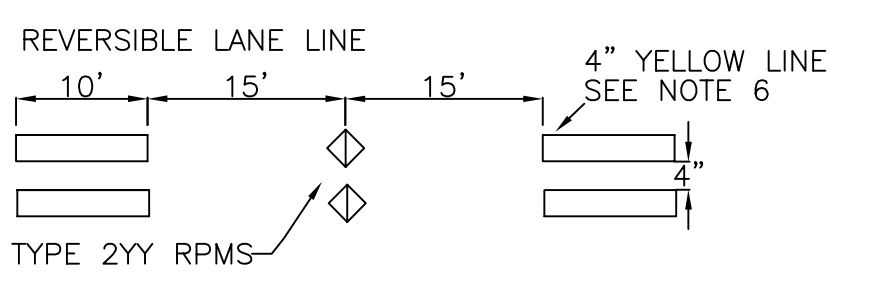
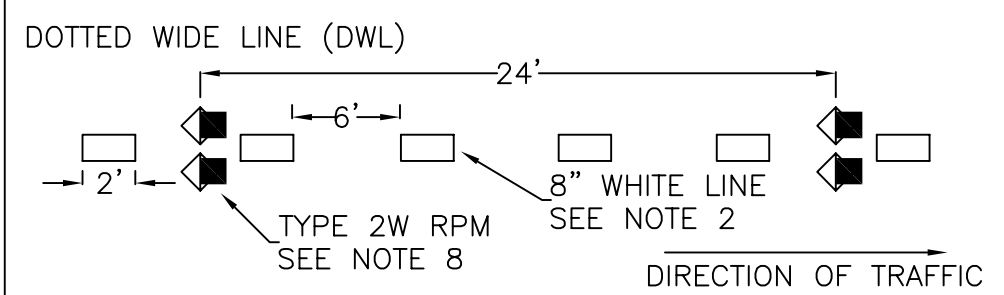
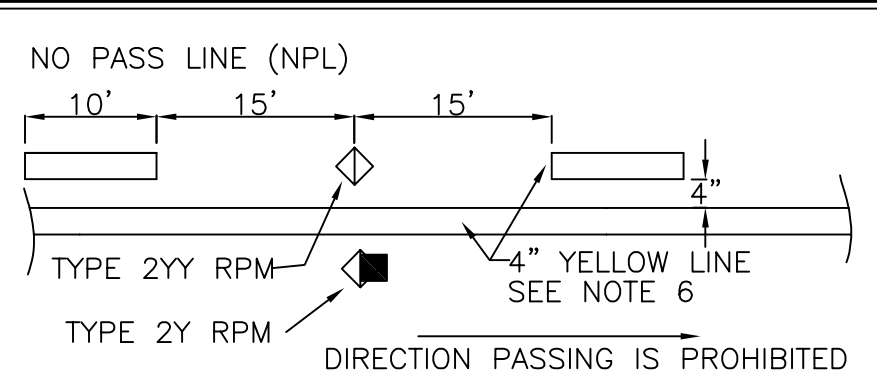
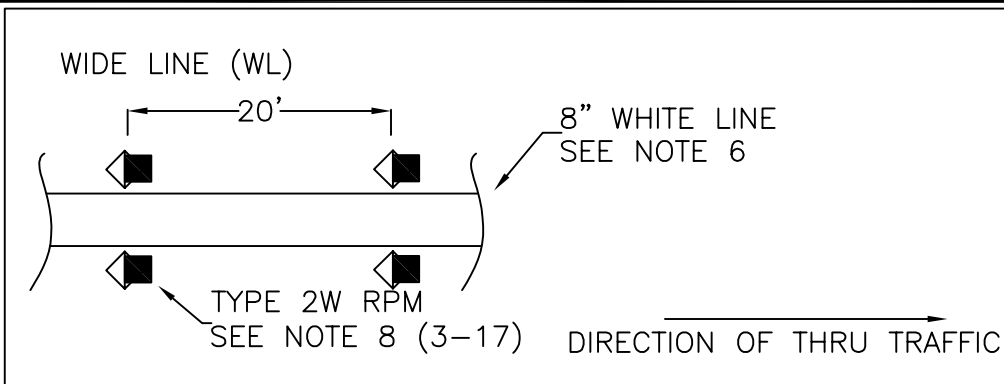
SPECIFIC NOTES:

6. IF MMA IS USED, MMA SHALL BE PROFILED.
7. WHERE RAISED MEDIAN OR TYPE C CURBING IS USED, USE TYPE 2YR RPM'S, WITH RED FACING OPPOSITE THE DIRECTION OF TRAFFIC.
8. WHERE RAISED MEDIAN OR TYPE C CURBING IS USED, USE TYPE 2WR RPM'S, WITH RED FACING OPPOSITE THE DIRECTION OF TRAFFIC.

LEGEND:

- ◀■ MONO-DIRECTIONAL RPM TYPE 2
- ◊ BI-DIRECTIONAL RPM TYPE 2

Rev. NOV 2014



REV. NOV 2014

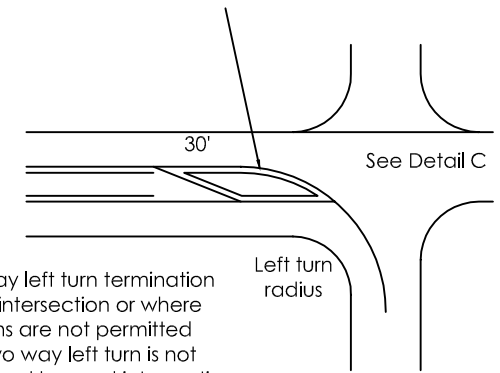
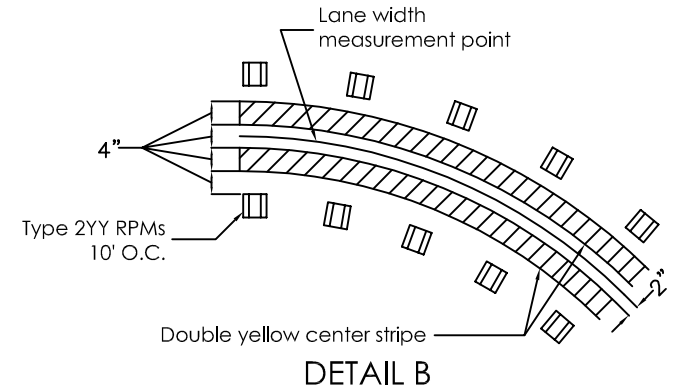
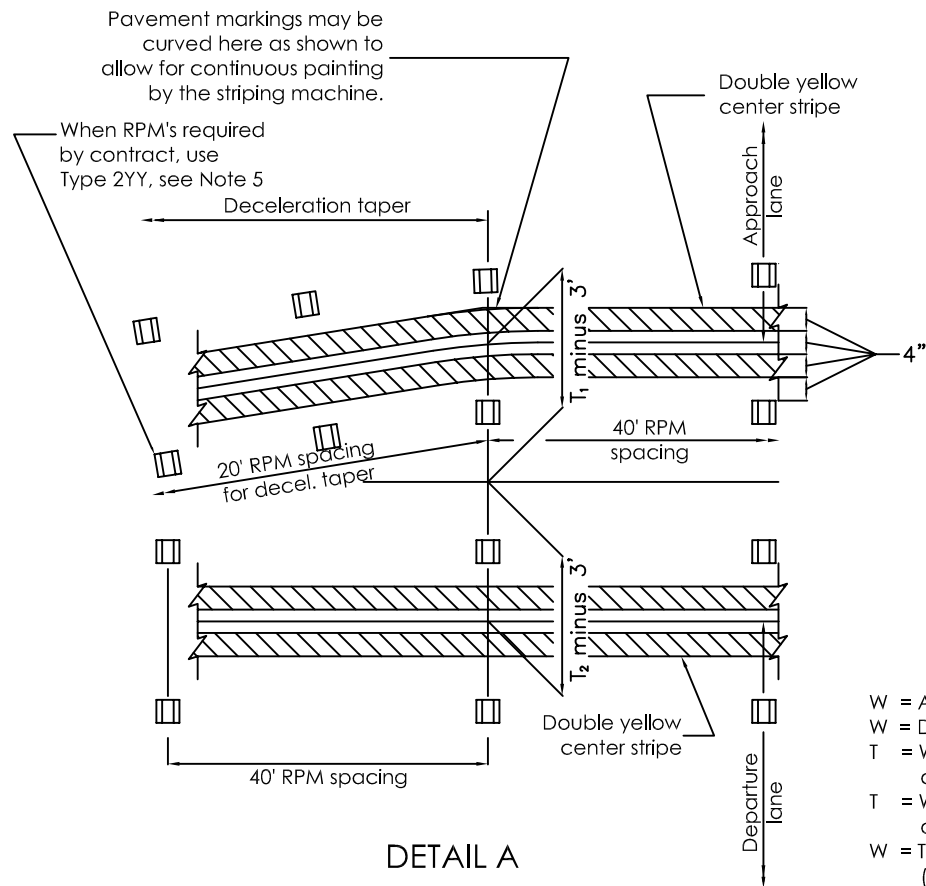


PUBLIC WORKS

RAISED PAVEMENT MARKERS

DWG. NO. 3-18

UNOFFICIAL COPY Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com

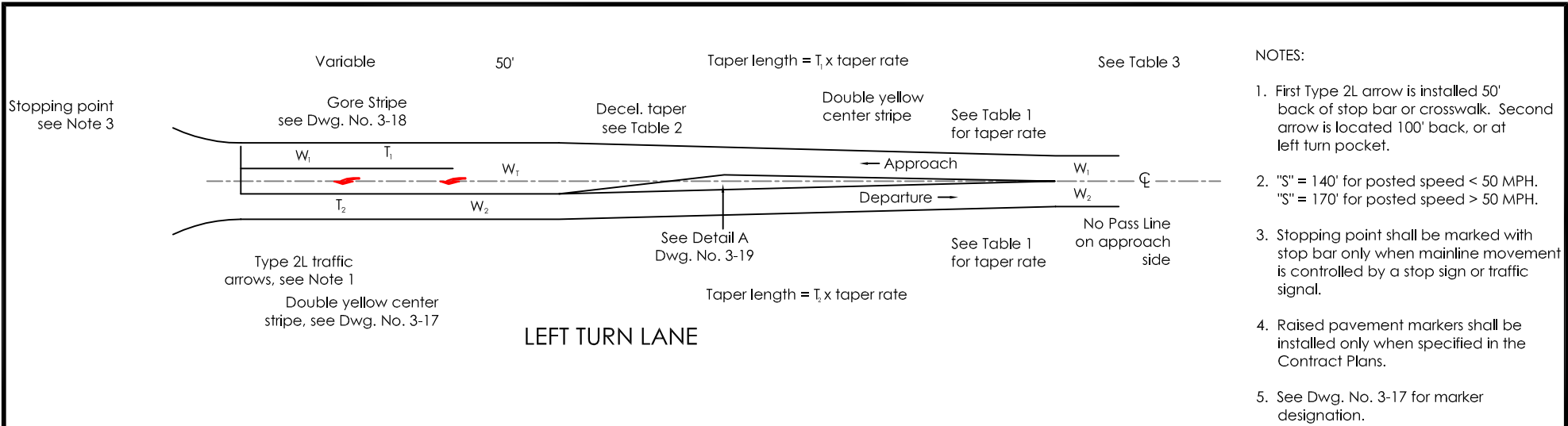


Two way left turn termination at tee intersection or where left turns are not permitted and two way left turn is not continued beyond intersection.

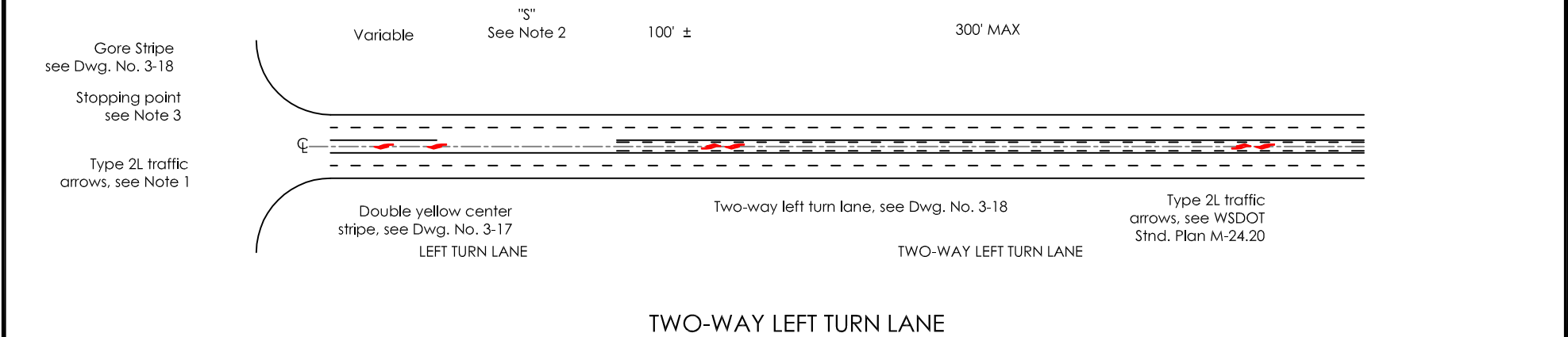
END TWO-WAY LEFT TURN LANE

- W = Approaching through lane
- W = Departing Lane
- T = Width of left turn lane on approach side of
- T = Width of left turn lane on departure side of
- W = Total width of channelization (W + W + T + T)

Rev. NOV 2014



- NOTES:
1. First Type 2L arrow is installed 50' back of stop bar or crosswalk. Second arrow is located 100' back, or at left turn pocket.
 2. "S" = 140' for posted speed < 50 MPH.
"S" = 170' for posted speed > 50 MPH.
 3. Stopping point shall be marked with stop bar only when mainline movement is controlled by a stop sign or traffic signal.
 4. Raised pavement markers shall be installed only when specified in the Contract Plans.
 5. See Dwg. No. 3-17 for marker designation.



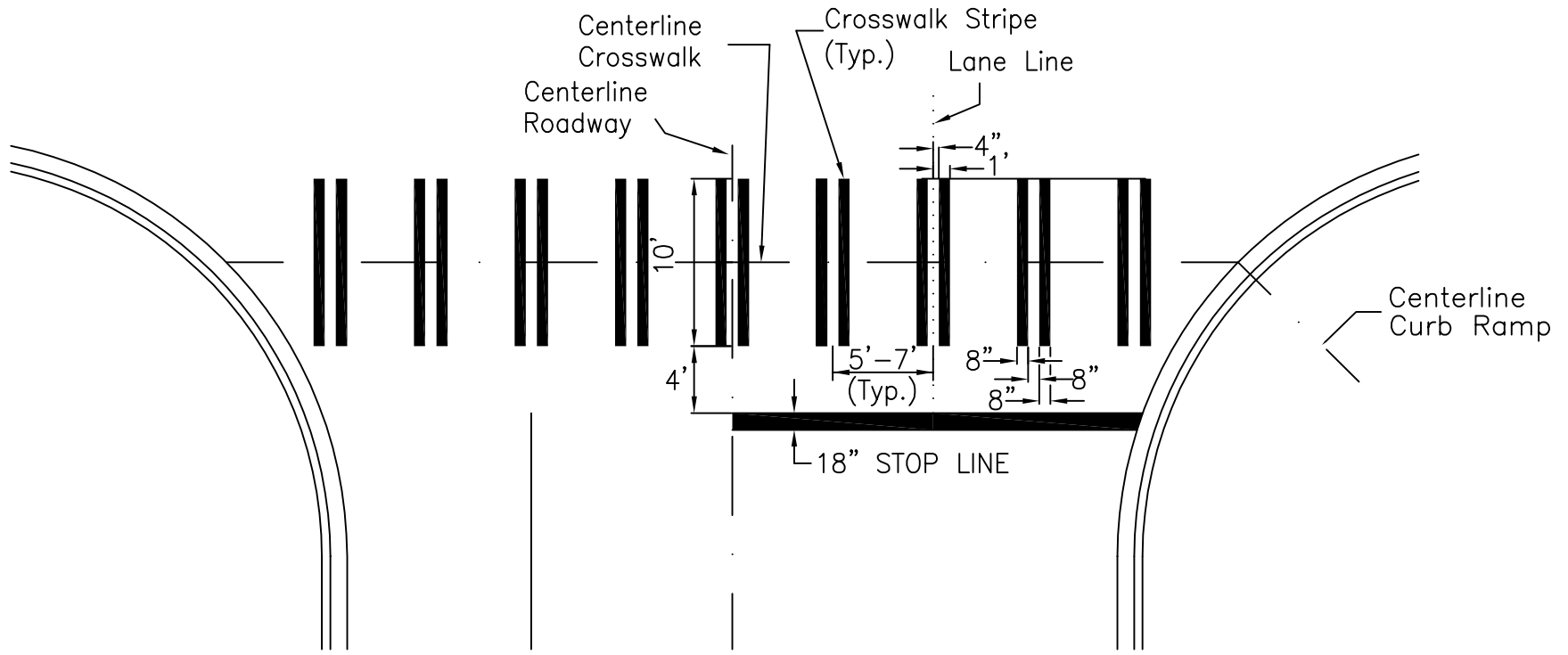
Posted Speed	Taper Rate
55 mph	55 : 1
50 mph	50 : 1
45 mph	45 : 1
40 mph	40 : 1
35 mph	35 : 1
30 mph	30 : 1
25 mph	25 : 1

Posted Speed	Decel. Taper Length
55 mph	165'
50 mph	150'
45 mph	135'
40 mph	120'
35 mph	105'
30 mph	90'
25 mph	75'

Posted Speed	No pass length (Minimum)
55 mph	725'
50 mph	660'
45 mph	590'
40 mph	360'
35 mph	260'
30 mph	200'
25 mph	150'

W_1 = Approaching through lane
 W_2 = Departing Lane
 T_1 = Width of left turn lane on approach side of
 T_2 = Width of left turn lane on departure side of
 W_T = Total width of channelization ($W_1 + W_2 + T_1 + T_2$)

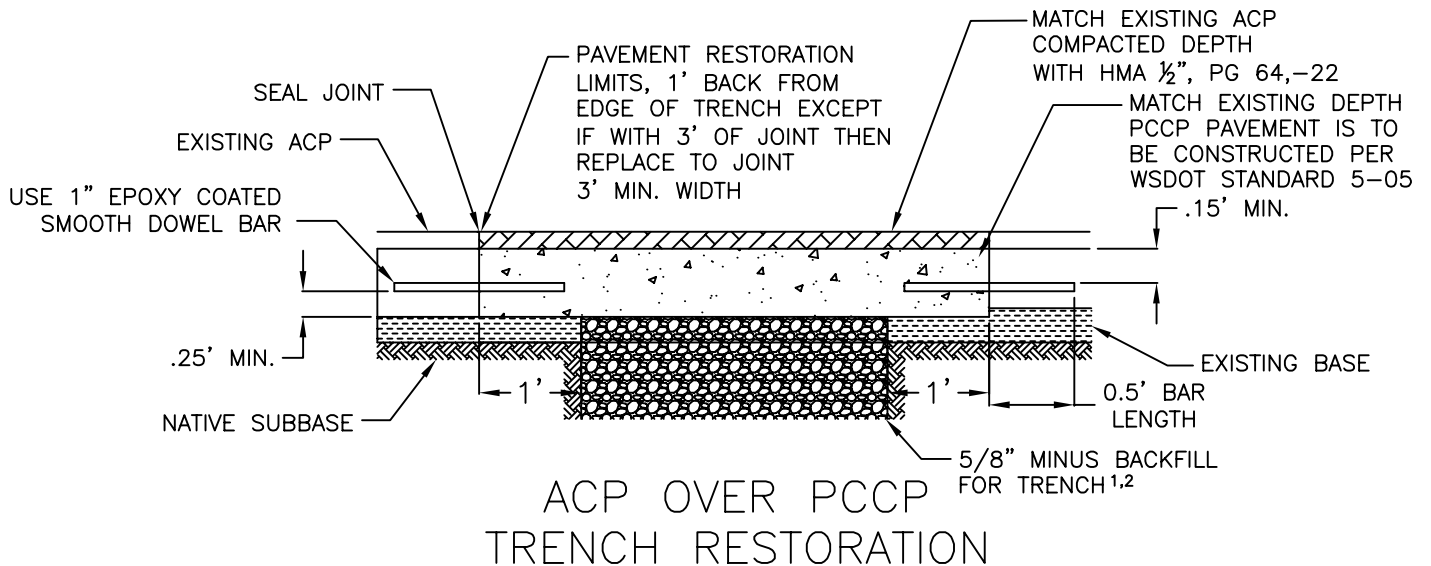
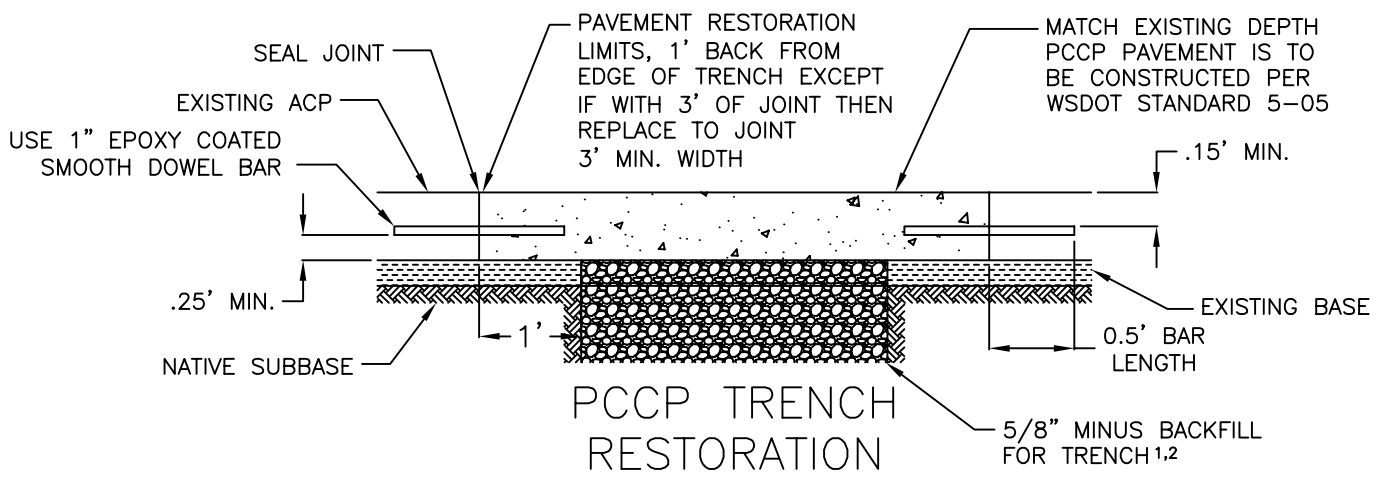
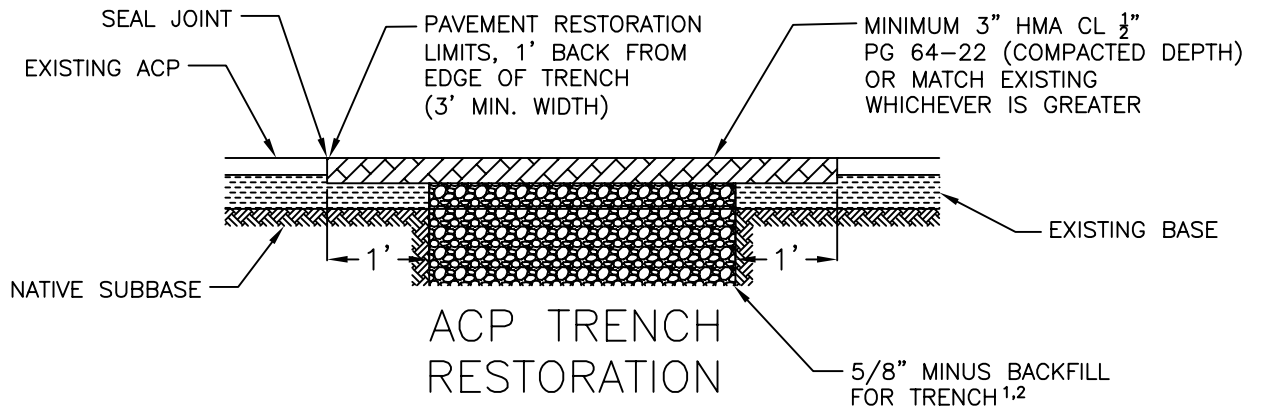
Rev. NOV 2014



CROSSWALK STRIPE DETAIL

TRAFFIC ARROWS TYPE 1S, 2SL, 2SR, 3SL, 3SR, 4S, AND 5S – SEE WSDOT STANDARD PLAN M-24.40
 "SHARKS TOOTH" YIELD LINE SYMBOL – SEE WSDOT STANDARD PLAN M-24.60
 HANDICAPPED PARKING STALL SYMBOL – SEE WSDOT STANDARD PLAN M-24.60
 BIKE LANE SYMBOL – SEE WSDOT STANDARD PLAN M-9.50
 PREFERENTIAL LANE SYMBOL – SEE WSDOT STANDARD PLAN M-7.50

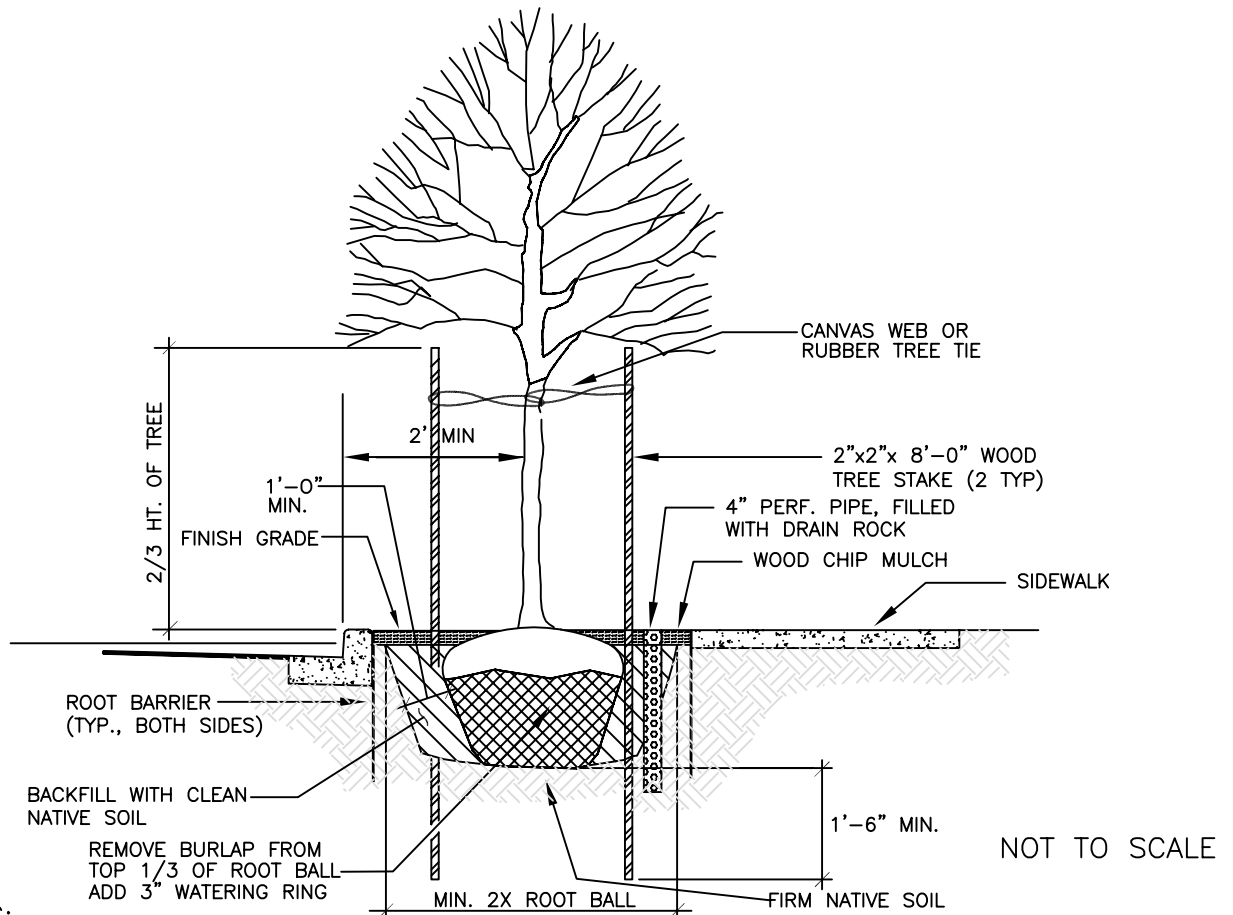
Rev. NOV 2014



NOTES:

- 1) FOR TRENCHES LESS THAN 18" WIDE, USE 100% CDF FOR TRENCH BACKFILL.
- 2) FOR TRENCHES GREATER THAN 18" WIDE, ALL BACKFILL IN RIGHT-OF-WAY SHALL BE MIN. $\frac{5}{8}$ " CSTC.

JULY 2014



NOTES:

PLANTING:

1. Dig hole 2–3 times the width of the root ball and as deep as the root ball. Do not make hole deeper than root ball.
2. Remove containers, biodegradable pots, synthetic or treated burlap, wire, twine, or ropes. Leave natural burlap in place and fold back. Loosen the roots and spread or cut circling roots.
3. Place top of root ball even with or slightly higher than soil grade on firm soil. Do not add soil amendments or gravel unless approved by Public Works Director.
4. Install 4"x 24" perforated drain pipe; fill with drain rock. Pipe shall not extend more than 1/2" above finish grade.
5. Back fill with clean native soil. Firm soil around the root ball; water slowly and thoroughly.
6. Mulch around tree with 2–4" wood-chip mulch. Do not place mulch next to trunk.

ROOT BARRIER:

1. Root barrier shall be rigid High Impact Polypropylene treated with UV inhibitors, minimum 18" height, with 1/2" raised vertical ribs 6" on center, or approved equal.
2. Install root barrier in continuous 12' strip, centered on tree, next to sidewalk and curb according to manufacturer's directions. Exposed edge shall not extend more than 1/2" above finished grade.

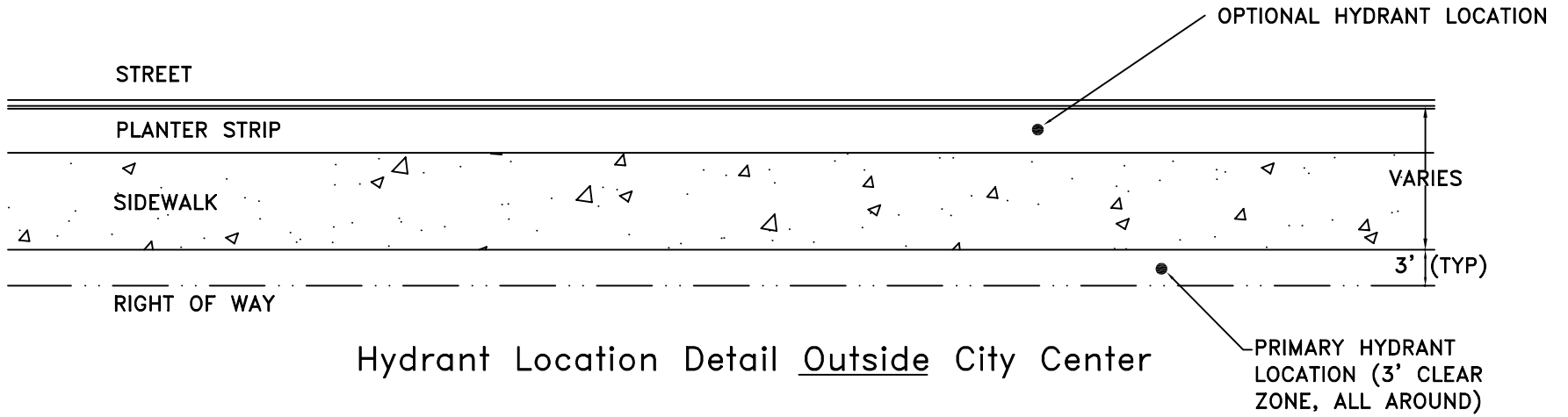
STAKING:

1. Use 2, 2"x2" by 8' long wood tree stakes. Do not drive stake through root ball.
2. Attach tree to stake with canvas web belting or rubber, using a figure-8 formation.

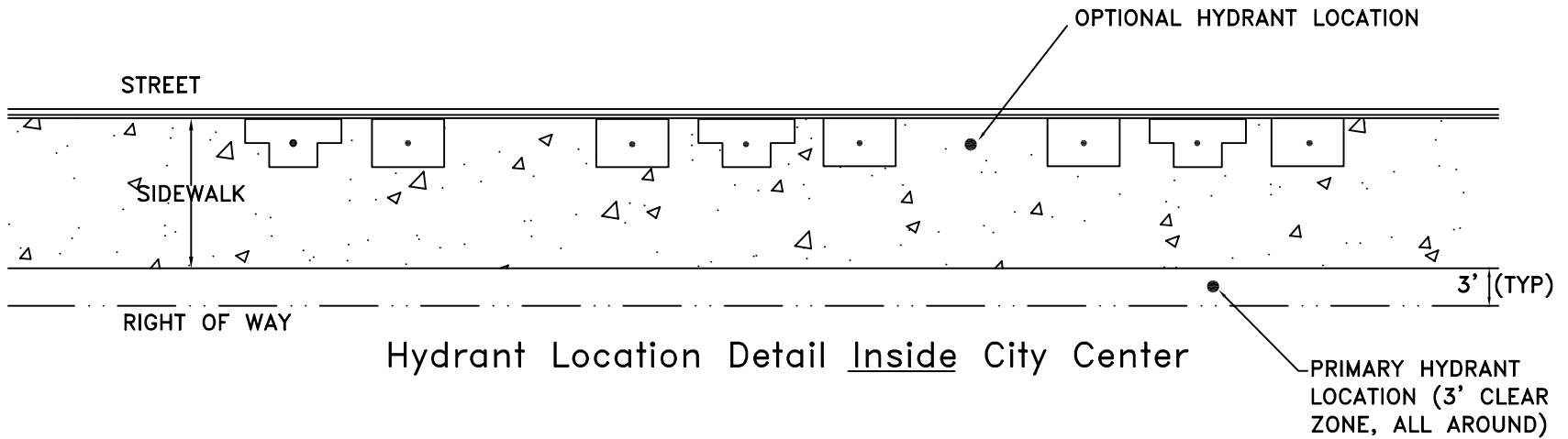
TAGS:

1. Remove tags after inspection.

REV JAN 2019



Hydrant Location Detail Outside City Center



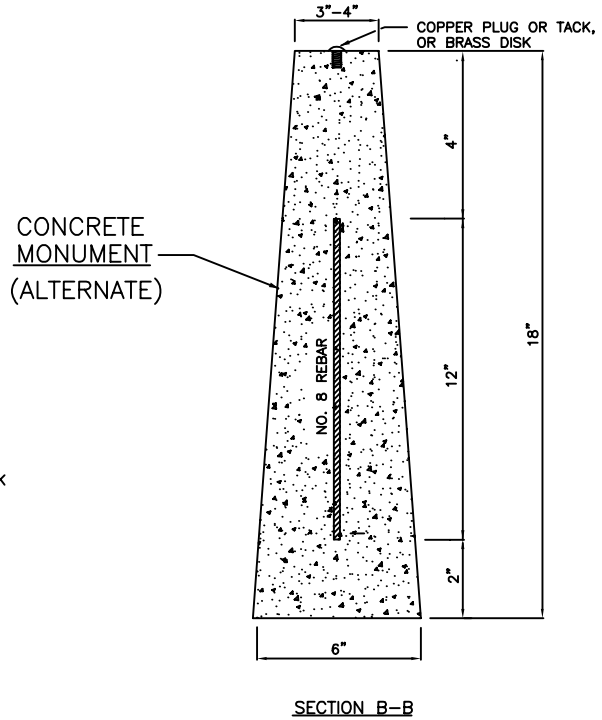
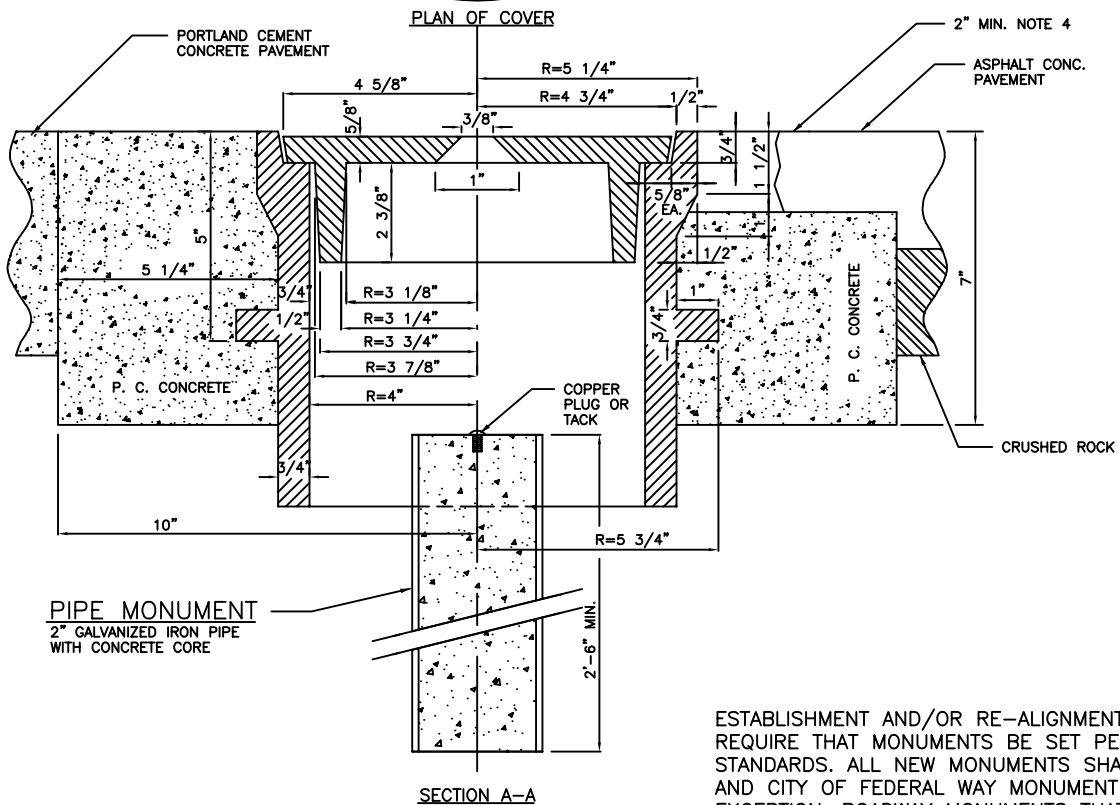
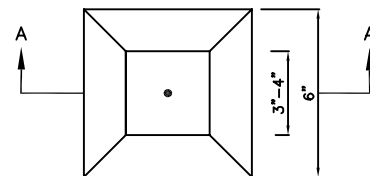
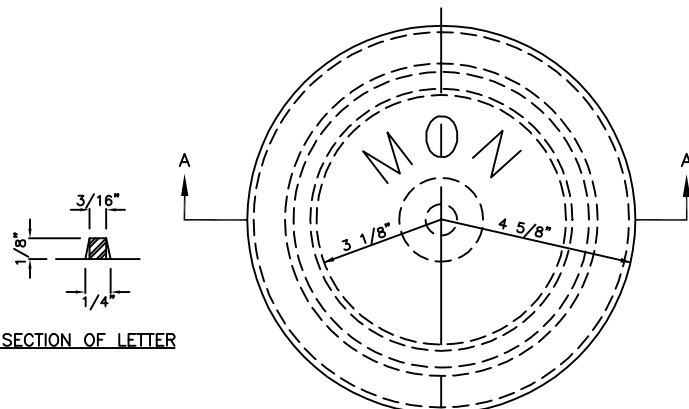
Hydrant Location Detail Inside City Center

REV. APR 2012

NOTES:

1. CASTINGS SHALL BE GRAY IRON ASTM A48, AASHTO M 105, CLASS 30.
2. COVER AND SEAT SHALL BE MACHINED FOR PERFECT CONTACT AROUND CIRCUMFERENCE AND FULL WIDTH OF BEARING SURFACE.
3. APPROXIMATE WEIGHTS, STANDARD.

CASE	60 LBS
COVER	19 LBS
TOTAL	79 LBS
4. PAVEMENT SHALL BE ASPHALT CONCRETE OR APPROVED SUBSTITUTE.
5. CONCRETE SHALL BE CLASS 4000.
6. SEE SECTION 3.8.5.
7. COVER LETTERING MAY READ MONUMENT OR MON



ESTABLISHMENT AND/OR RE-ALIGNMENT OF A ROADWAY/RIGHT-OF-WAY CENTERLINE REQUIRE THAT MONUMENTS BE SET PER SECTION 3.8.5 OF THE PUBLIC WORKS DEVELOPMENT STANDARDS. ALL NEW MONUMENTS SHALL BE DOCUMENTED WITH A RECORD OF SURVEY AND CITY OF FEDERAL WAY MONUMENT RECORD FORM (DETAIL 3-37). EXCEPTION: ROADWAY MONUMENTS THAT ARE SET/ESTABLISHED AS PART OF A RECORDED SUBDIVISION.

REV. APR 2012

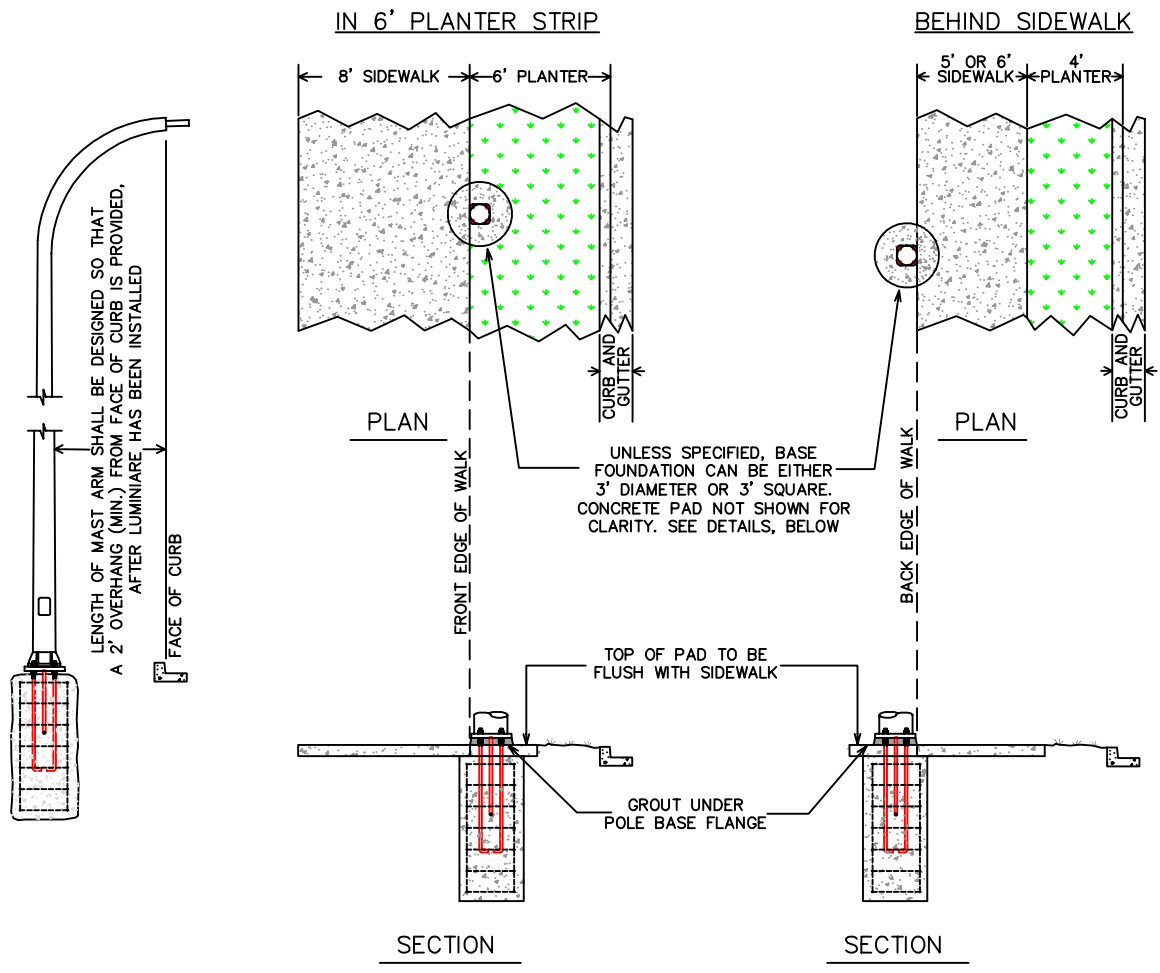


PUBLIC WORKS

ROADWAY SURVEY MONUMENT WITH CASE

DWG. NO. 3-36

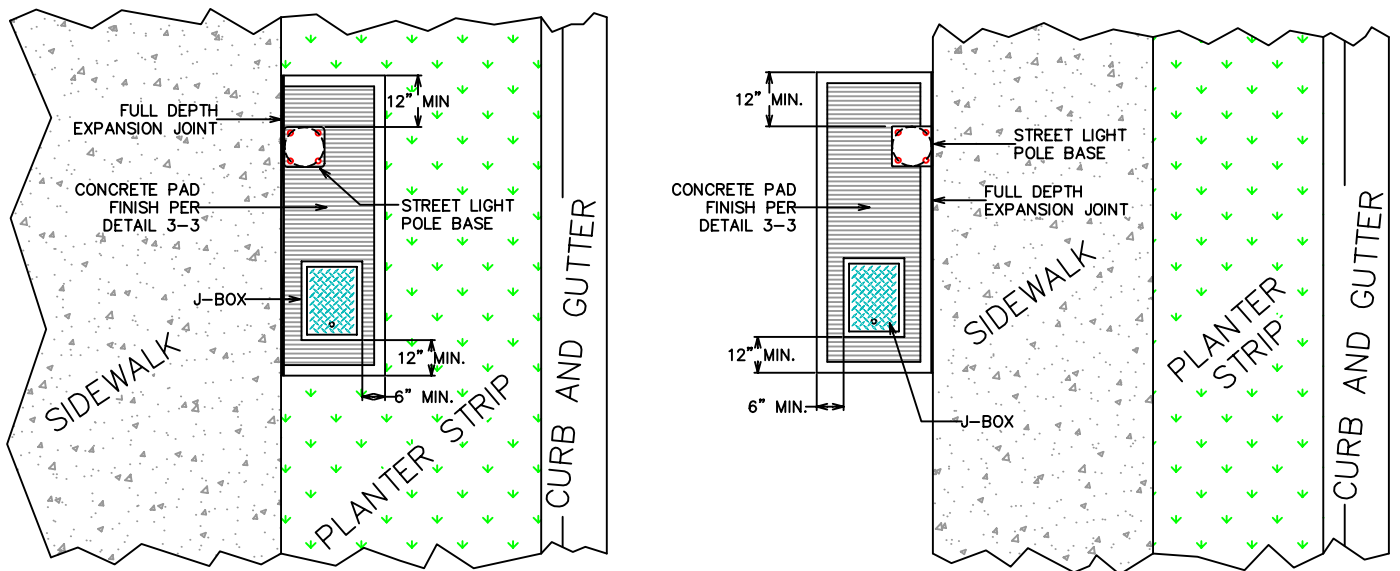
LUMINAIRE BASE LOCATION DETAIL



LUMINAIRE BASE AND J-BOX CONCRETE PAD ENCASEMENT DETAIL

FOR 6' PLANTER STRIP
(STREET LIGHT IN FRONT OF SIDEWALK)

FOR 4' PLANTER STRIP
(STREET LIGHT BEHIND SIDEWALK)

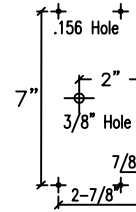


DEC 2014

36"

9"

S 320 St

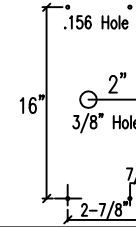


D3-1A 9x36 Copy - 6 Inch Highway Gothic Series B Silver Legend on a Green Background

36"

18"

SW Campus Drive

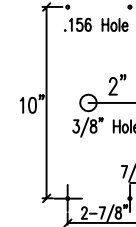


D3-3 18x36 Copy - Two Lines 6 Inch Highway Gothic Series B Silver Legend on a Green Background

36"

12"

14 Ave SW Private Road



D3-3PVT 12x36 Copy - Line 1 - 6 Inch Highway Gothic Series B
Line 2 - 3 Inch Highway Gothic Series B Silver Legend on a Green Background

MATERIALS:

Aluminum:

1. Alloy - Made from 6061-T6 aluminum alloy chemically conversion coated in accordance with ASTM Designation B449-67 Class 2 (alodine).
2. Size - 9-inches by 36-inches outside minimum dimension. Lengths of 12 by 36 inches may be used for named streets. Thickness shall be .100 inch.
3. Holes - Four (4) 0.156 inch nail holes. Two (2) holes punched 7/8 inch from one end, 1 inch from the top and bottom. Two (2) holes punched 2-7/8 inches from the same end, 1 inch from the top and bottom.
4. Finish - All edges, corners, and holes shall be smooth and free of burrs and snags.

Message:

1. Background - Type III Green. See detail.
2. Legend - Silver.
3. Legend Size - See detail.
4. Pointer signs - Pointer signs shall follow the same specifications as the street name signs, except the end opposite the attachment end shall have white 45 degree corner cuts to indicate a direction in which the legend applies.

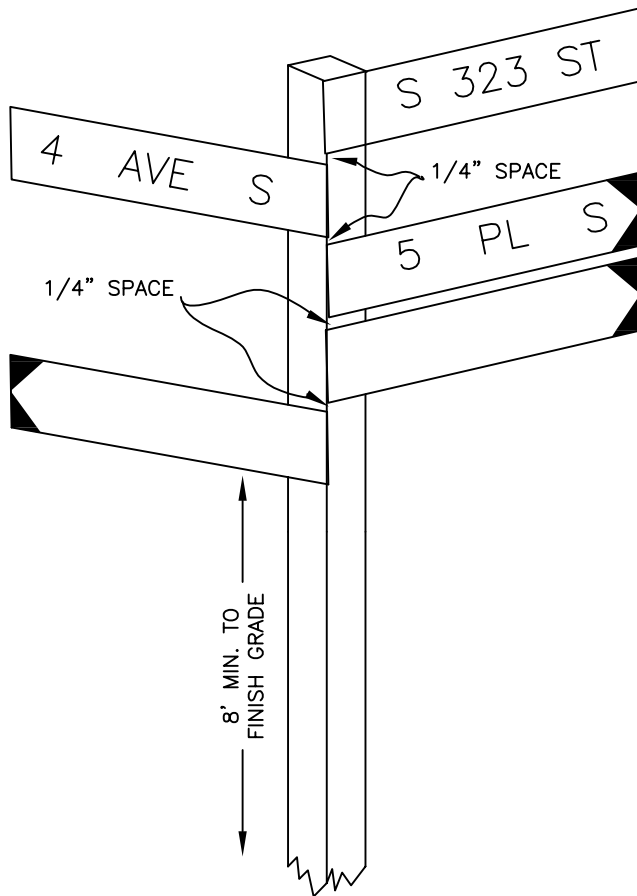
Rev. NOV 2014



PUBLIC WORKS

STREET NAME SIGNS

DWG. NO.
3-49

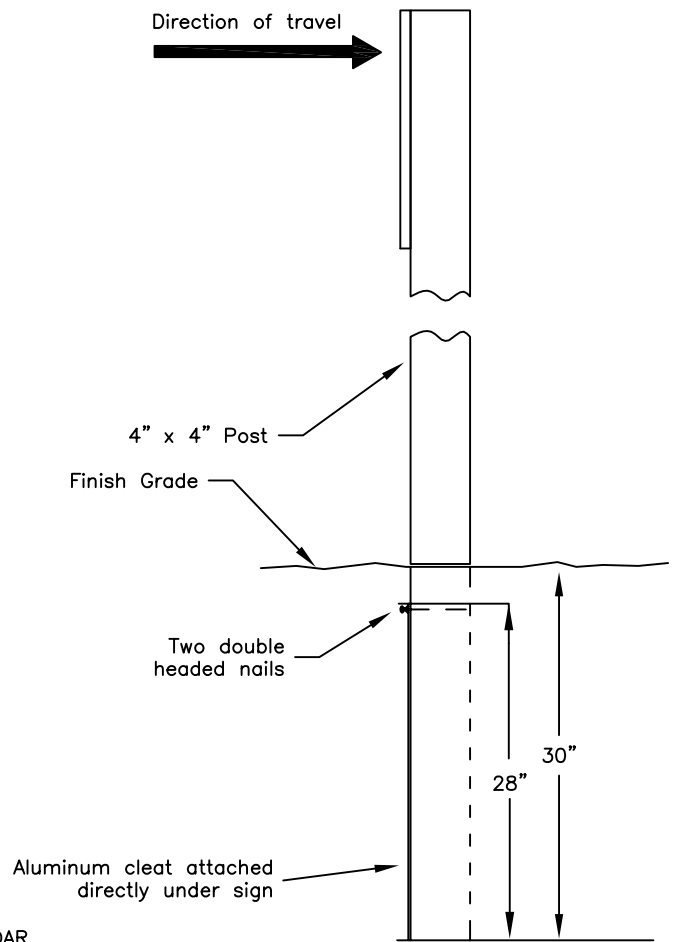
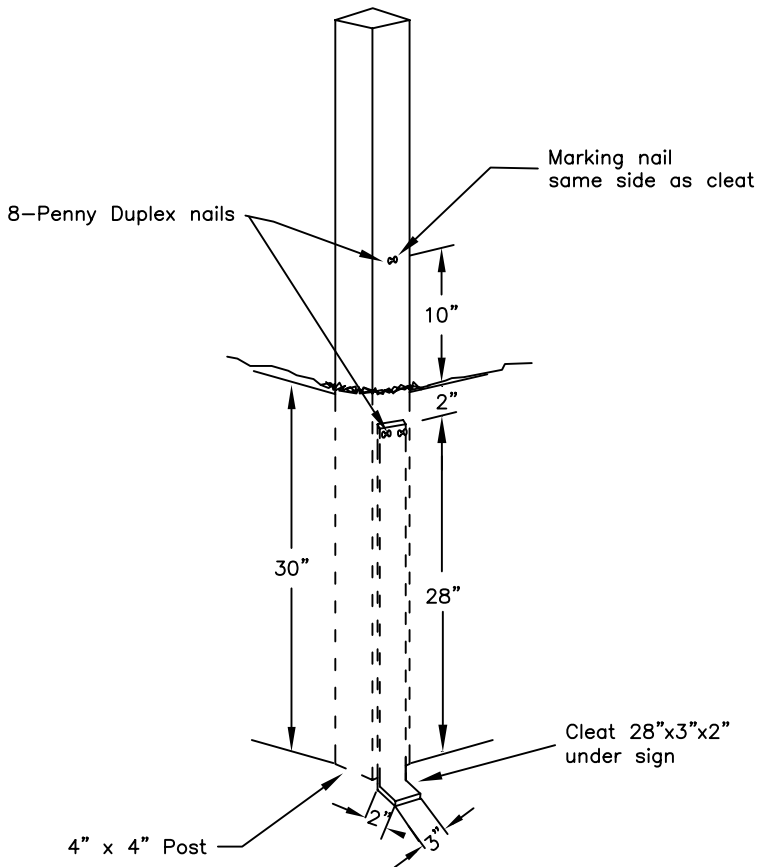


INSTALLATION

Sign

1. A maximum of 5 street name signs or pointers shall be located on one post. Longer posts will normally be needed for more than three signs to maintain 8 feet clearance from the ground line. A 1/4 inch space should be maintained between signs on the same post.
2. Street name signs shall be located above pointers and shall be installed parallel to the street which they name. Avenue street name signs designating north-south streets should normally be on top. Wedges shall be utilized if necessary to install signs other than 90 degrees to each other.
3. Signs shall be attached perpendicular to the posts with four duplex eight-penny galvanized nails or approved sign mounting brackets.
4. Street name shall be on both sides of one sign.
5. See Drawing No. 3-51 for sign post details.

Rev. 3/2010



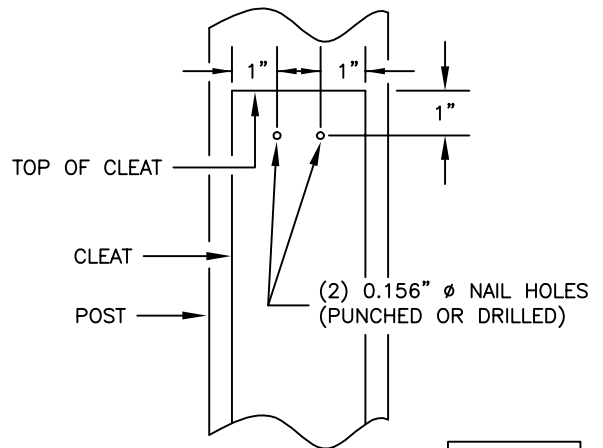
NOTES:

SIGN POSTS –

- 1) ALL GROUND MOUNTED SIGN POSTS SHALL USE WESTERN RED CEDAR OR PRESSURE TREATED FIR UNLESS APPROVED OTHERWISE BY PUBLIC WORKS.
- 2) POST GRADE (FIR) SHALL BE S4S DOUGLAS FIR LUMBER, WEST COAST INSPECTION BUREAU GRADE #2, STRUCTURAL LIGHT FRAMING, RULE #16, PARAGRAPH 124-C, SELECTED FOR STRAIGHTNESS, AND FREE OF HEART CENTER (FOHC) WOOD TO RESIST TWISTING.
- 3) PRESSURE TREATED POSTS SHALL BE TREATED WITH A 4-1/2% TO 5-1/2% HEAVY PETROLEUM SOLVENT PENTACHLOROPHENOL SOLUTION IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF AASHTO DESIGNATION M133, WITH A MINIMUM NET RETENTION OF THE DRY SALT OF 1/2 POUND PER CUBIC FOOT OF WOOD.
- 4) POSTS SHALL BE 4"x 4", WITH A MINIMUM LENGTH OF 12 FEET. LONGER POSTS MAY BE NEEDED TO MAINTAIN 8- FEET OF VERTICAL CLEARANCE ABOVE WALKING AREAS. POSTS SHALL BE 14 FEET IF TRAFFIC CONTROL SIGNS WILL BE INSTALLED ON THE SAME POST.
- 5) BACKFILL SHALL BE COMPACTED AT SEVERAL LAYERS TO MINIMIZE SETTLING.
- 6) ALL POSTS SHALL BE 2-WAY PLUMB.

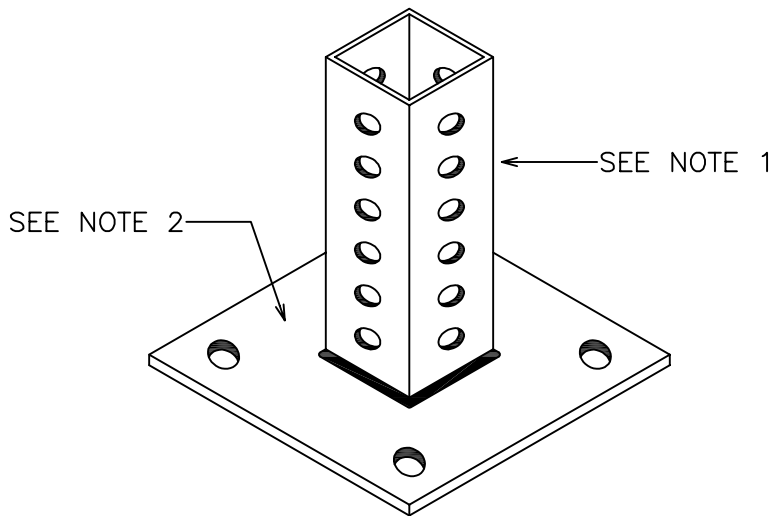
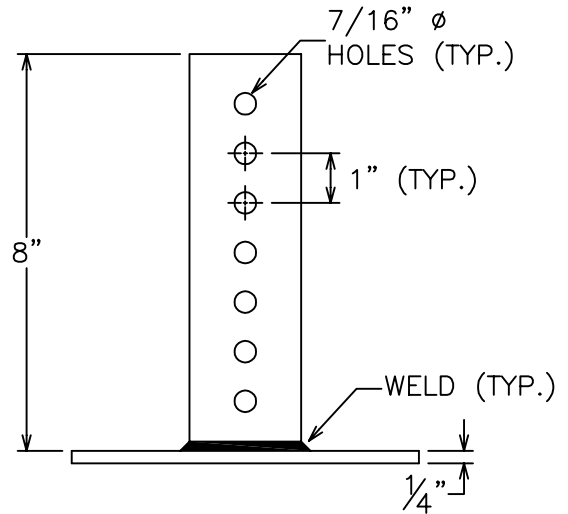
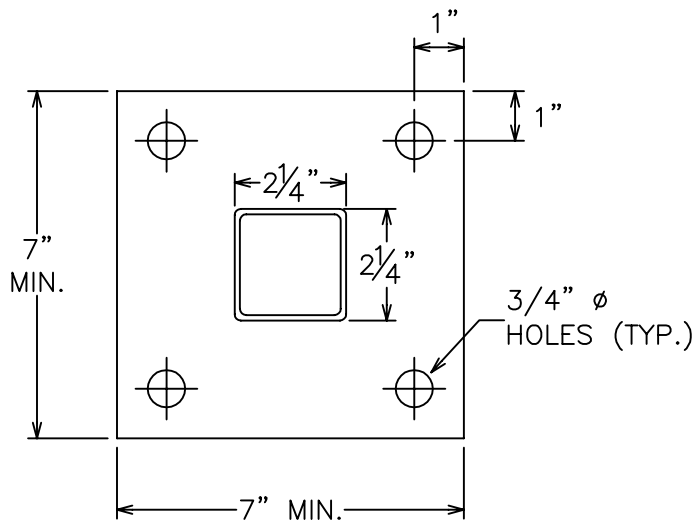
CLEATS –

- 1) ALL POSTS SHALL BE FITTED WITH AN ALUMINUM CLEAT AS SHOWN TO PREVENT SIGNPOST ROTATION AND/OR UNAUTHORIZED POST REMOVAL.
- 2) CLEATS SHALL BE ALUMINUM ALLOY, 6061-T6, CHEMICALLY COATED IN ACCORDANCE WITH ASTM B449-67 CLASS 2.
- 3) CLEATS SHALL BE 30 INCHES LONG, 3 INCHES WIDE, THICKNESS OF 0.08, WITH A 2-INCH TURNOUT OF 90°. NAIL HOLES OF 0.156 INCHES DIAMETER SHALL BE PUNCHED OR DRILLED IN THE LOCATIONS AS SHOWN.
- 4) POSITION CLEAT TURN-OUT AWAY-FROM AND EVEN-WITH THE BOTTOM OF THE POST.



NTS

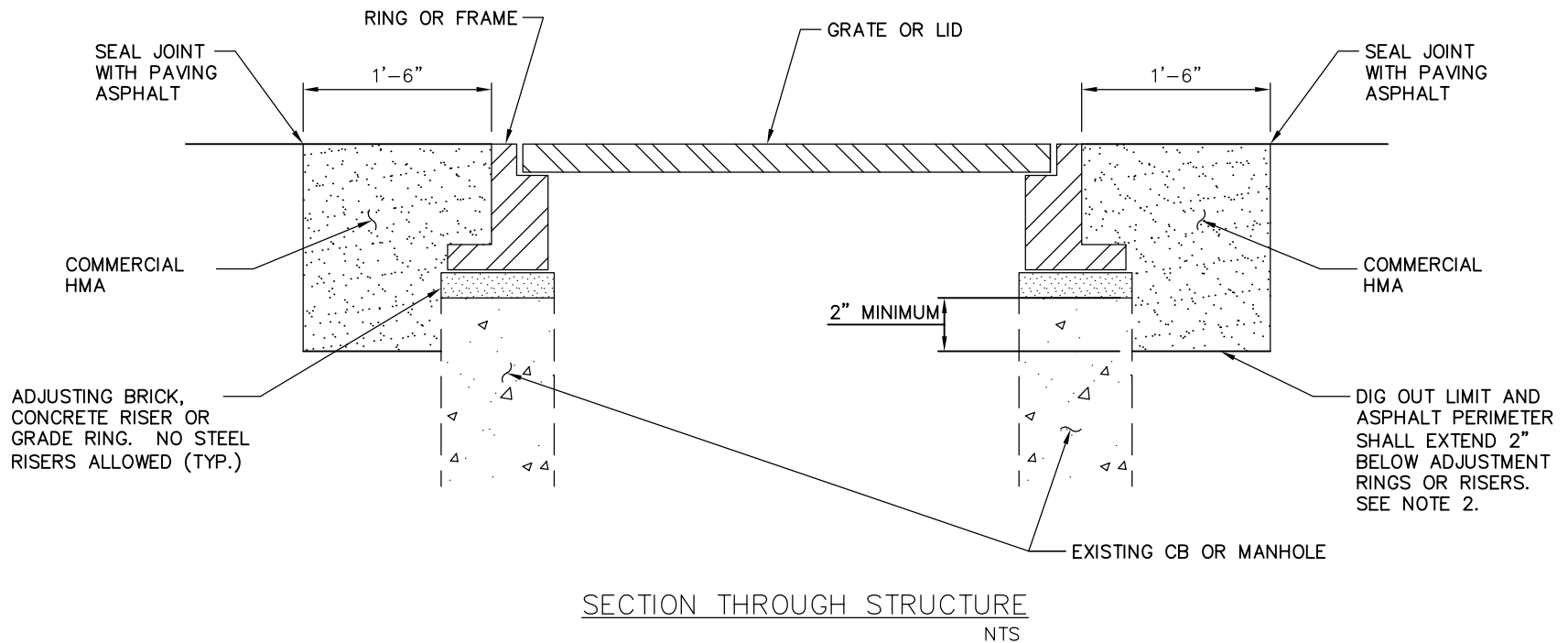
JULY 2014



NOTES:

- 1) PREGALVANIZED PERFORATED SQUARE TUBING SHALL BE ACCURATELY AND CAREFULLY COLD-FORMED TO SIZE FROM LOW-CARBON 12 GAUGE, ASTM A653 GRADE 33.
- 2) 1/4" THICK PLAIN STEEL BOTTOM PLATE; ASTM A1101 SS GRADE 33.
- 3) FINAL ASSEMBLED PIECE SHALL BE PAINTED GRAY FOR WEATHER RESISTANCE.
- 4) LOCATE SIGN PER PLAN OR AS DIRECTED BY CITY TRAFFIC ENGINEER. IN CITY CENTER, THIS IS TYPICALLY ALIGNED WITH TREE WELLS AND STREET LIGHTS, NEAR THE STREET.
- 5) LOCATE BASE PLATE TO MAINTAIN A.D.A. PATH ON SIDEWALK (MIN. 4-FOOT PASSAGE WIDTH).

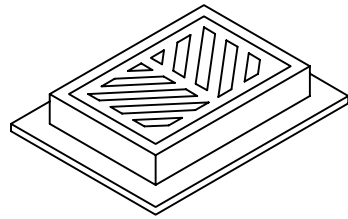
JAN 2017



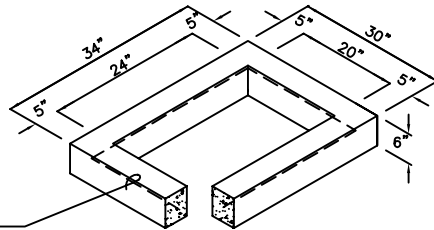
NOTES:

- 1) THE EXISTING STRUCTURE SHALL BE RAISED OR LOWERED TO THE REQUIRED ELEVATION USING CONCRETE BLOCKS, BRICK, AND/OR CONCRETE RINGS. EACH JOINT SHALL BE GROUTED USING A $\frac{3}{4}$ INCH LAYER OF NON-SHRINK MORTAR, PLASTERED SMOOTH INSIDE AND OUT. COVERS SHALL BE SEATED ON A UNIFORM LAYER OF GROUT TO PREVENT ROCKING.
- 2) IF RISERS OR GRADE RINGS ARE LESS THAN 2" THICK, THEN THE DIG-OUT LIMITS (AND HMA DEPTH) SHALL BE EXTENDED TO 2" BELOW THE NEXT RING OR RISER THAT IS GREATER THAN 2" THICK.
- 3) HMA SHALL BE MECHANICALLY COMPACTED IN 3" MAXIMUM LIFTS.
- 4) SEE DETAIL 3-36 FOR ADJUSTMENT OF SURVEY MONUMENT CASTINGS.

REV: NOV 2011

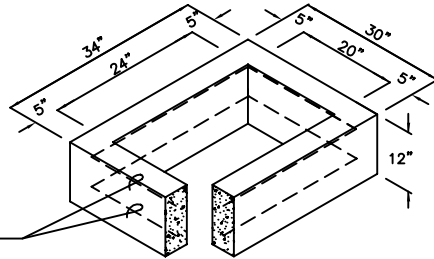


FRAME AND GRATE



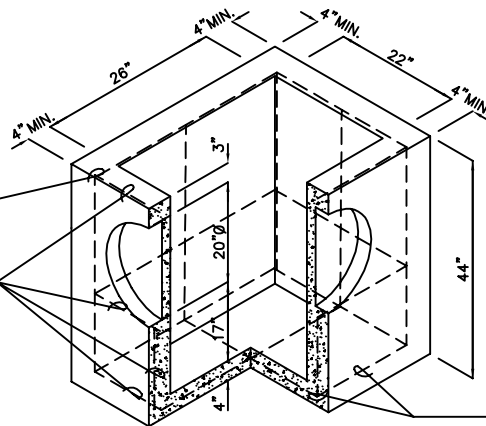
6" RISER SECTION

1 #3 BAR HOOP



12" RISER SECTION

2 #3 BAR HOOPS



PRECAST BASE SECTION
(MEASUREMENT AT THE TOP
OF THE BASE)

#3 BAR EACH CORNER

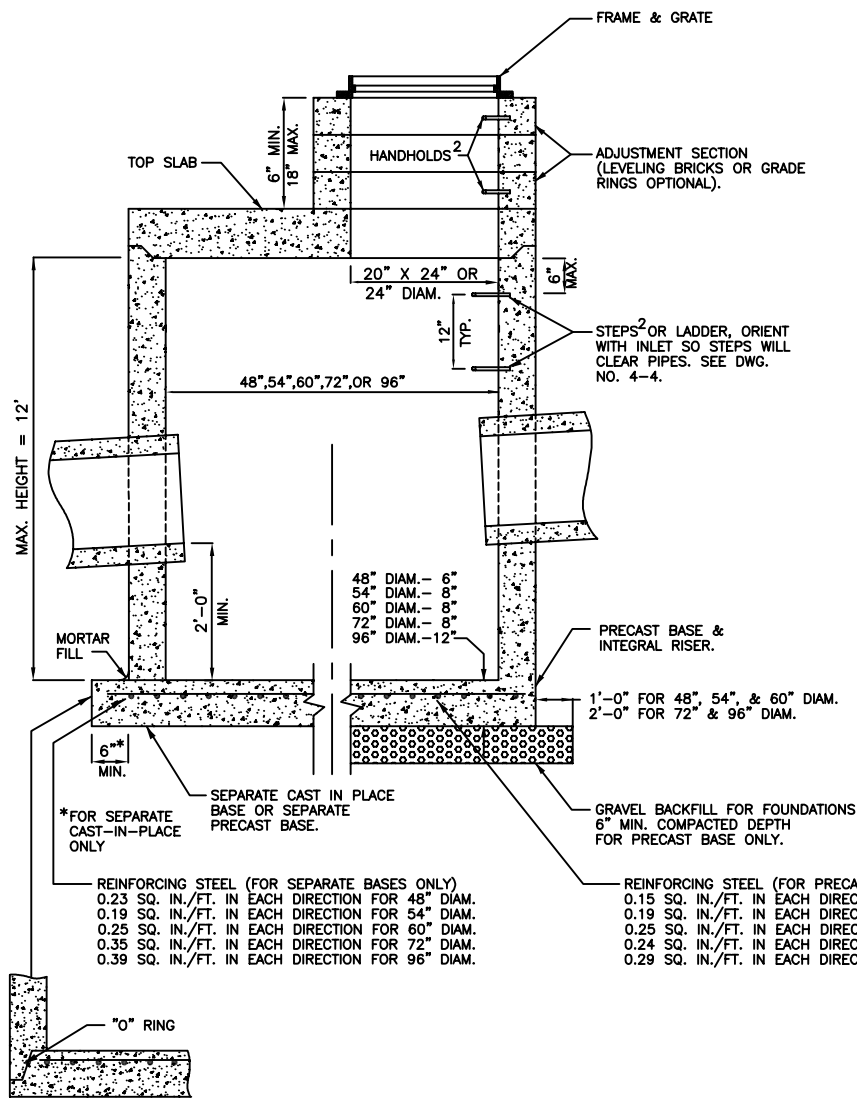
#3 BAR EACH SIDE

#3 BAR EACH WAY

NOTES:

1. CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (AASHTO M 199) & C890 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
2. AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497 (AASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
3. ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000.
4. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. ALL PIPE SHALL BE INSTALLED IN FACTORY PROVIDED KNOCKOUTS. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT.
5. KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS.
6. ROUND KNOCKOUTS MAY BE ON ALL 4 SIDES, WITH MAX. DIAM. OF 20". KNOCKOUTS MAY BE EITHER ROUND OR "D" SHAPE.
7. THE MAX. DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT IS 5'-0".
8. THE TAPER ON THE SIDES OF THE PRECAST BASE SECTION AND RISER SECTION SHALL NOT EXCEED 1/2"/FT.
9. CATCH BASIN FRAME AND GRATE SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS AND MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION RR-F-62ID. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
10. FRAME AND GRATE MAY BE INSTALLED WITH FLANGE DOWN OR CAST INTO RISER.
11. EDGE OF RISER OR BRICK SHALL NOT BE MORE THAN 2" FROM VERTICAL EDGE OF CATCH BASIN WALL.

JULY 2014



NOTES:

1. CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (AASHTO M199) AND ASTM C890 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
2. HANDHOLDS IN ADJUSTMENT SECTION SHALL HAVE 3" MIN. CLEARANCE. STEPS IN CATCH BASIN SHALL HAVE 6" MIN. CLEARANCE. SEE DWG. NO. 2-006, CATCH BASIN DETAILS. HANDHOLDS SHALL BE PLACED IN ALTERNATING GRADE RINGS OR LEVELING BRICK COURSE WITH A MIN. OF ONE HANDHOLD BETWEEN THE LAST STEP AND TOP OF THE MANHOLE.
3. ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000. ALL PRECAST CONCRETE SHALL BE CLASS 4000.
4. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" MIN. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT. PIPES SHALL BE INSTALLED ONLY IN FACTORY KNOCKOUTS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS. MAX. HOLE SIZE SHALL BE 36" FOR 48" CATCH BASIN, 42" FOR 54" C.B., 48" FOR 60" C.B., 60" FOR 72" C.B., 84" FOR 96" C.B. MIN. DISTANCE BETWEEN HOLES SHALL BE 8" FOR 48", 54", AND 60" C.B.; 12" FOR 72" AND 96" C.B.
6. CATCH BASIN FRAMES AND GRATES OR COVERS SHALL BE IN ACCORDANCE WITH SEC. 7.05 OF K.C.R.S. AND MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION RR-F-621D. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
7. ALL BASE REINFORCING STEEL SHALL HAVE A MIN. YIELD STRENGTH OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASE WITH 1" MIN. CLEARANCE.
8. MIN. SOIL BEARING VALUE SHALL EQUAL 3,300 POUNDS PER SQUARE FOOT.
9. FOR DETAILS SHOWING LADDER, STEPS, HANDRAILS AND TOP SLABS, SEE DWG. NO. 4-4.
10. SEE THE WSDOT/APWA STANDARD SPECIFICATIONS SEC. 7-05.3 FOR JOINT REQUIREMENTS.

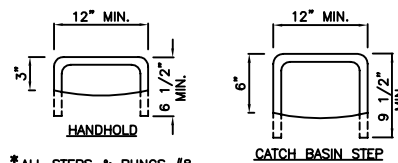
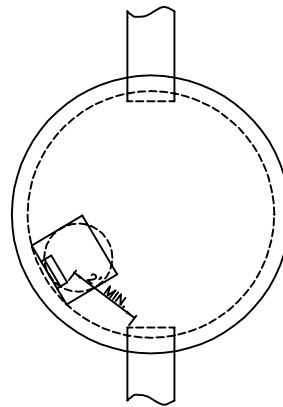
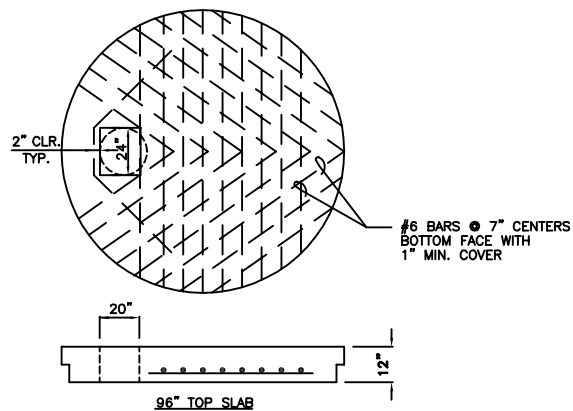
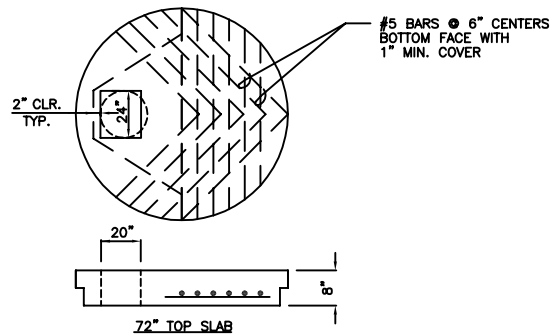
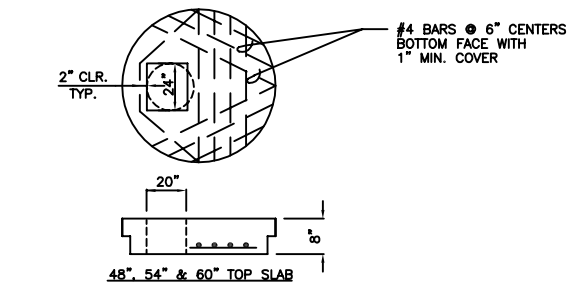
REINFORCING STEEL (FOR SEPARATE BASES ONLY)

0.23 SQ. IN./FT. IN EACH DIRECTION FOR 48" DIAM.
0.19 SQ. IN./FT. IN EACH DIRECTION FOR 54" DIAM.
0.25 SQ. IN./FT. IN EACH DIRECTION FOR 60" DIAM.
0.35 SQ. IN./FT. IN EACH DIRECTION FOR 72" DIAM.
0.39 SQ. IN./FT. IN EACH DIRECTION FOR 96" DIAM.

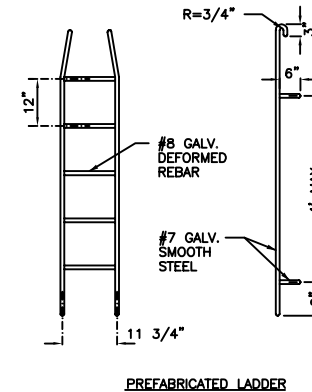
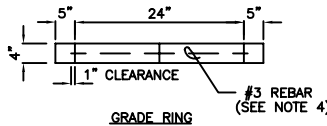
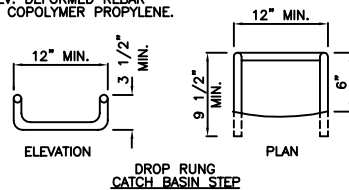
REINFORCING STEEL (FOR PRECAST BASE & INTEGRAL RISER ONLY)

0.15 SQ. IN./FT. IN EACH DIRECTION FOR 48" DIAM.
0.19 SQ. IN./FT. IN EACH DIRECTION FOR 54" DIAM.
0.25 SQ. IN./FT. IN EACH DIRECTION FOR 60" DIAM.
0.24 SQ. IN./FT. IN EACH DIRECTION FOR 72" DIAM.
0.29 SQ. IN./FT. IN EACH DIRECTION FOR 96" DIAM.

JULY 2014



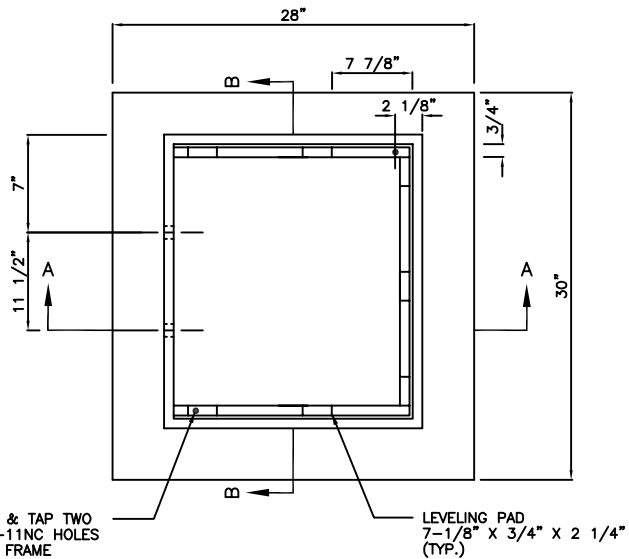
* ALL STEPS & RUNGS #8 GALV. DEFORMED REBAR OR COPOLYMER PROPYLENE.



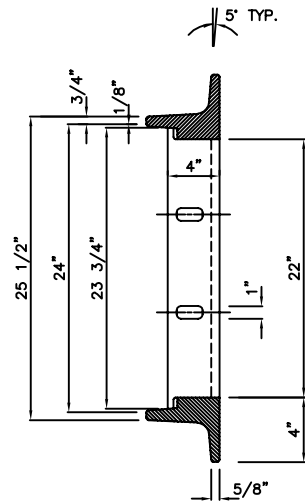
NOTES:

1. PROPRIETARY CATCH BASIN HANDHOLDS AND STEPS ARE ACCEPTABLE, PROVIDED THAT THEY CONFORM TO SEC. R, ASTM C478, AASHTO M-199 AND MEET ALL WISHA REQUIREMENTS.
2. CATCH BASIN STEP/HANDHOLD LEGS SHALL BE PARALLEL OR APPROXIMATELY RADIAL AT THE OPTION OF THE MANUFACTURER, EXCEPT THAT ALL STEPS IN ANY CATCH BASIN SHALL BE SIMILAR. PENETRATION OF OUTER WALL BY A LEG IS PROHIBITED.
3. HANDHOLDS AND STEPS SHALL HAVE "DROP" RUNGS AS SHOWN ON DETAIL OR PROTUBERANCES TO PREVENT SIDEWAYS SLIP.
4. SLAB OPENING MAY BE 24" X 20" OR 24" DIAM.
5. AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497.
6. LADDERS OR STEPS SHALL EXTEND TO WITHIN 16" OF BOTTOM OF CATCH BASIN.
7. HANGING LADDERS SHALL BE PERMANENTLY FASTENED AT TOP BY HANGING ON STEP OR BY BOLTING OR EMBEDDING IN CONCRETE. EACH SHALL BE EMBEDDED AT BOTTOM IN BASE.
8. ADDITIONAL SAFETY FEATURES MAY BE REQUIRED IN VERY DEEP OR UNUSUAL STRUCTURES.

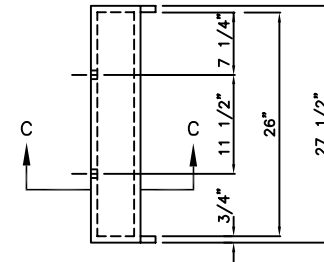
JULY 2014



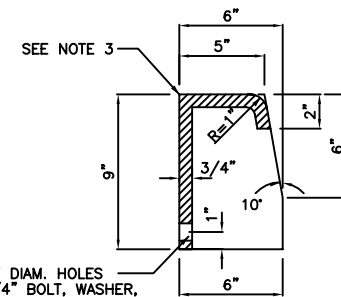
PLAN



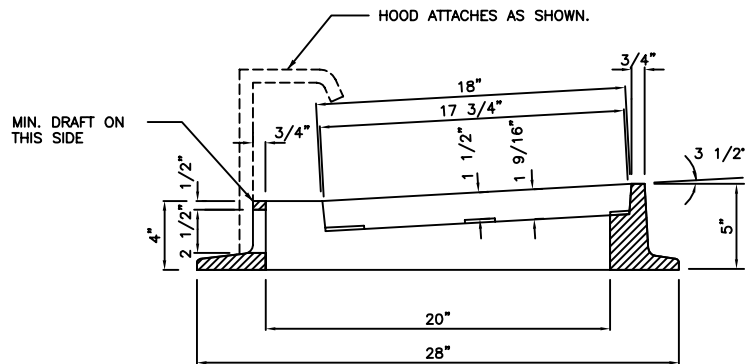
SECTION B-B



HOOD DETAIL



SECTION C-C

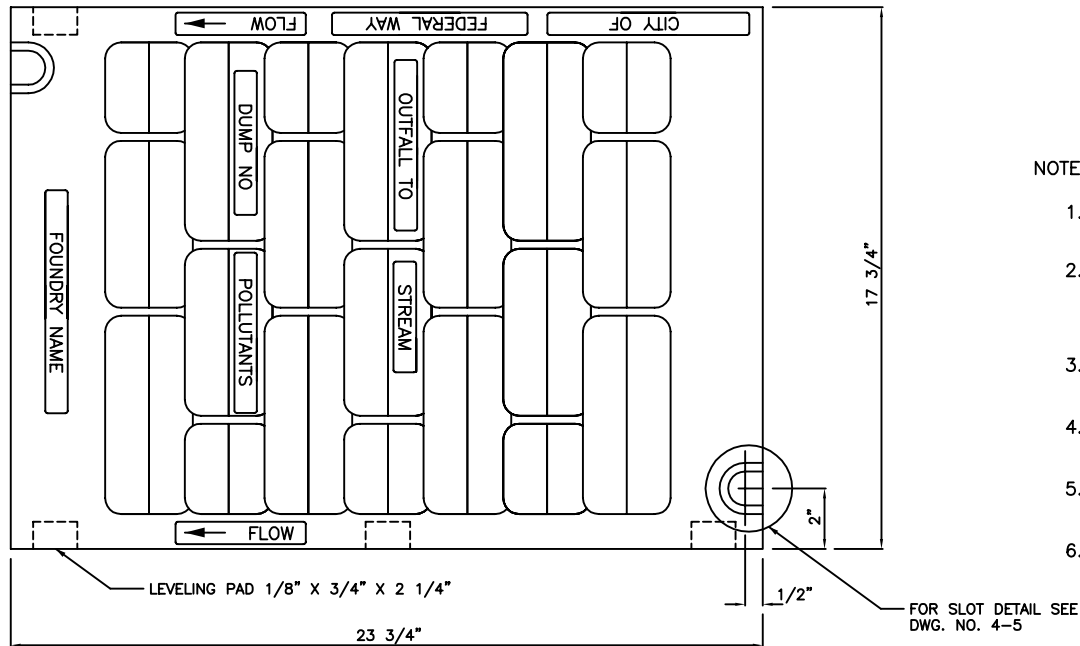


SECTION A-A

NOTES:

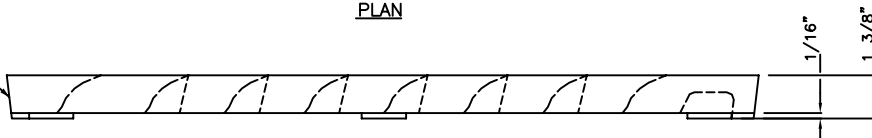
1. MATERIAL IS CAST IRON ASTM A48 CLASS 30.
2. SEE DWG. NO. 4-10 FOR VANED GRATE.
3. PATTERN ON TOP SURFACE OF HOOD SHALL BE 3/16" NON-SKID DIAMOND.
4. BOLT, WASHER, AND NUT SHALL BE GALV. OR CORROSION RESISTANT.

JULY 2014



PLAN

5" DRAFT

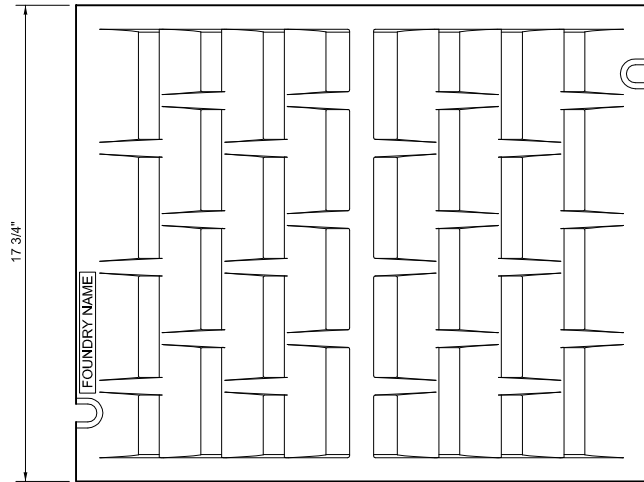


ELEVATION

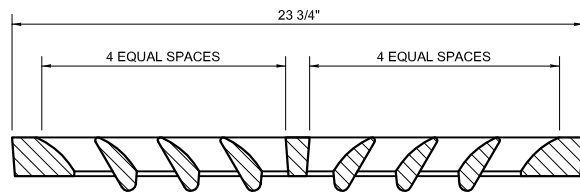
NOTES:

1. SELF-LOCK VANED GRATE MANUFACTURER SUBJECT TO APPROVAL BY ENGINEER.
2. USE WITH TWO LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG. NOTE SLOT DETAIL.
3. MATERIAL IS DUCTILE IRON ASTM A536 GRADE 80-55-06.
4. "OUTFALL TO STREAM DUMP NO POLLUTANTS" MAY BE LOCATED ON BORDER AREA.
5. INSTALL BI-DIRECTIONAL VANED GRATES AT SAG LOCATIONS.
6. THE WORDS "CITY OF FEDERAL WAY SHALL BE OMITTED IF GRATE IS ON A PRIVATE SYSTEM.

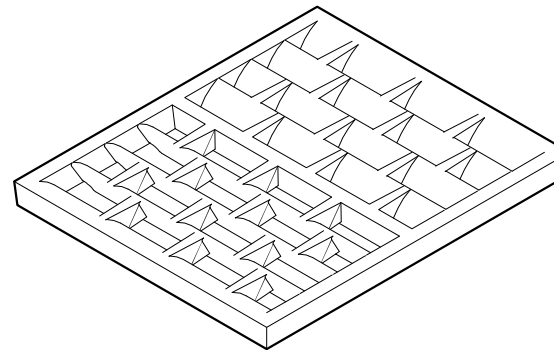
REV. MAR 2011



TOP



SECTION

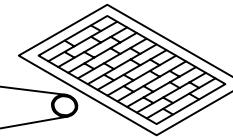


ISOMETRIC

NOTES:

1. SELF-LOCK VANED GRATE MANUFACTURER SUBJECT TO APPROVAL BY ENGINEER.
2. USE WITH TWO LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG. NOTE SLOT DETAIL.
3. MATERIAL IS DUCTILE IRON ASTM A536 GRADE 80-55-06.
4. "OUTFALL TO STREAM DUMP NO POLLUTANTS" MAY BE LOCATED ON BORDER AREA.
5. INSTALL BI-DIRECTIONAL VANED GRATES AT SAG LOCATIONS.
6. THE WORDS "CITY OF FEDERAL WAY SHALL BE OMITTED IF GRATE IS ON A PRIVATE SYSTEM.

JAN 2019



ADHERE TO PAVEMENT
ADJACENT TO GRATE

PARKING LOT INSTALLATION

NOTES:

1. CONTRACTOR TO INSTALL STREAM PROTECTION MARKERS AT EACH CATCH BASIN.
2. MARKERS AND INSTALLATION INSTRUCTIONS AVAILABLE AT PUBLIC WORKS DEPARTMENT.
3. ADHESIVE MATERIAL IS SPECIFIED IN THE INSTALLATION INSTRUCTIONS, AND SHALL BE PURCHASED BY THE OWNER OR CONTRACTOR.
4. MARKERS AVAILABLE FROM PUBLIC WORKS MAY DIFFER FROM THAT SHOWN.

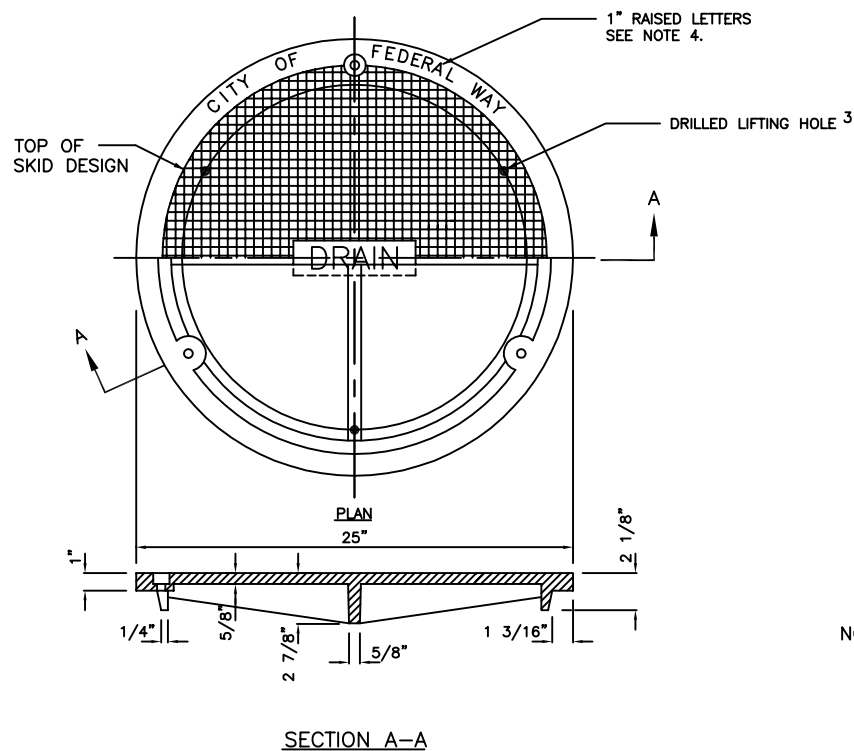


ADHERE TO TOP OF CURB

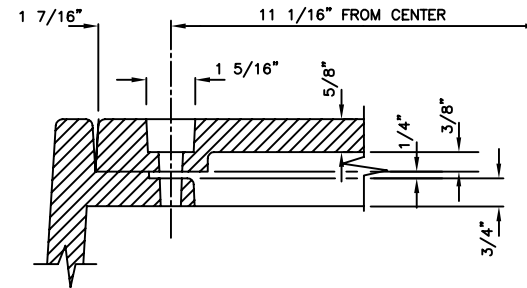
THIS SIDE TOWARDS SIDEWALK

CURB AND GUTTER INSTALLATION

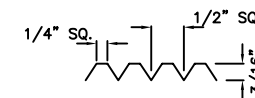
REV. NOV 2010



REV MAR 2011



BOLT-DOWN DETAIL



COVER SKID DESIGN DETAIL

NOTES:

1. USE WITH THREE LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG. DRILL HOLES SPACED 120° AT 11 1/16" RADIUS.
2. MATERIAL IS DUCTILE IRON ASTM A536 GRADE 80-55-06
3. DRILL THREE 1 INCH HOLES SPACED AT 120° AND 9 1/2" RADIUS.
4. THE WORDS "CITY OF FEDERAL WAY" SHALL BE OMITTED IF COVER IS ON A PRIVATE SYSTEM.

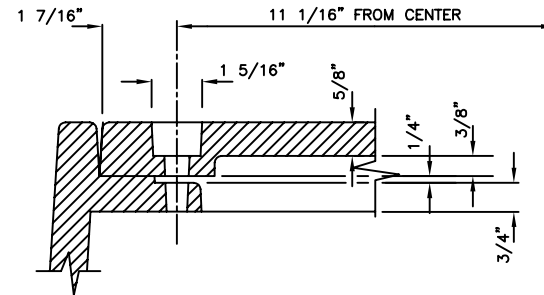
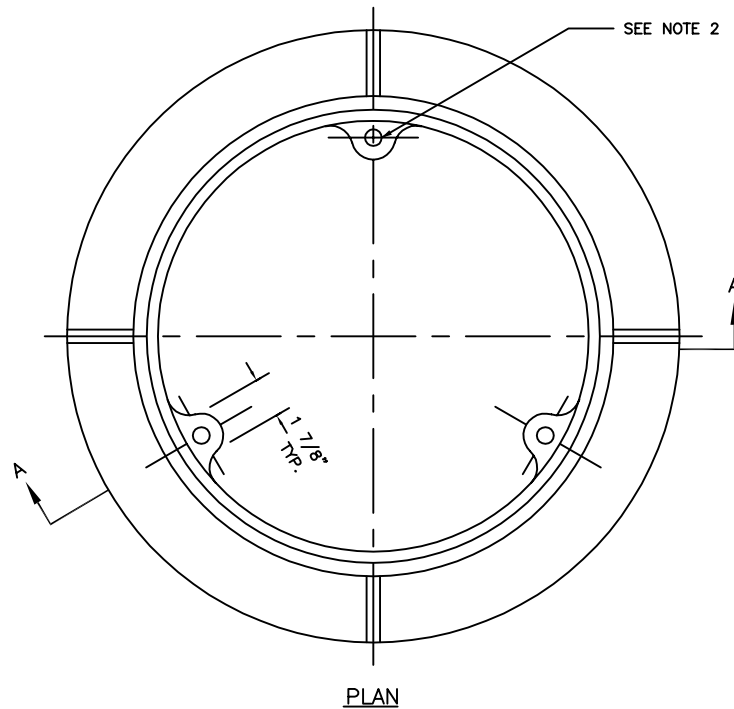
REV MAR 2011



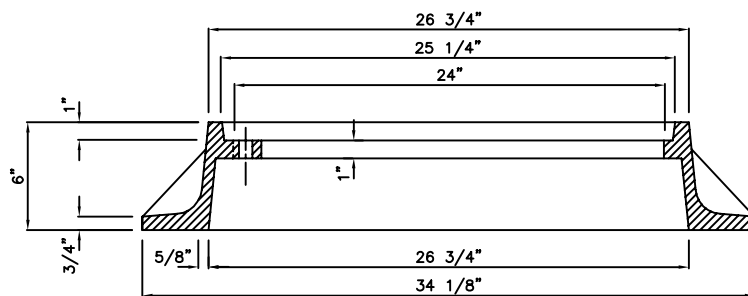
PUBLIC WORKS

ROUND LOCKING COVER

DWG. NO.
4-12



BOLT-DOWN DETAIL

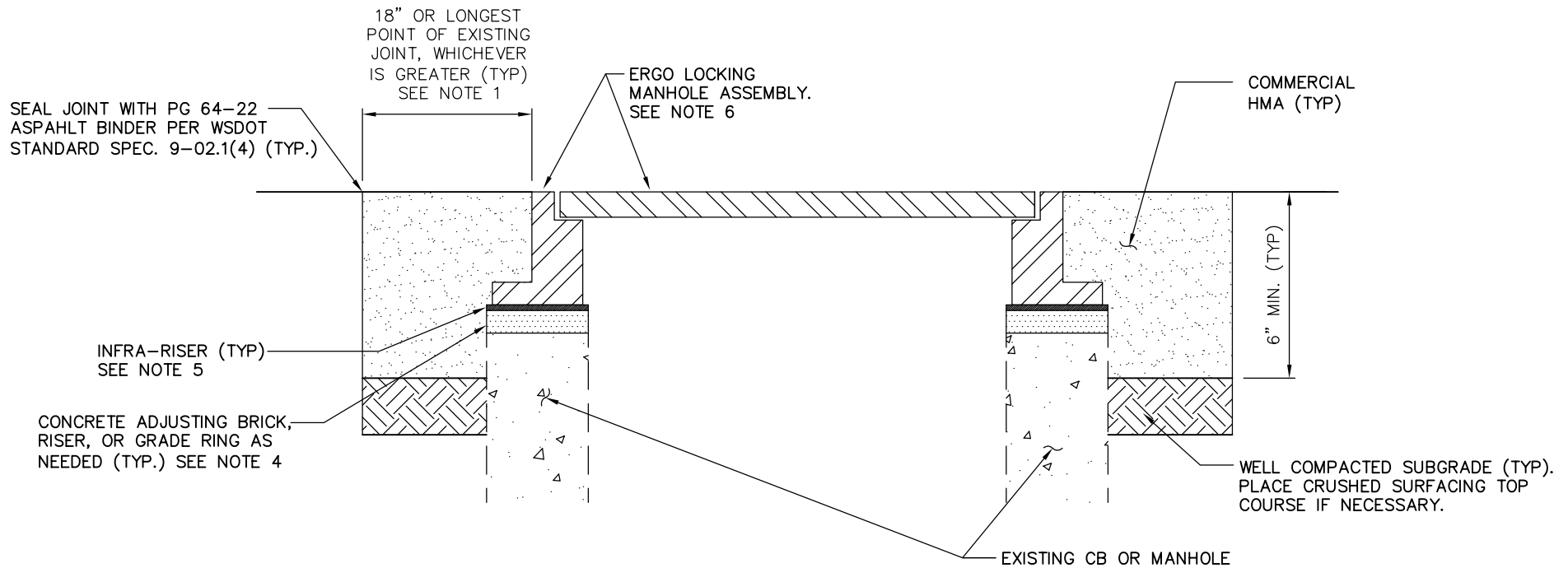


SECTION A-A

NOTES:

1. MATERIAL IS CAST IRON ASTM A48 CLASS 30.
2. DRILL AND TAP THREE 5/8"-11 NC HOLES THROUGH FRAME AT 120° AND 11 1/16" RADIUS.

JULY 2014



SECTION THROUGH STRUCTURE
NTS

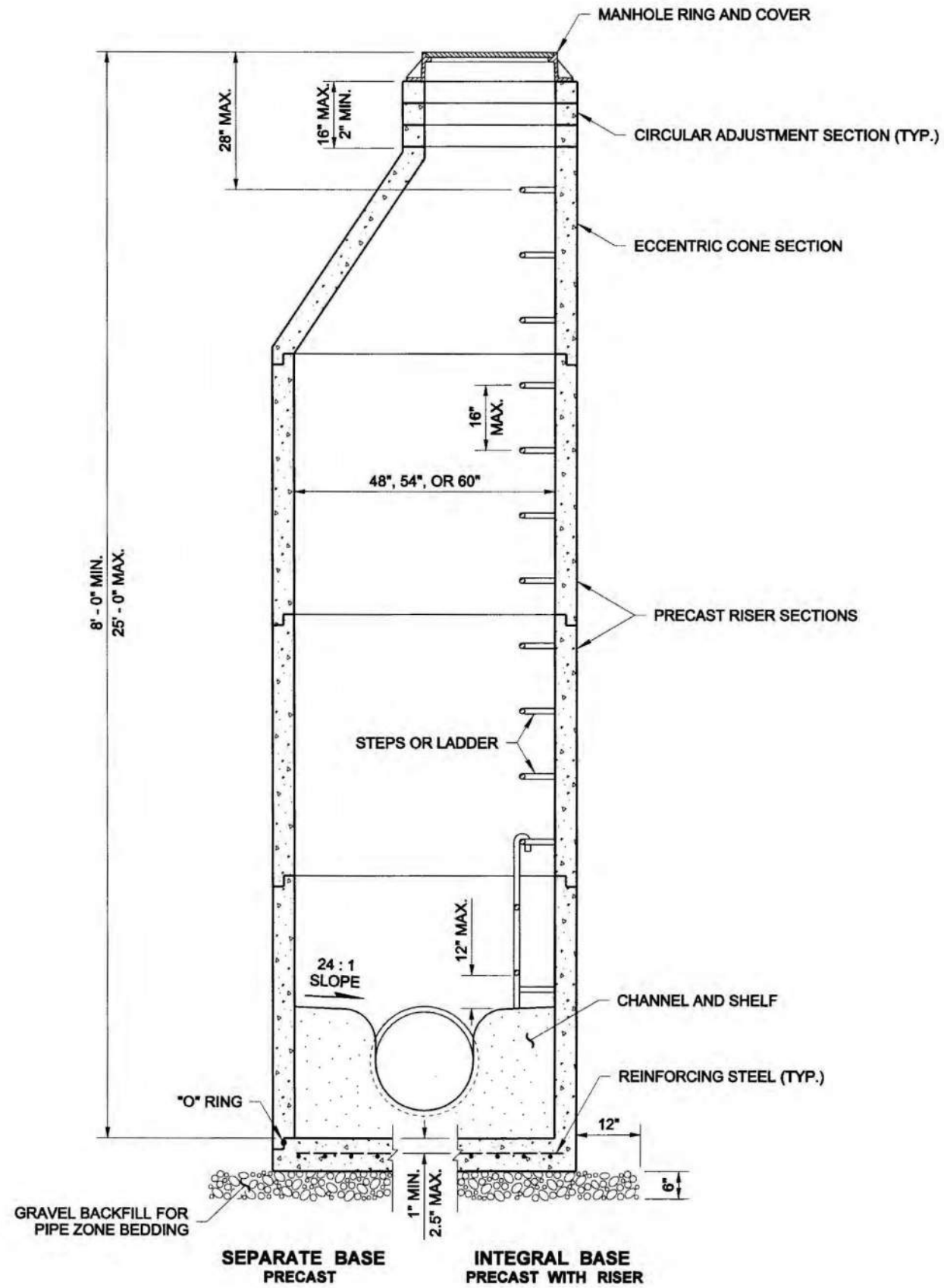
NOTES:

1. PAVEMENT CUT SHALL BE CIRCULAR AND CENTERED ON THE CENTER OF THE MANHOLE OR CATCH BASIN LID. RECTANGULAR OR POLYGON CUTS NOT ALLOWED.
2. CONVERT ALL RECTANGULAR FRAMES AND LIDS TO ROUND, USING CONCRETE CONVERSION RISER PER CITY OF FEDERAL WAY STANDARD PLAN DWG 4-18.
3. RAISE OR LOWER STRUCTURE TO THE REQUIRED ELEVATION AND SLOPE USING ONLY INFRA-RISER AND/OR CONCRETE RINGS AND BRICKS AS NECESSARY. NO OTHER MATERIALS ARE ALLOWED. TO ACHIEVE WATER-TIGHT CONSTRUCTION, GROUT INSIDE AND OUTSIDE OF EACH JOINT USING A LAYER OF NON-SHRINK MORTAR NO MORE THAN 3/4" THICK, AND FINISHED SMOOTH.
4. CONCRETE ADJUSTING BRICK, RISER, OR GRADE RING AS NEEDED (TYP.) SEE NOTE 4
5. ON ALL STRUCTURES WITHIN THE ROADWAY TRAVEL LANES, INSTALL INFRA-RISER MULTI-PURPOSE RUBBER COMPOSITE ADJUSTMENT RISER, MANUFACTURED BY EAST JORDAN IRON WORKS. INFRA-RISER SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. REMOVE EXISTING CONCRETE RISER IF NECESSARY TO MAKE ROOM FOR INFRA-RISER. STACKED INFRA-RISER SHALL NOT EXCEED 3" TOTAL HEIGHT. INFRA-RISER SHALL BE INSTALLED ON TOP OF ALL CONCRETE RISERS, DIRECTLY UNDER THE ERGO MANHOLE ASSEMBLY.
6. ON ALL STRUCTURES, INSTALL NEW EAST JORDAN IRON WORKS ERGO 4"x24" CAM LOCKING HINGED MANHOLE ASSEMBLY (PRODUCT NO. 00104028L03), PER MANUFACTURER'S RECOMMENDATIONS. SET TOP OF ASSEMBLY TO BE FLUSH WITH EXISTING ROAD AND/OR GUTTER SURFACE. LOCATE HINGE SO THAT IT'S NEAREST TO ON-COMING TRAFFIC.
7. HMA SHALL BE MECHANICALLY COMPACTED IN 3" (MAX.) LIFTS. .

JUN 2017

**APPENDIX C
WSDOT STANDARD PLANS**

DRAWN BY: LISA CYFORD



NOTES

1. Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum.
2. For pipe allowances, see **Standard Plan B-10.20**.

MANHOLE DIMENSION TABLE				
DIAM.	MIN. WALL THICKNESS	MIN. BASE THICKNESS	MAXIMUM KNOCKOUT SIZE	MINIMUM DISTANCE BETWEEN KNOCKOUTS
48"	4"	6"	36"	8"
54"	4.5"	8"	42"	8"
60"	5"	8"	48"	8"



1-3-12

MANHOLE TYPE 1

STANDARD PLAN B-15.20-01

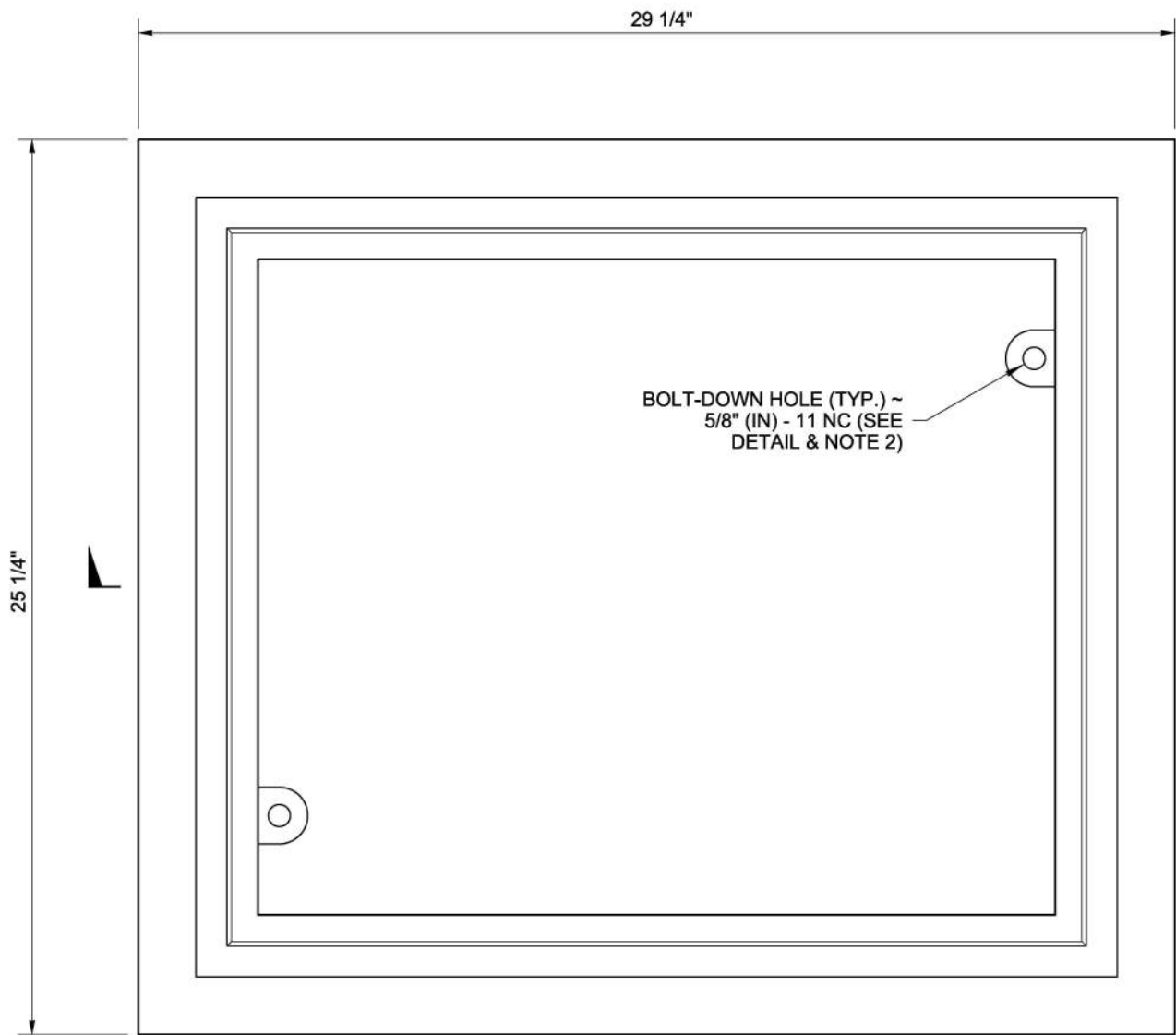
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

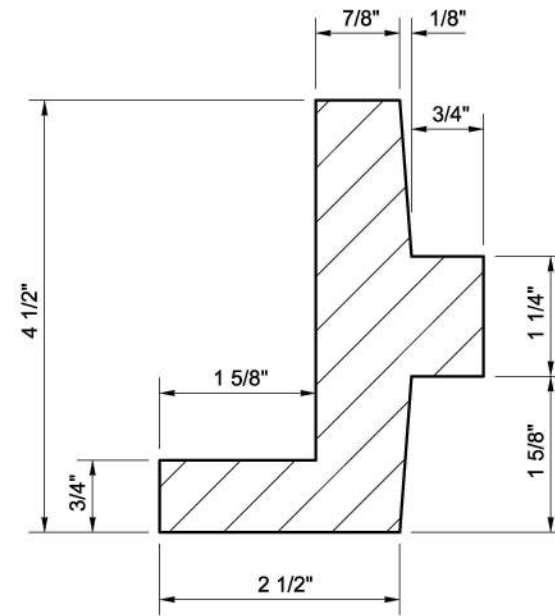
Pamela B. Bostick 2/7/12

STATE DESIGN ENGINEER DATE

Washington State Department of Transportation



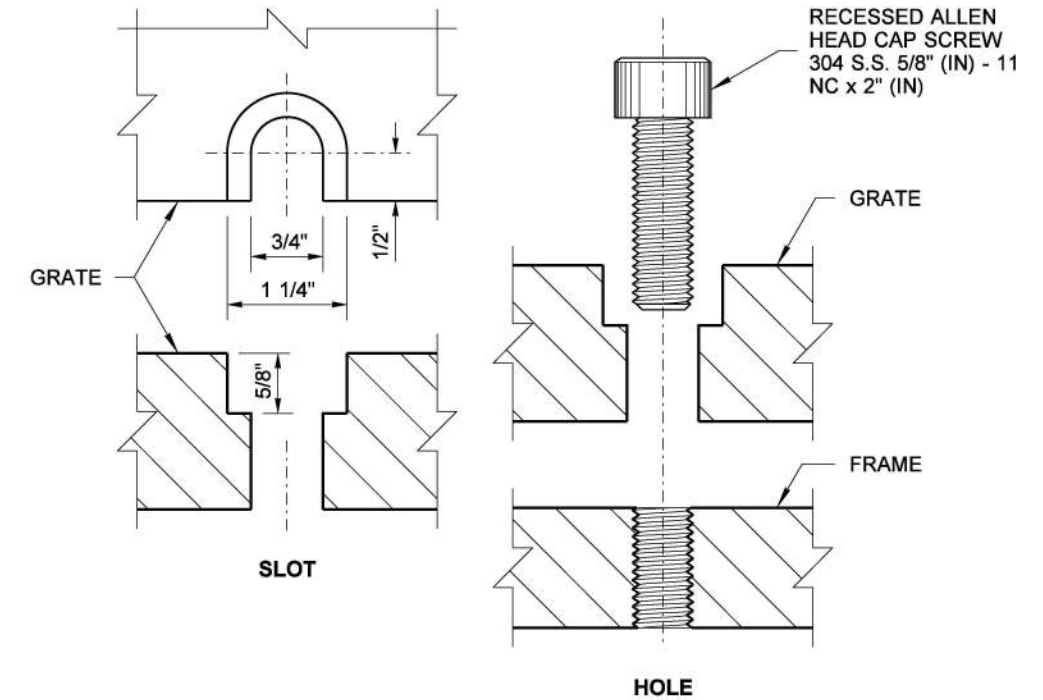
A



DETAIL B

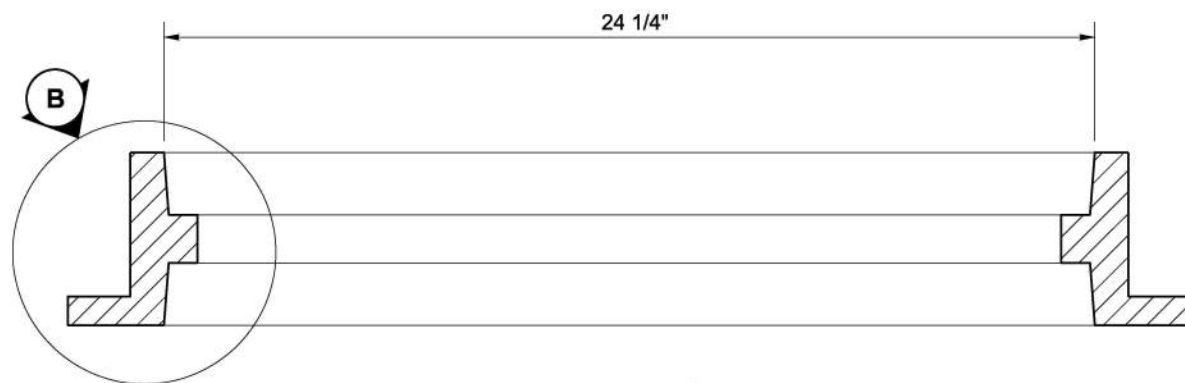
NOTES

1. This frame is designed to accommodate 20" (in) x 24" (in) grates or covers as shown on **Standard Plans B-30.20, B-30.30, B-30.40, and B-30.50.**
2. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 304 Stainless Steel (S.S.) 5/8" (in) - 11 NC x 2" (in) allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
3. Refer to **Standard Specification Section 9-05.15 and 9-05.15(2)** for additional requirements.



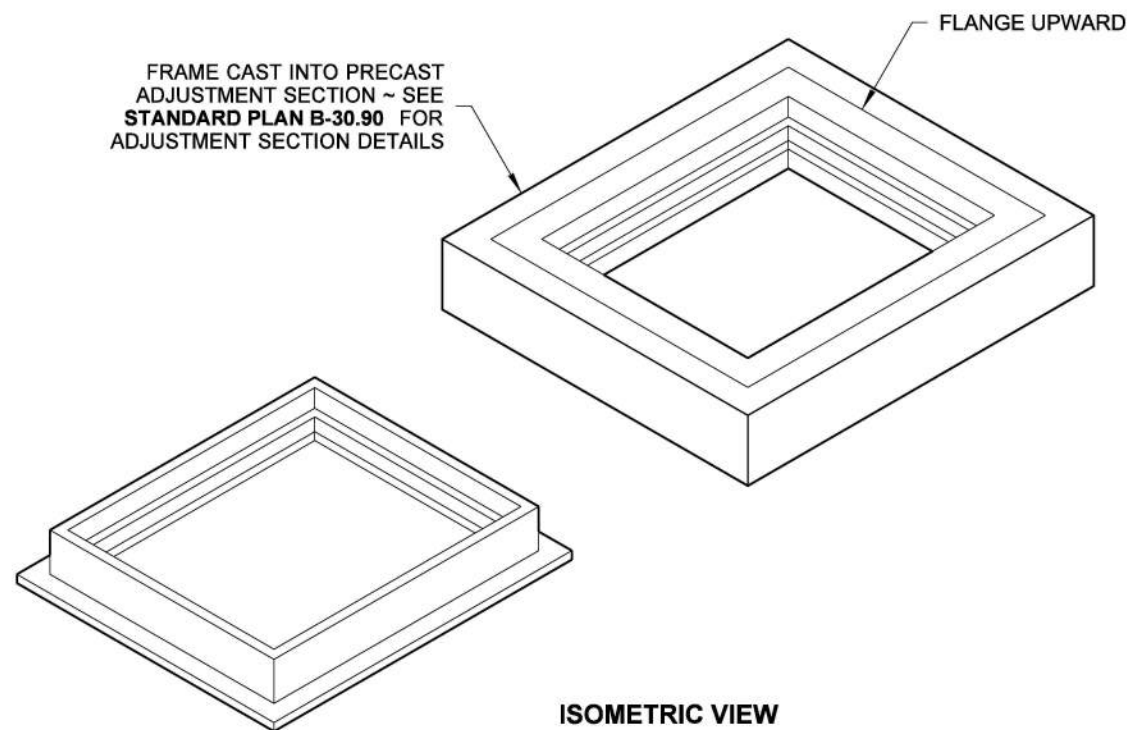
BOLT-DOWN DETAILS
SEE NOTE 2

TOP



SECTION A

FRAME CAST INTO PRECAST
ADJUSTMENT SECTION ~ SEE
STANDARD PLAN B-30.90 FOR
ADJUSTMENT SECTION DETAILS



ISOMETRIC VIEW
SHOWING THE VARIATIONS



Julie Heilman
Heilman, Julie
Feb 20 2018 12:52 PM

**RECTANGULAR FRAME
(REVERSIBLE)**

STANDARD PLAN B-30.10-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

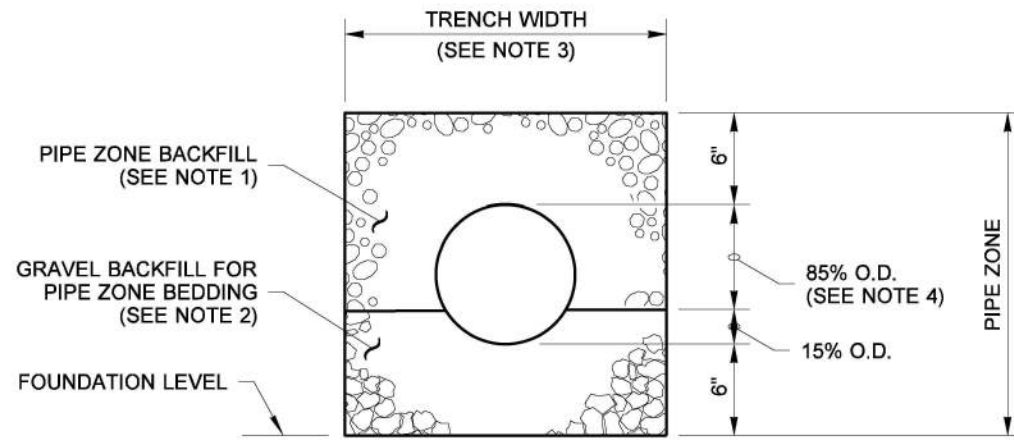
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Feb 27 2018 7:55 AM

STATE DESIGN ENGINEER

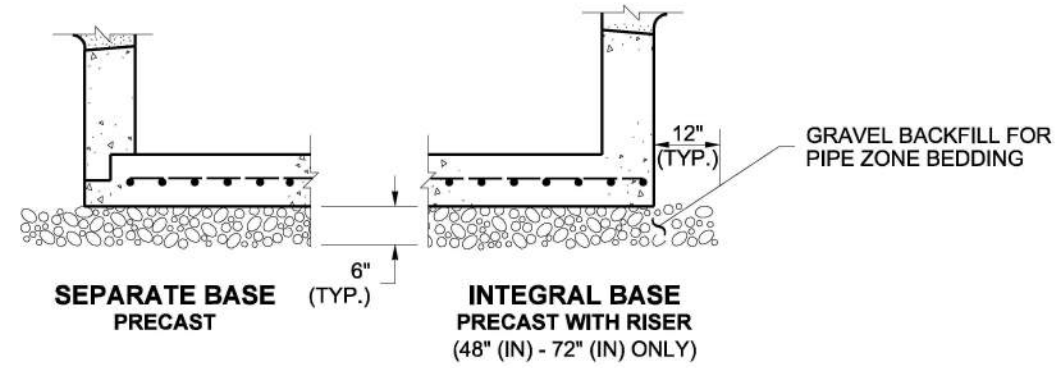
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

DRAWN BY: FERN LIDDELL



CONCRETE AND DUCTILE IRON PIPE

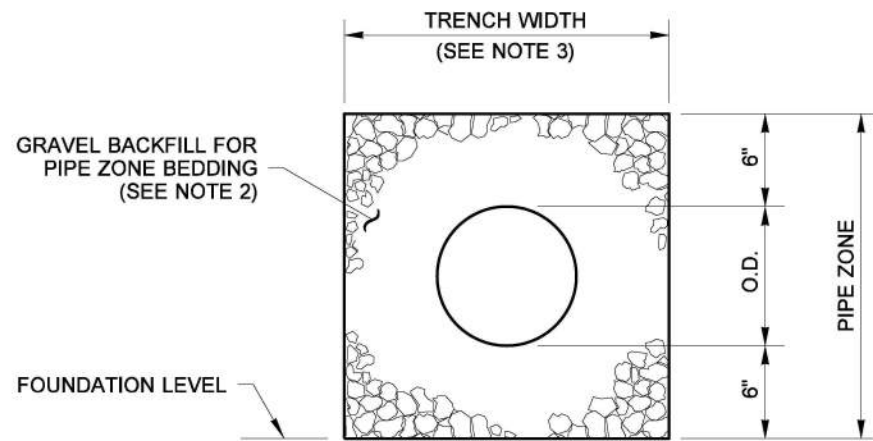


NOTES

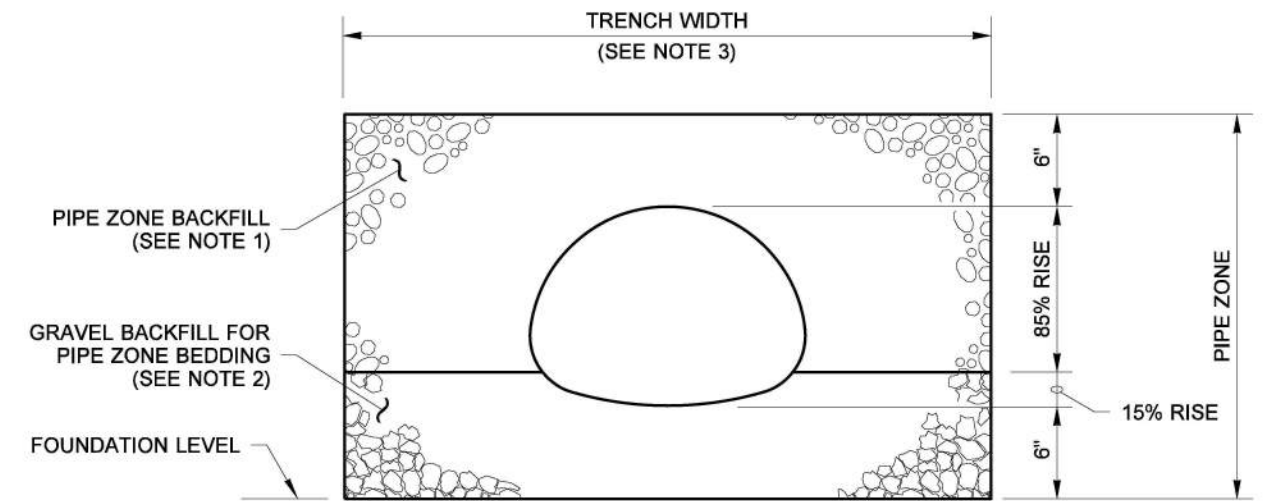
1. See **Standard Specifications Section 7-08.3(3)** for Pipe Zone Backfill.
2. See **Standard Specifications Section 9-03.12(3)** for Gravel Backfill for Pipe Zone Bedding.
3. See **Standard Specifications Section 2-09.4** for Measurement of Trench Width.
4. For sanitary sewer installation, concrete pipe shall be imbedded to spring line.

TYPICAL CONDITION FOR DRAINAGE STRUCTURE

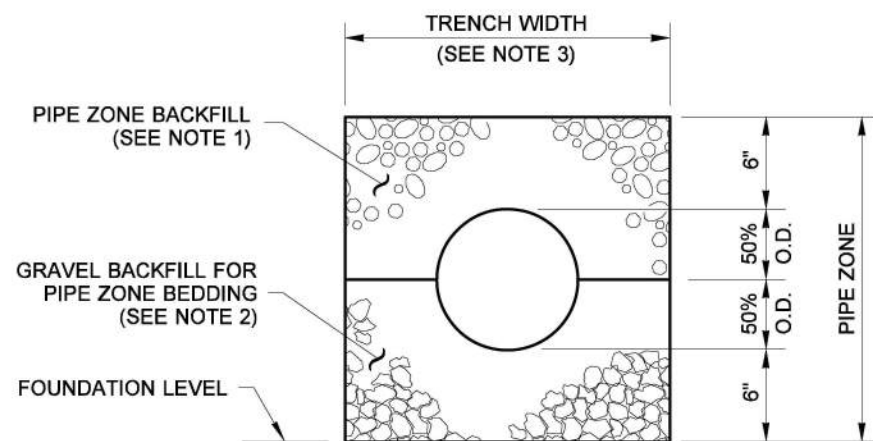
THIS DETAIL APPLIES TO STANDARD PLANS B-5.20, B-5.40, B-5.60, B-10.20, B-10.40, B-15.20, B-15.40, B-15.60, B-25.20, B-25.60, B-35.20 AND B-35.40.



THERMOPLASTIC PIPE



PIPE ARCHES



METAL AND STEEL RIB REINFORCED POLYETHYLENE PIPE

CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS		
PIPE	SIZE	MINIMUM DISTANCE BETWEEN BARRELS
CIRCULAR PIPE (DIAMETER)	UP TO 48"	24"
METAL PIPE ARCH (SPAN)	48" AND LARGER	DIAMETER/2 OR 36" WHICHEVER IS LESS



Aug 17, 2021

PIPE ZONE BEDDING AND BACKFILL

STANDARD PLAN B-55.20-03

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

[Signature]

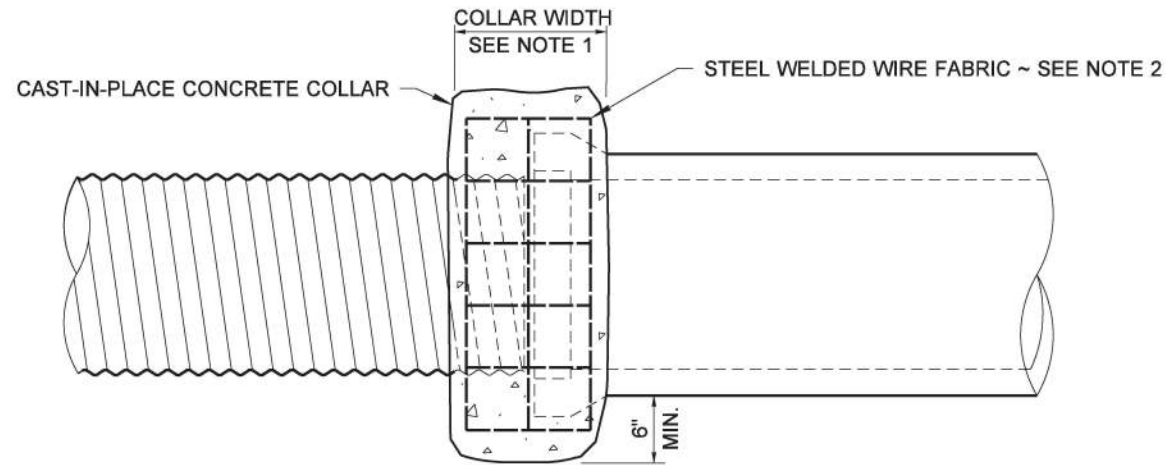
Aug 17, 2021

STATE DESIGN ENGINEER

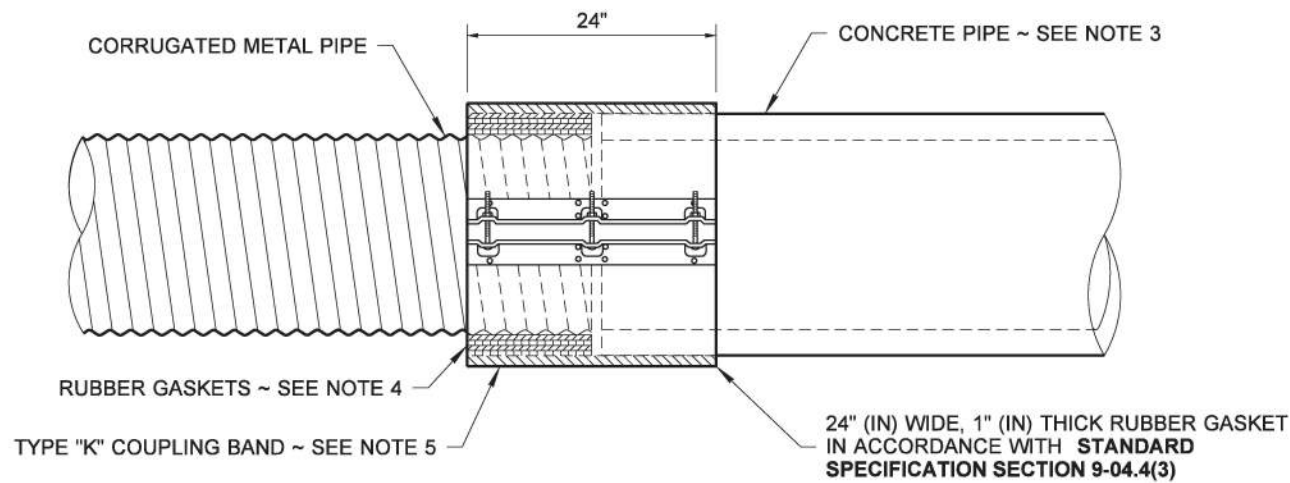


Washington State Department of Transportation

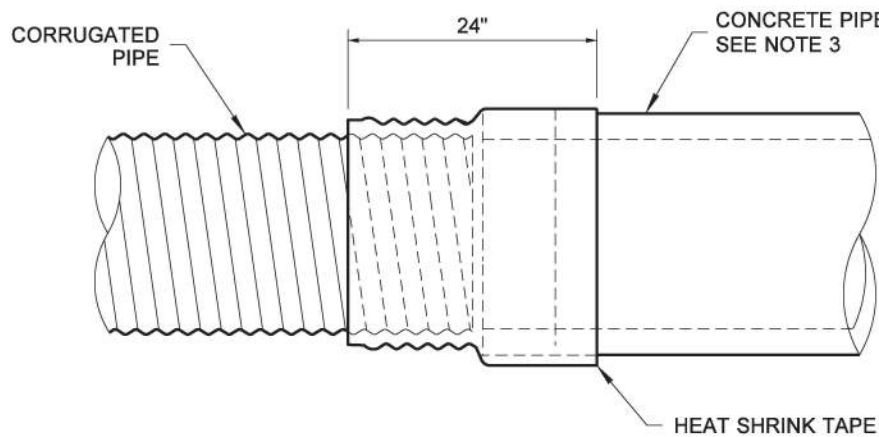
DRAWN BY: FERN LIDDELL



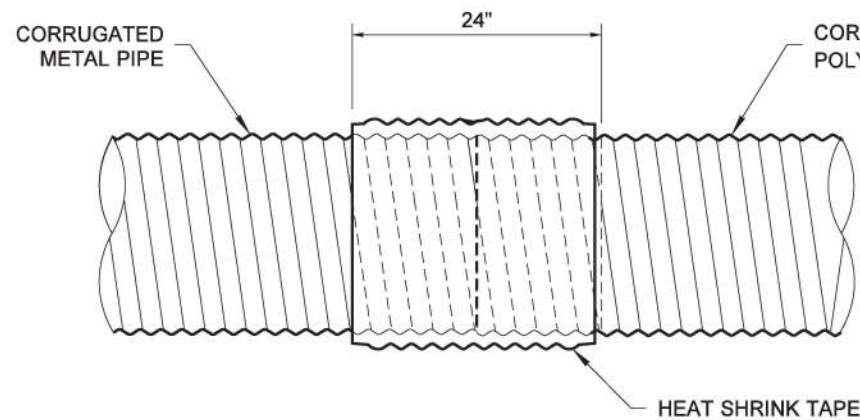
CONCRETE COLLAR OPTION



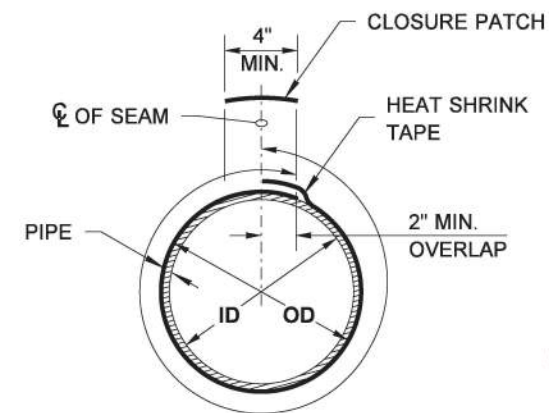
COUPLING BAND OPTION



**HEAT SHRINK OPTION
CORRUGATED PIPE TO CONCRETE PIPE**



**HEAT SHRINK OPTION
CORRUGATED METAL PIPE TO CORRUGATED POLYETHYLENE PIPE**



SECTION DETAIL



Julie Heilman Julie Heilman
2020.09.01 07:54:03 -07'00'

**CONNECTION DETAILS FOR
DISSIMILAR CULVERT PIPE
STANDARD PLAN B-60.20-02**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

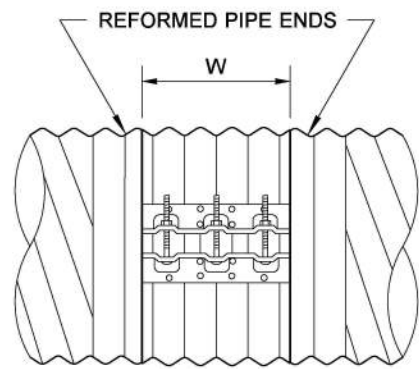
Roark, Steve Digitally signed by Roark, Steve
Date: 2020.09.09 09:52:35 -07'00'

STATE DESIGN ENGINEER

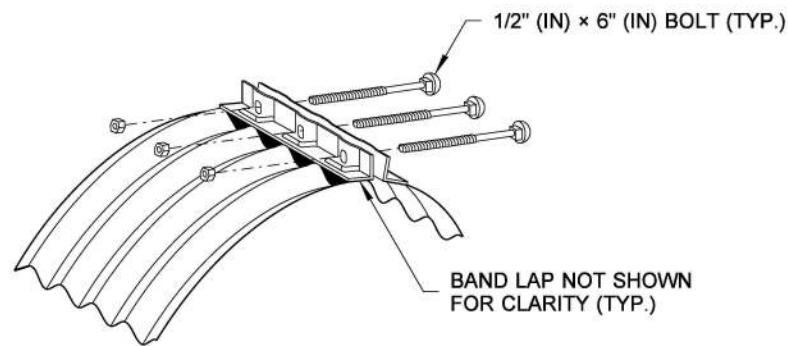


NOTES

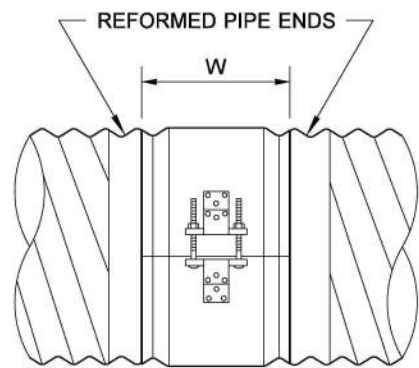
1. The Concrete Collar width shall be one half of the outside pipe diameter of the largest pipe. The minimum Concrete Collar width shall be 12" (in). Concrete Collars may be used with all pipe materials and diameters. The Concrete Collar option shall only be used to extend existing pipes. Concrete shall be Commercial Concrete in accordance with **Standard Specification Section 6-02.3(2)**.
2. Steel Welded Wire Fabric shall be in accordance with **Standard Specification Section 9-07.7**. Install two wraps for size 6 x 6 W1.4 x W1.4 (10 Gage) Steel Welded Wire Fabric or one wrap for any of the following sizes:
 - 6 x 6 W2.1 x W2.1 (8 Gage)
 - 6 x 6 W2.9 x W2.9 (6 Gage)
 - 4 x 4 W2.9 x W2.9 (6 Gage)
 - 4 x 4 W4.0 x W4.0 (4 Gage)
 Provide 1 1/2" min. covering over wire fabric.
3. When a Coupling Band connection requires attachment to the bell end of a concrete pipe, the bell end of the pipe shall be removed before the connection is installed.
4. Increase the outside diameter of the metal pipe to match the outside diameter of the concrete pipe by installing 12" (in) wide rubber gaskets, thickness as required (Coupling Band only). The rubber gaskets shall be in accordance with **Standard Specification Section 9-04.4(3)**.
5. Use a flat Type K Coupling Band. Type K Coupling Bands with dimples are not allowed for the installation detail shown. The Coupling Band option shall only be used for extending existing pipes that have an inside diameter of 36" (in) or less.
6. Heat shrink shall have a width of 24" (in). The material shall be wrapped around the outside of the pipe with a 2" (in) minimum overlap. There shall also be a 4" (in) minimum closure patch of material centered along the entire length of the seam.



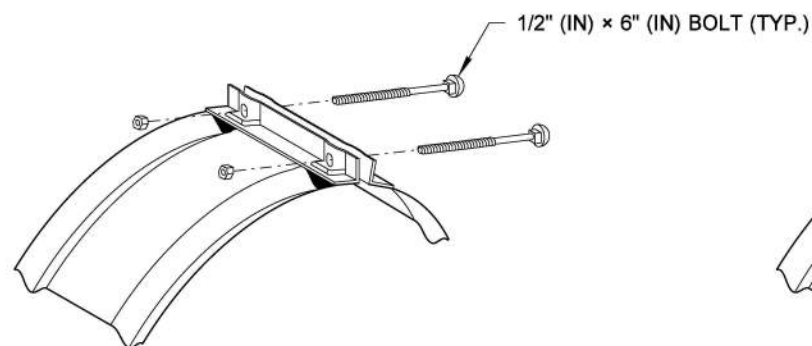
**TYPE D
ANNULAR CORRUGATED BAND**



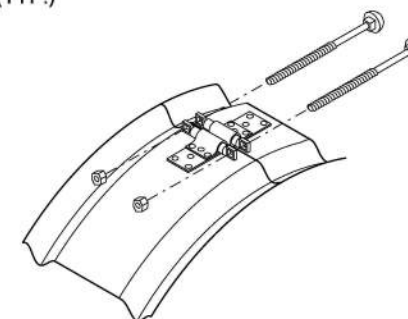
**TYPE D
BAND ANGLE CONNECTOR DETAIL**



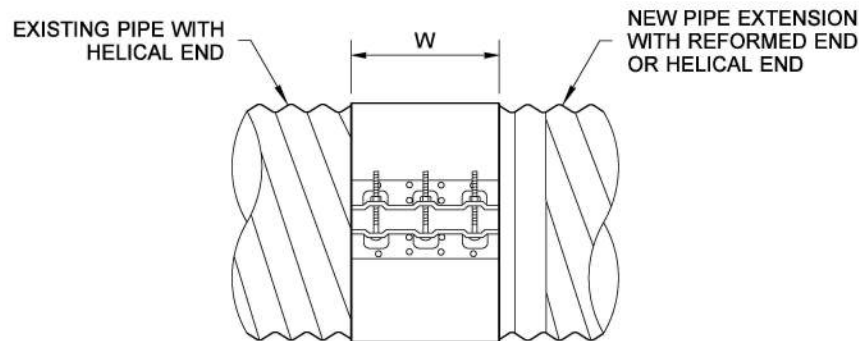
**TYPE F
SEMI-CORRUGATED BAND**



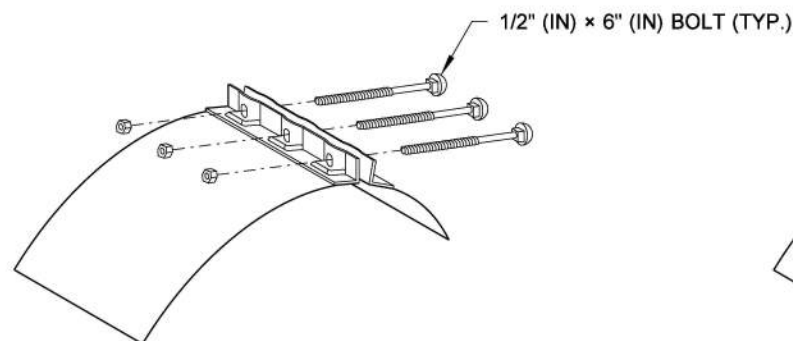
**TYPE F
BAND ANGLE CONNECTOR DETAIL**



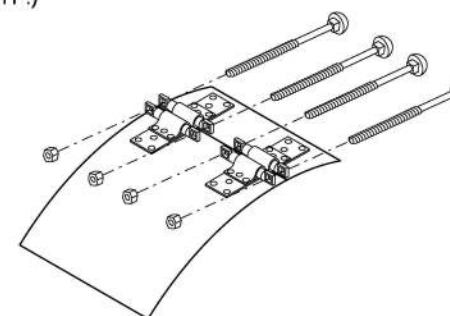
**TYPE F
BAR & STRAP CONNECTOR DETAIL**



**TYPE K
FLAT BAND OR DIMPLE BAND
(FOR PIPE EXTENSIONS ONLY)**



**TYPE K
BAND ANGLE CONNECTOR DETAIL**



**TYPE K
DOUBLE BAR & STRAP CONNECTOR DETAIL**

COUPLING BAND DIMENSION TABLE (ALL DIMENSIONS ARE IN INCHES)					
BAND TYPE	CORRUGATION PITCH × DEPTH	PIPE DIAM.	MIN. W	GASKET TYPE	
STEEL	2 2/3 × 1/2 OR 3 × 1 REFORMED TO 2 2/3 × 1/2	12 ~ 84	12	SLEEVE	
			24		
	3 × 1 REFORMED TO 2 2/3 × 1/2	90 ~ 144	10 1/2	SLEEVE OR O-RING	
			24		
	K	2 2/3 × 1/2 OR 3 × 1 REFORMED TO 2 2/3 × 1/2	12 ~ 84	12	SLEEVE
				24	
24					
ALUMINUM	2 2/3 × 1/2 OR 3 × 1 REFORMED TO 2 2/3 × 1/2	12 ~ 72	12	SLEEVE	
			24		
			24		
	F	2 2/3 × 1/2	12 ~ 48	10 1/2	SLEEVE OR O-RING
				24	
				24	
K	2 2/3 × 1/2 OR 3 × 1	12 ~ 48	12	SLEEVE	
			24		
			24		

* PIPE ARCH ONLY



Heilman, Julie
Feb 20 2018 12:56 PM

**COUPLING BANDS FOR
CORRUGATED METAL PIPE
STANDARD PLAN B-60.40-01**

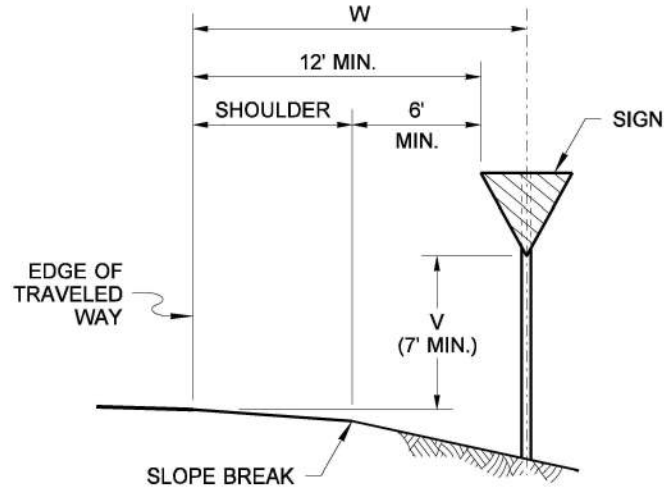
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

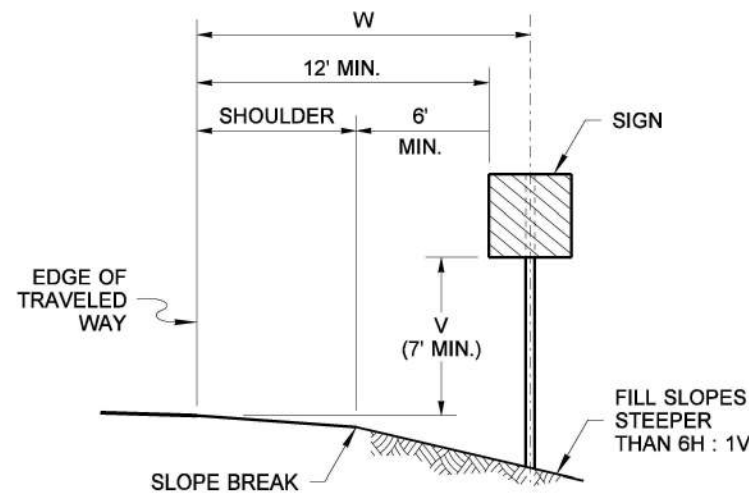
Carpenter, Jeff
Feb 27 2018 8:02 AM

STATE DESIGN ENGINEER

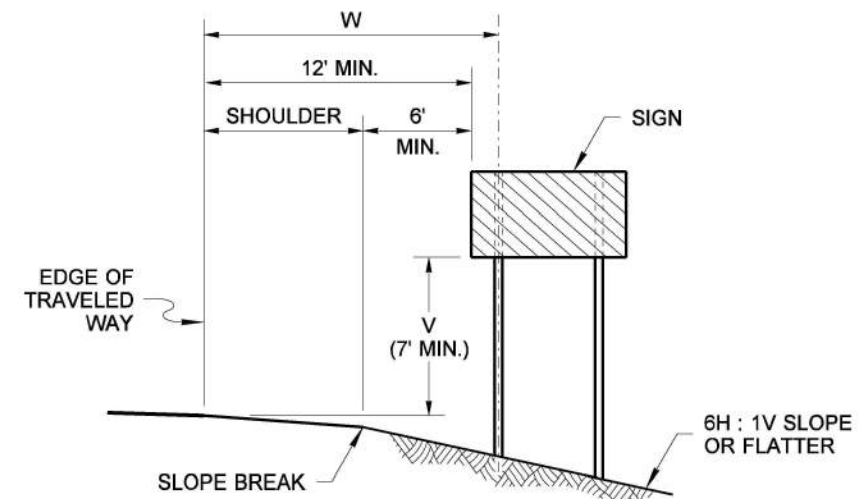
Washington State Department of Transportation



SIGN INSTALLATION IN FILL SECTION

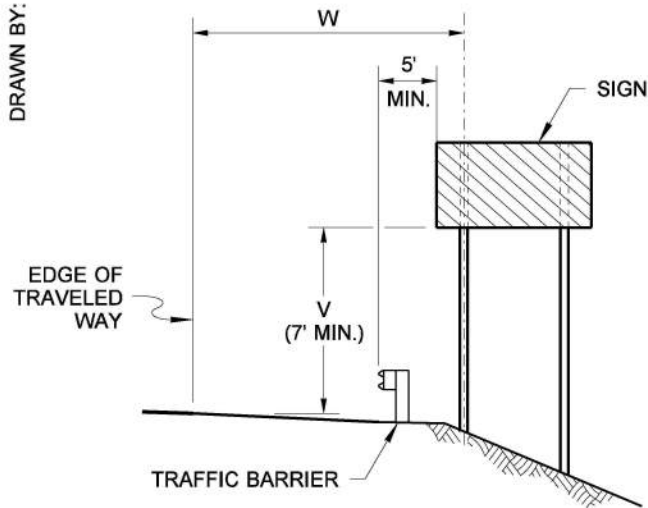


SIGN INSTALLATION ON STEEP FILL SLOPES

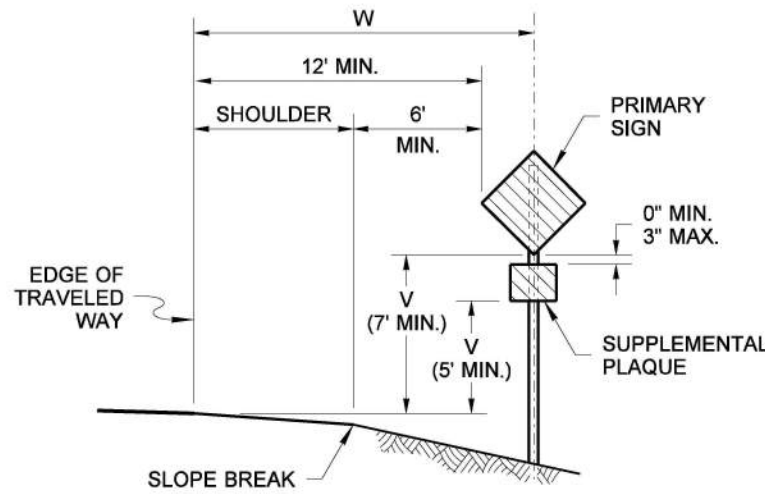


MULTIPLE SIGN POST INSTALLATION IN FILL SECTION

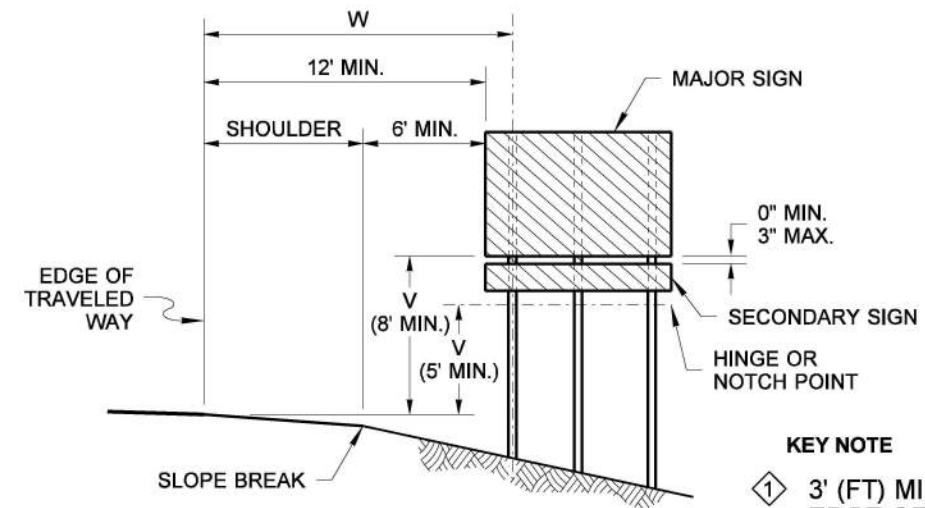
DRAWN BY: FERN LIDDELL



SIGN INSTALLATION BEHIND TRAFFIC BARRIER

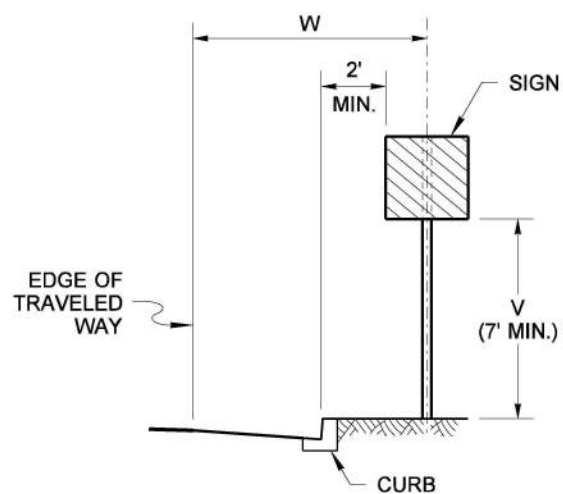


SIGN WITH SUPPLEMENTAL PLAQUE INSTALLATION IN FILL SECTION

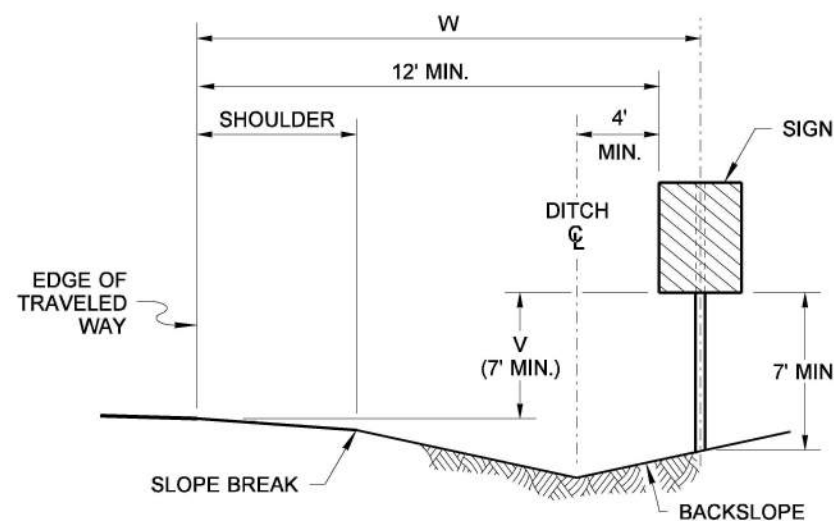


GUIDE OR DIRECTIONAL SIGN WITH SECONDARY SIGN INSTALLATION ON EXPRESSWAYS AND FREEWAYS

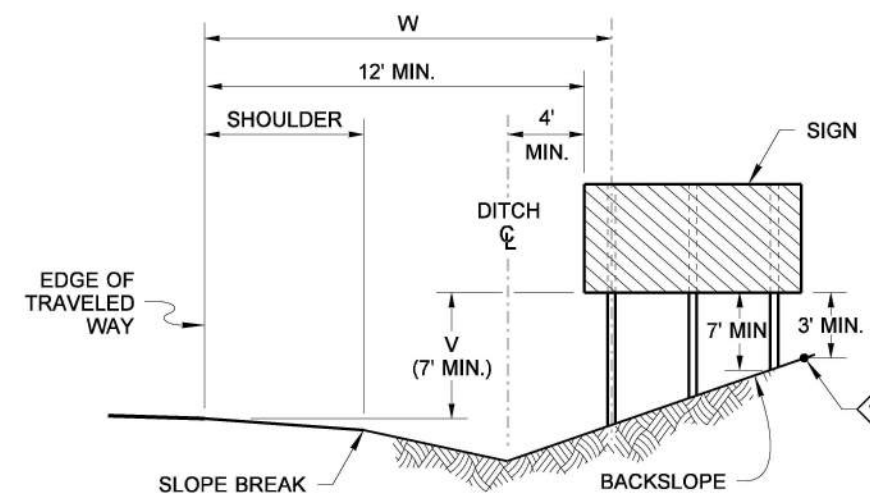
KEY NOTE
 ① 3' (FT) MIN. FROM ANY POINT ALONG BOTTOM EDGE OF SIGN PANEL TO THE GROUND



SIGN INSTALLATION IN CURB SECTION



SIGN INSTALLATION IN DITCH SECTION



MULTIPLE SIGN POST INSTALLATION IN DITCH SECTION

NOTES

1. Refer to the Sign Specification Sheet of the Contract for the 'V' and 'W' distances.
2. The minimum vertical distance from the bottom of the sign to the ground shall not be less than 7' (ft) for signs located within the Design Clear Zone.



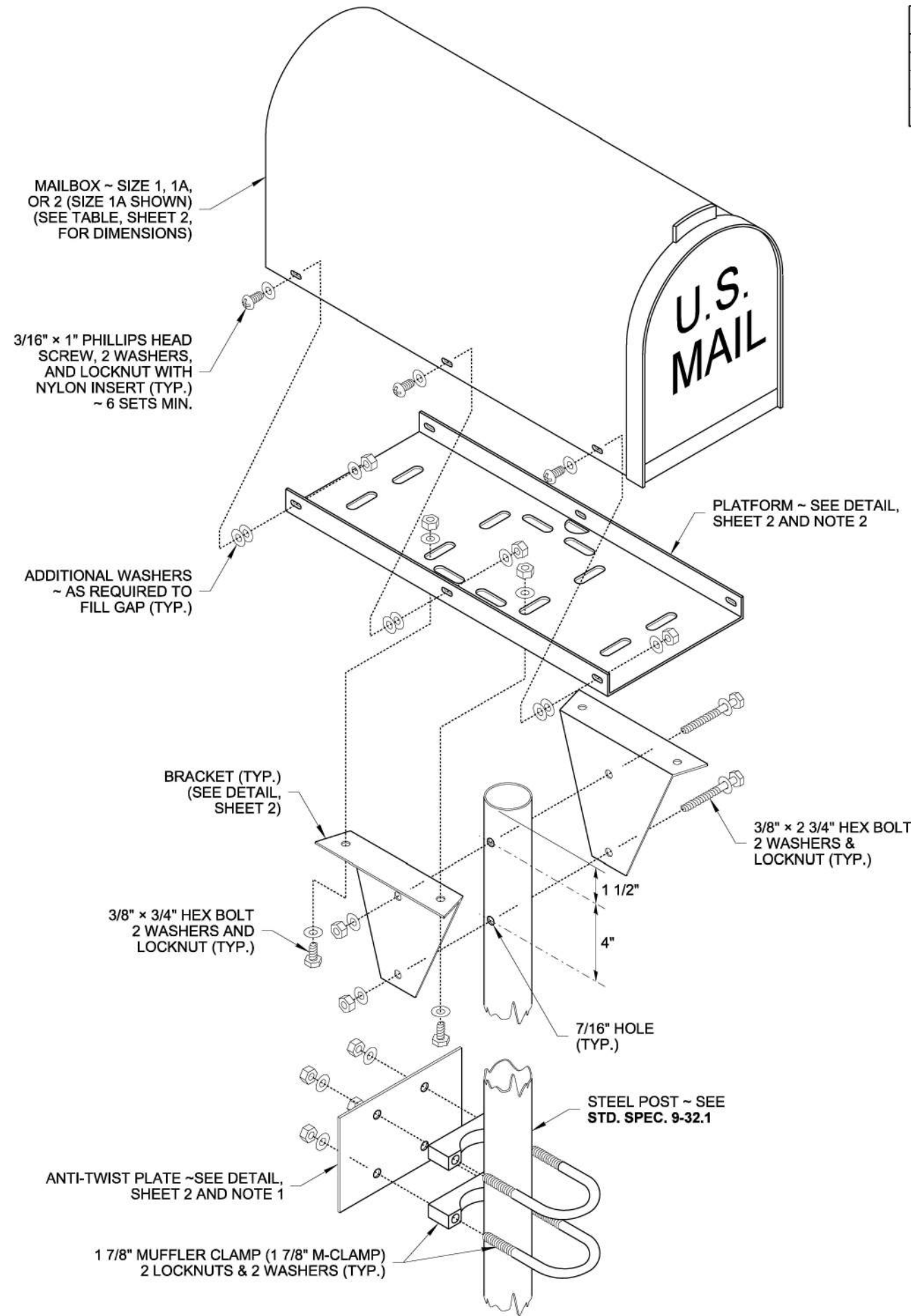
Aug 20, 2021

GROUND MOUNTED SIGN PLACEMENT
STANDARD PLAN G-20.10-03
 SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

[Signature] Aug 20, 2021

STATE DESIGN ENGINEER
 Washington State Department of Transportation

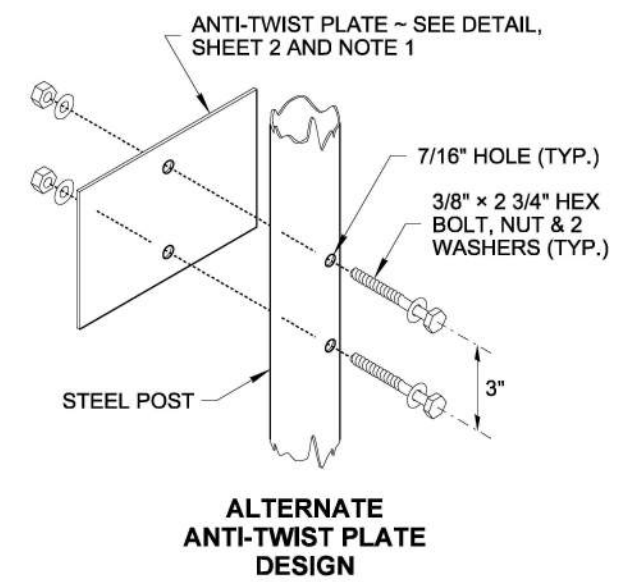


STEEL POST ASSEMBLY DETAIL

STEEL POST FASTENERS			
SIZE / TYPE	QUANTITY	WASHERS	LOCKNUTS
3/8" DIAM. x 2 3/4" BOLT	2	4	2
3/8" DIAM. x 3/4" BOLT	4	8	4
3/16" DIAM. x 1" SCREW	6	12	6
1 7/8" M-CLAMP	2	4	4

NOTES

- The anchoring system shall meet MASH crash test criteria. The anti-twist plate anchoring system shown on this plan is deemed MASH compliant by WSDOT.
The V-Wing socket and wedge assembly in a concrete base shown on **Std. Plan H-70.20** is also deemed MASH compliant by WSDOT and may be substituted in lieu of the anti-twist plate designs shown.
Other MASH compliant anchoring systems manufactured by or recommended by the Type 1 support manufacturer are allowed to be used in lieu of the anti-twist plate or V-wing socket and wedge assembly.
- The platform design shown on this plan features slots that accommodate several types of mailbox supports; only those slots necessary for assembling the type being installed are required. An adjustable platform may be used in lieu of this design, but it must fit the bracket design shown on this plan. Brackets are required for all single-post installations. Field drilling may be necessary.
- Center the mailbox on the platform to ensure space for the mailbox door to open and to allow space for installing the fasteners (see ALIGNMENT DETAIL, Sheet 2). Spacing of mailbox mounting holes varies among manufacturers. Attachment of the mailbox to the platform may require drilling additional holes through the mailbox to fit the platform.
- Attach a newspaper box to a steel post with two 1 7/8" (in) Muffler Clamps spaced 4" (in) apart. Field drill 7/16" (in) holes in the newspaper box to fit. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.
- A Type 2 Support (**Standard Plan H-70.20**) is required when 2 or more mailboxes are to be installed on one support.





ALTERNATE ANTI-TWIST PLATE DESIGN



Aug 17, 2021

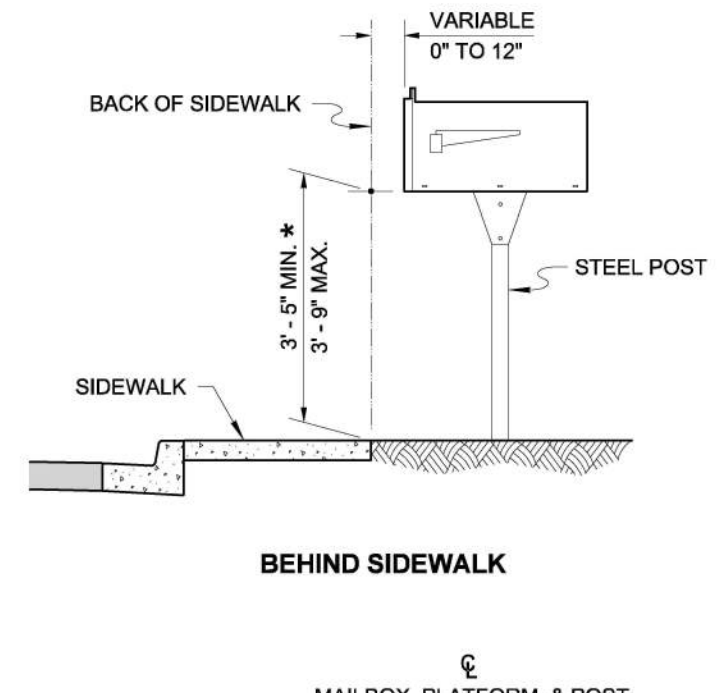
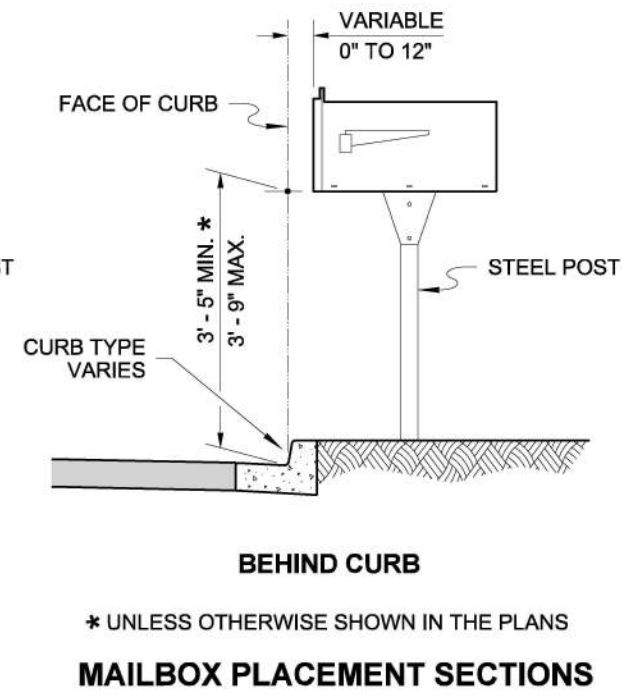
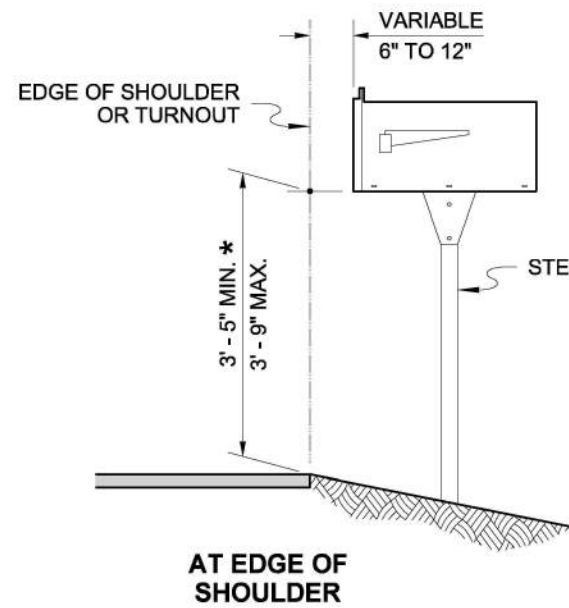
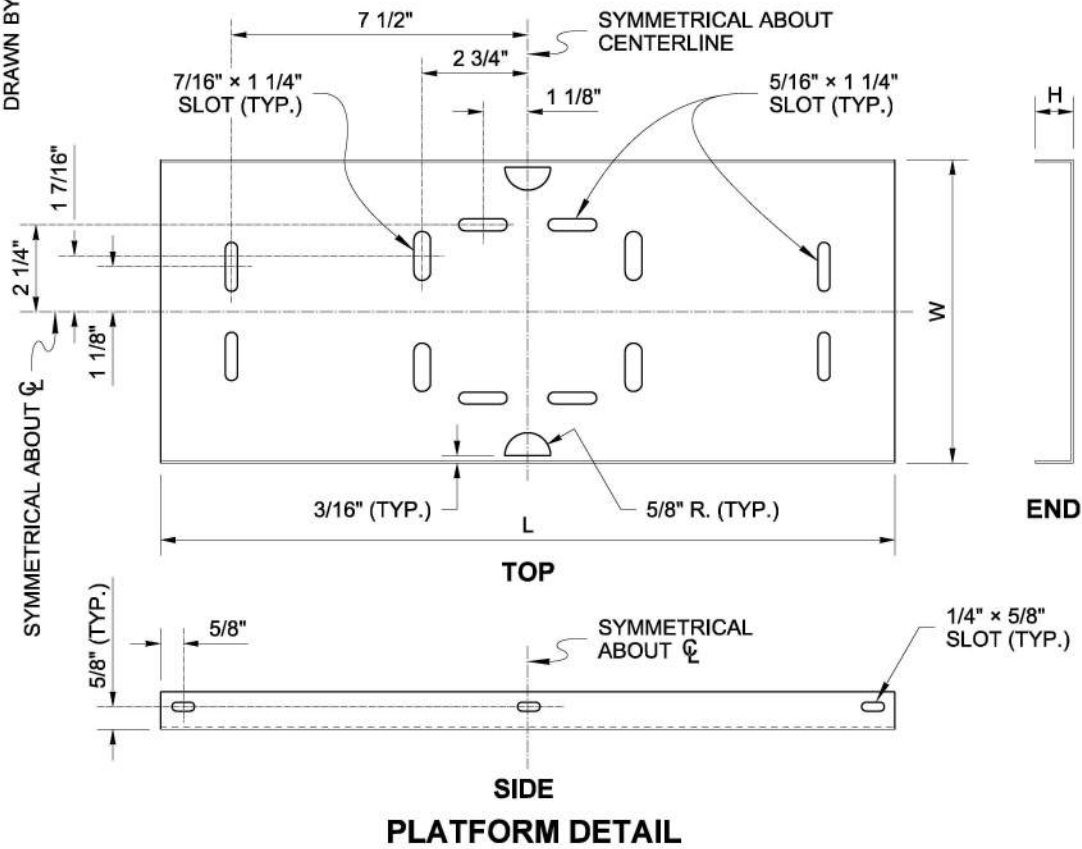
**MAILBOX SUPPORT
TYPE 1
STANDARD PLAN H-70.10-02**

SHEET 1 OF 2 SHEETS

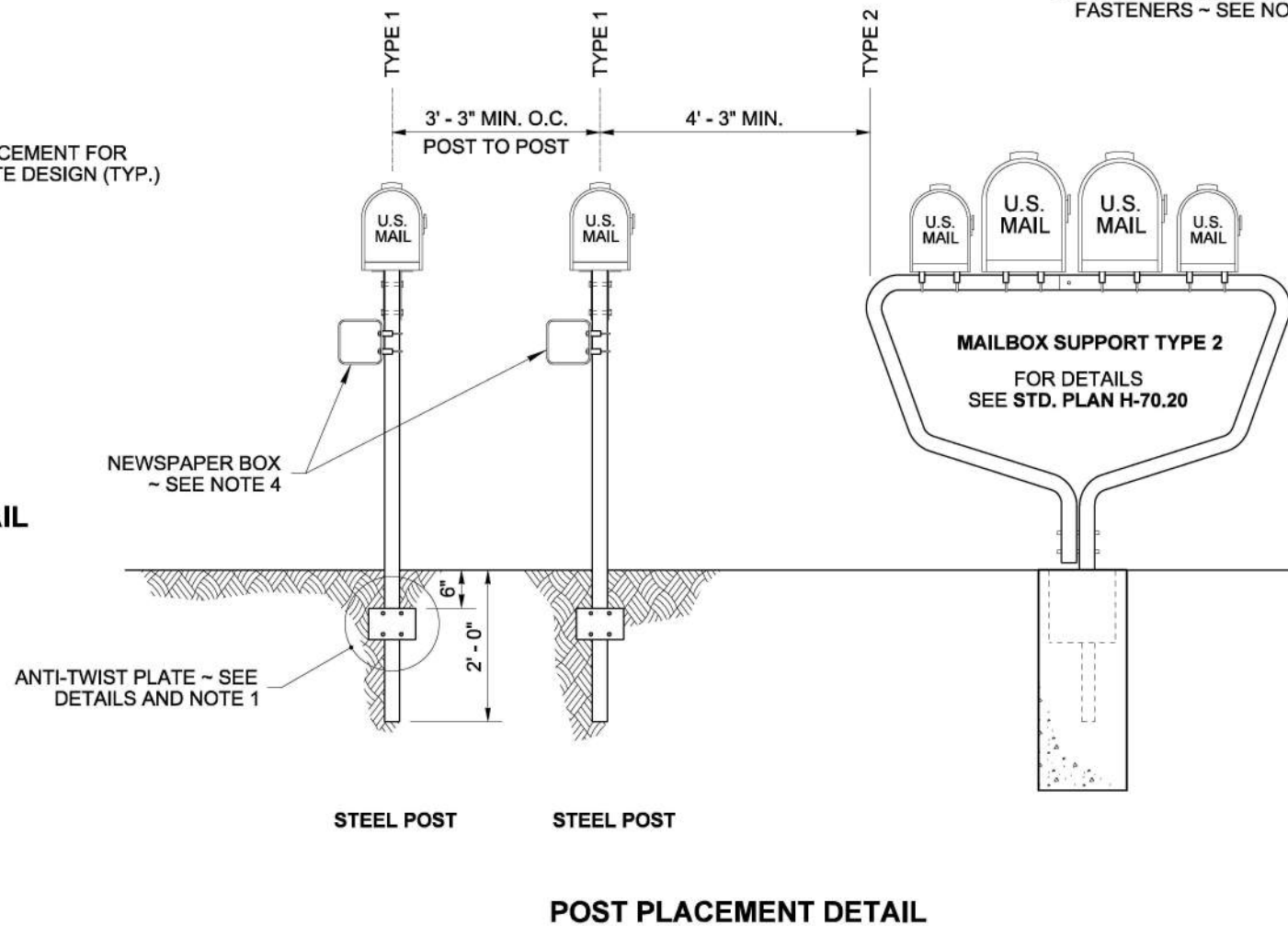
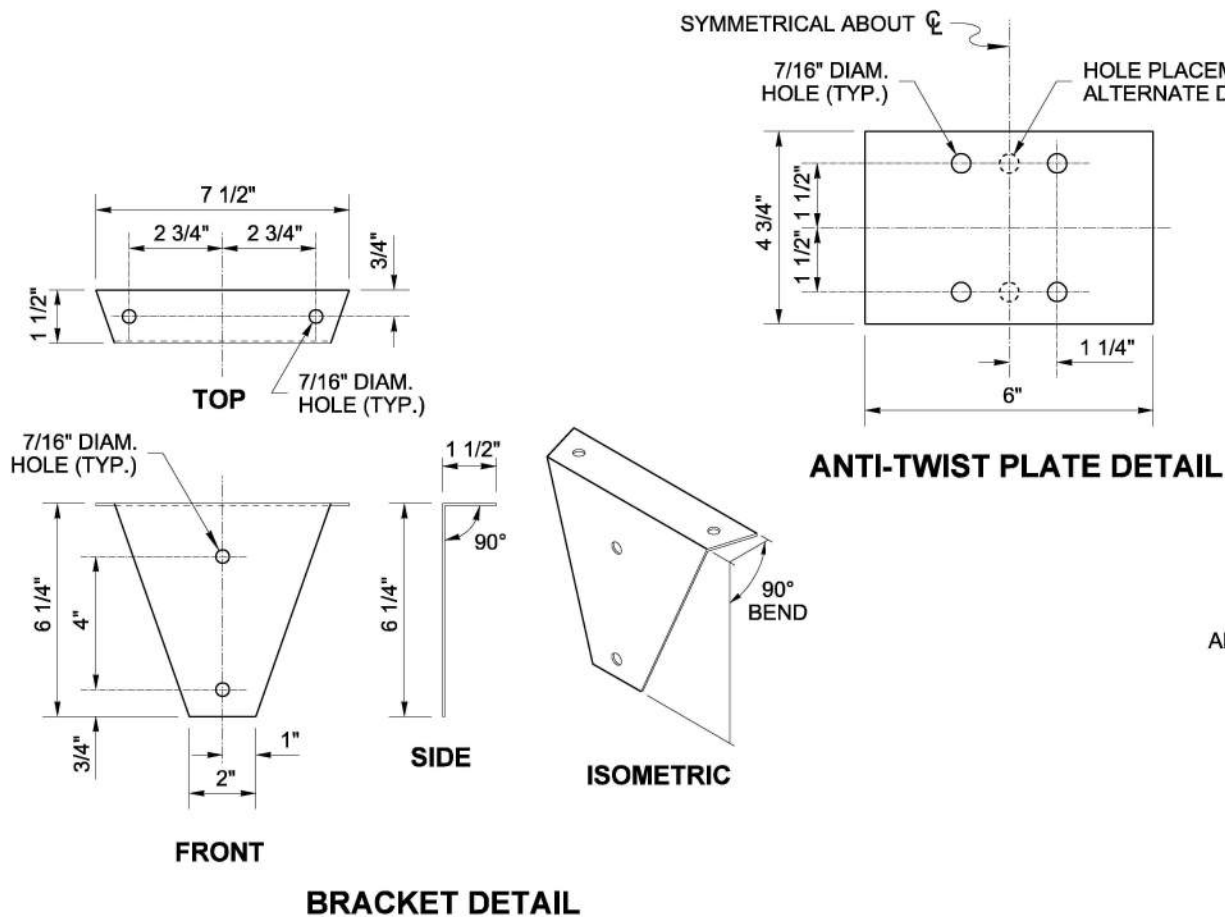
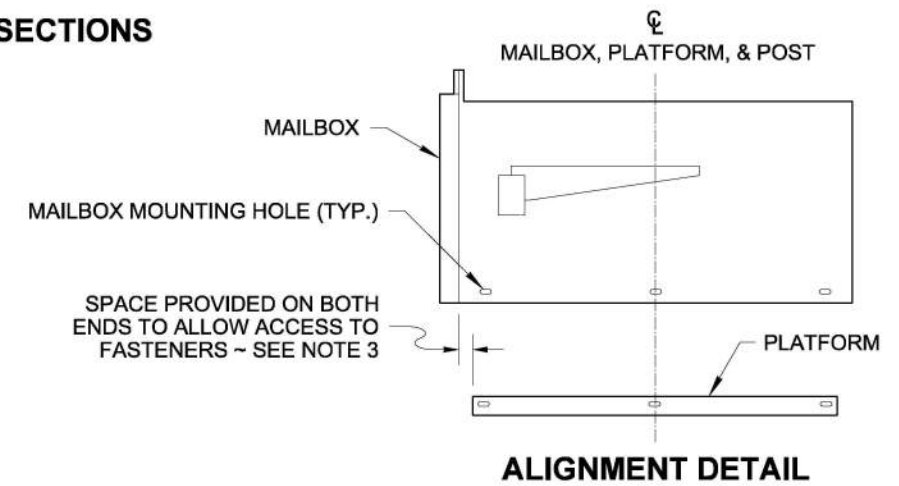
APPROVED FOR PUBLICATION

 Aug 17, 2021
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

DRAWN BY: MARK SUJKA

MAILBOX & PLATFORM DIMENSIONS						
SIZE	MAILBOX DIMENSIONS			PLATFORM DIMENSIONS		
	L	W	H	L	W	H
1	19"	6 1/2"	8 1/2"	17"	6"	1"
1A	21"	8"	10 1/2"	19"	7 1/2"	1"
2	24"	11 1/2"	13 1/2"	21"	11"	1"



* UNLESS OTHERWISE SHOWN IN THE PLANS
MAILBOX PLACEMENT SECTIONS

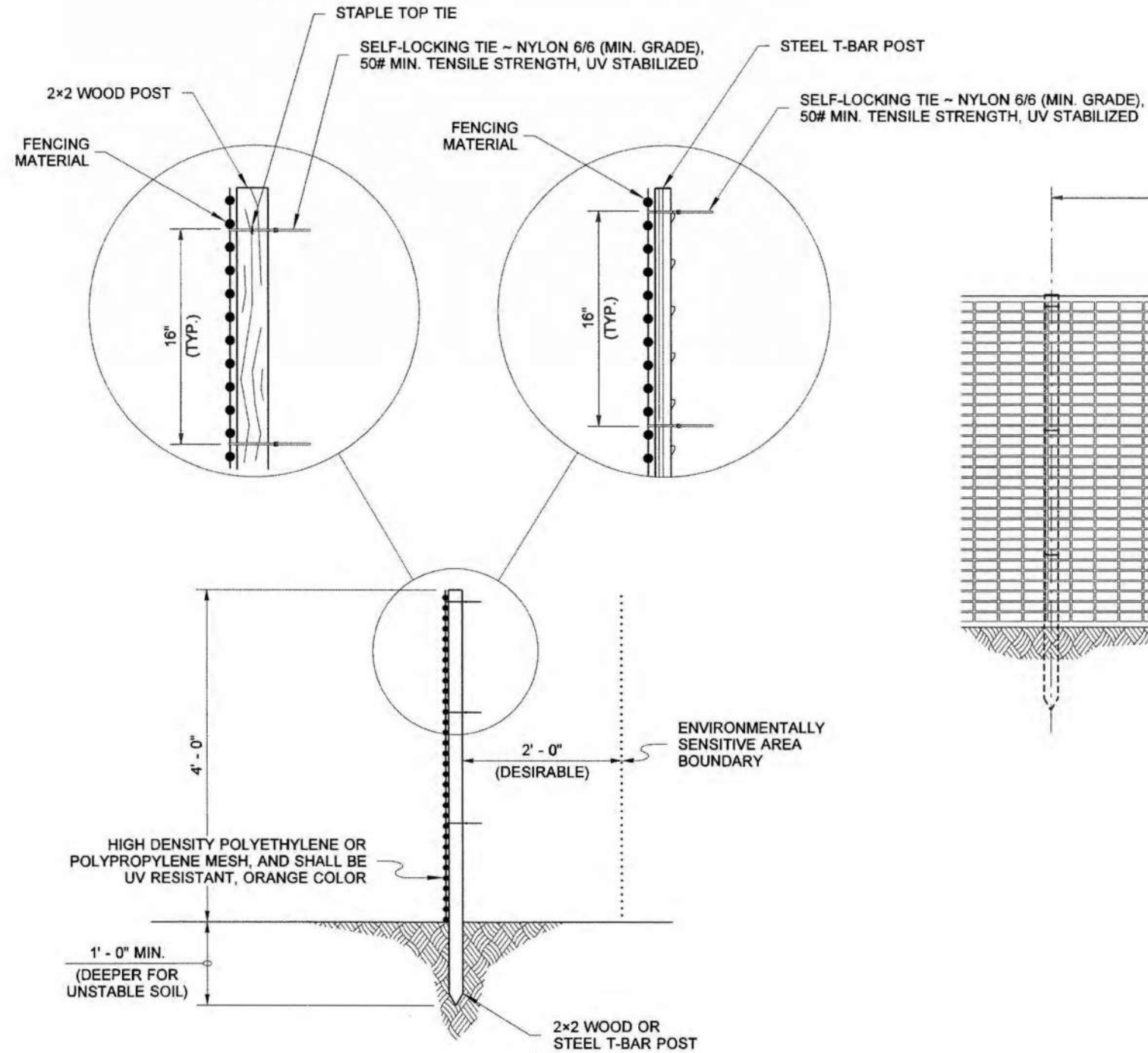


Aug 17, 2021

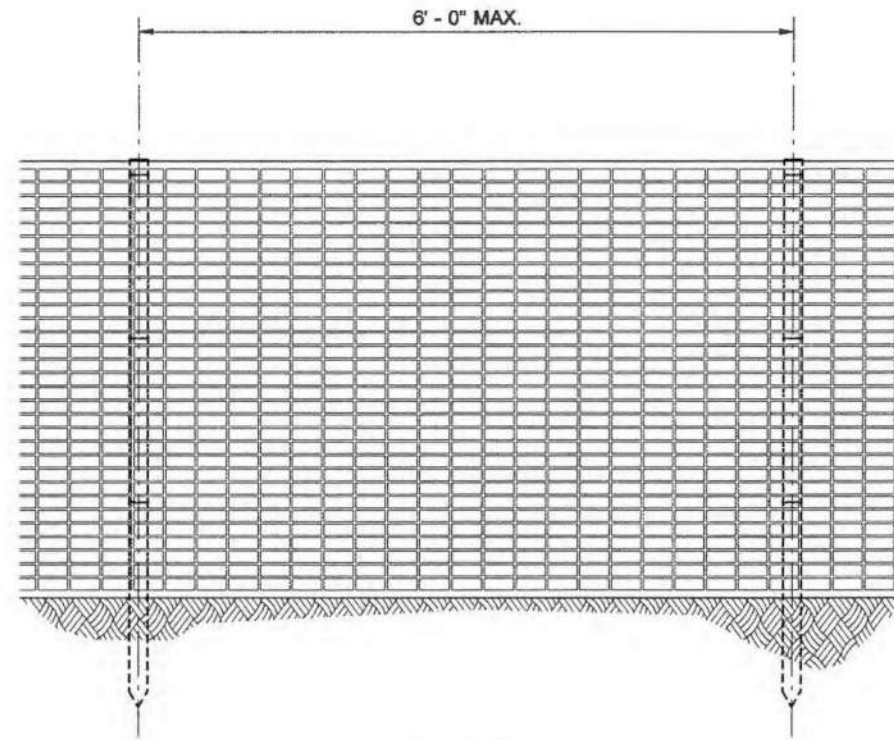
MAILBOX SUPPORT TYPE 1
STANDARD PLAN H-70.10-02
 SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
 [Signature] Aug 17, 2021
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

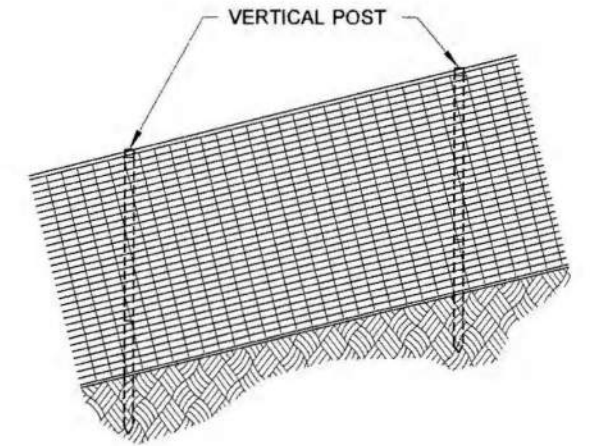
DRAWN BY: BILL BERENS



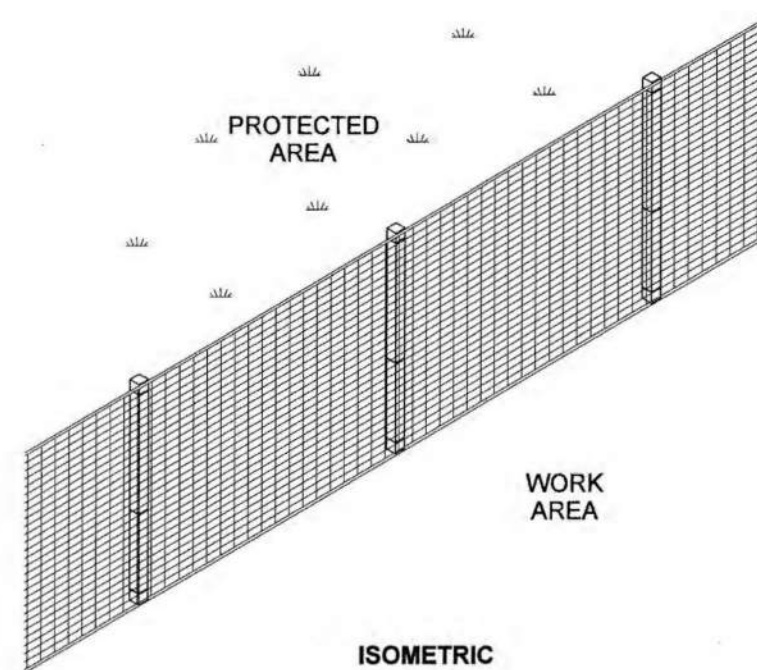
TYPICAL SECTION



ELEVATION



ELEVATION
FENCE ON SLOPE



ISOMETRIC

NOTE

1. Post shall have sufficient strength and durability to support the fence through the life of the project.



STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
Mark W. Maurer
MARK W. MAURER
CERTIFICATE NO. 000598
8/10/2009

HIGH VISIBILITY FENCE

STANDARD PLAN I-10.10-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

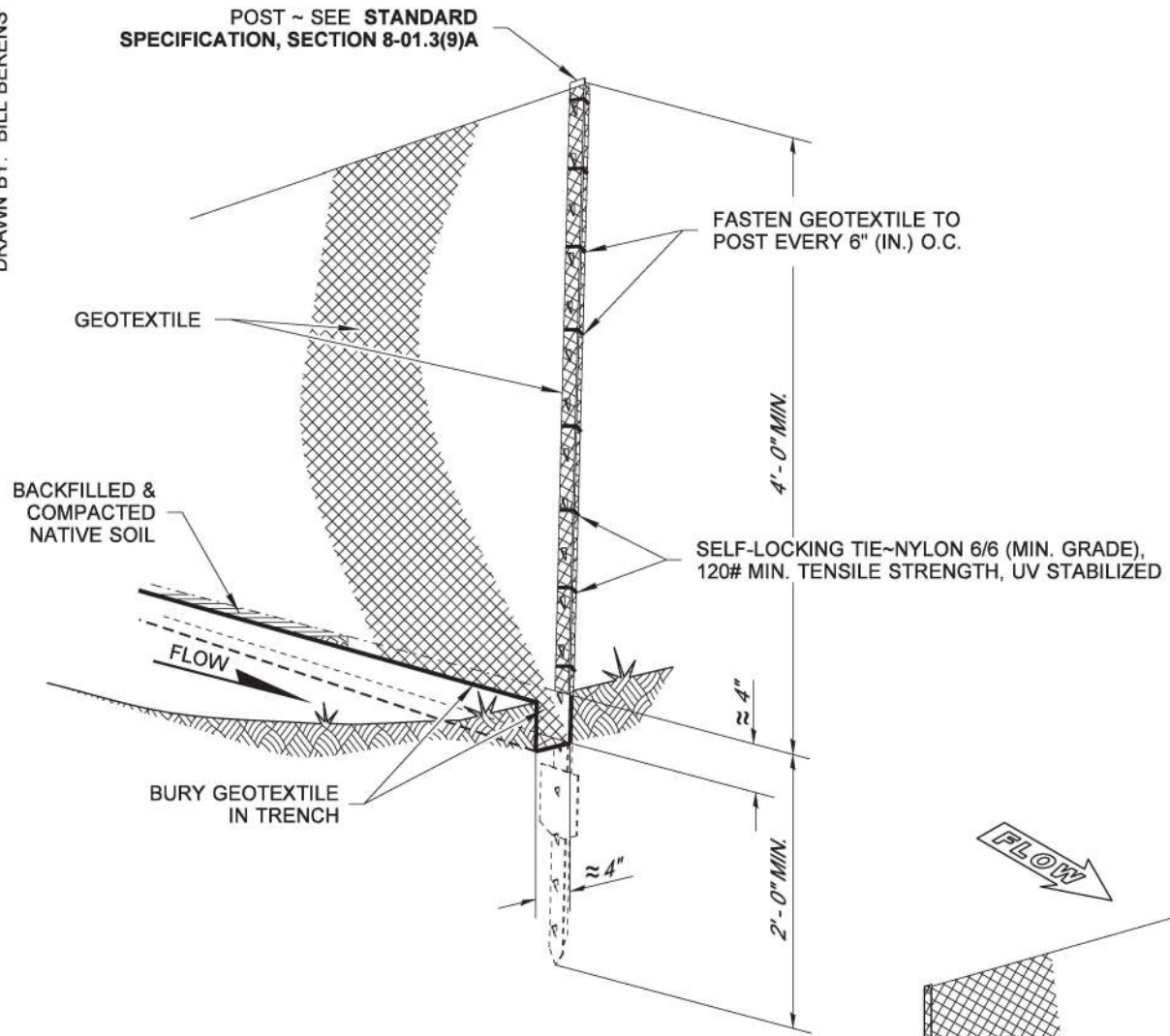
Paul B. [Signature] 8/10/09

STATE DESIGN ENGINEER DATE

Washington State Department of Transportation

DRAWN BY: BILL BERENS

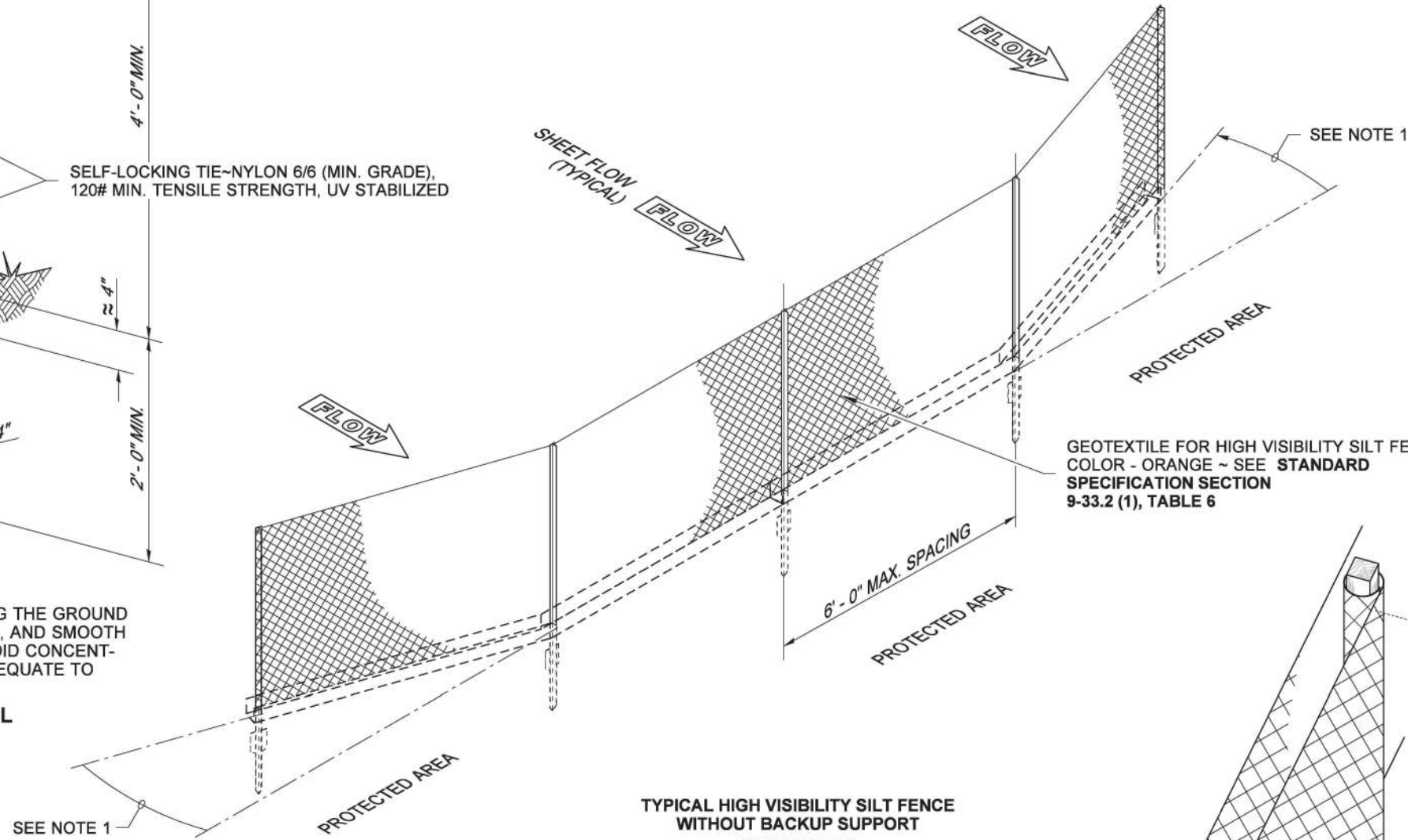
POST ~ SEE STANDARD SPECIFICATION, SECTION 8-01.3(9)A



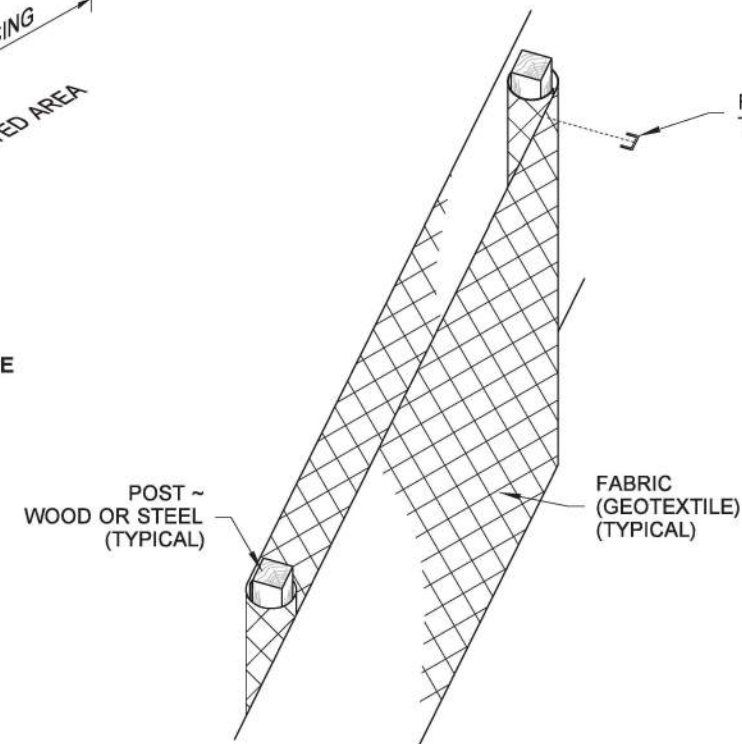
NOTE

DURING EXCAVATION, MINIMIZE DISTURBING THE GROUND AROUND TRENCH AS MUCH AS IS FEASIBLE, AND SMOOTH SURFACE FOLLOWING EXCAVATION TO AVOID CONCENTRATING FLOWS. COMPACTION MUST BE ADEQUATE TO PREVENT UNDERCUTTING FLOWS.

TYPICAL INSTALLATION DETAIL
(STEEL POSTS SHOWN)



TYPICAL HIGH VISIBILITY SILT FENCE WITHOUT BACKUP SUPPORT ISOMETRIC
(STEEL POSTS SHOWN)



SPLICED FENCE SECTIONS SHALL BE CLOSE ENOUGH TOGETHER TO PREVENT SILT LADEN WATER FROM ESCAPING THROUGH THE FENCE AT THE OVERLAP. JOINING SECTIONS SHALL NOT BE PLACED IN LOW SPOTS OR IN SUMP LOCATIONS.

SPLICE DETAIL
(WOOD POSTS SHOWN)

NOTES

1. Angle Terminal end uphill 24" (in) to 48" (in) to prevent flow around fence (Typical).
2. Perform maintenance in accordance with **Standard Specification, Sections 8-01.3(9)A and 8-01.3(15)**.
3. Splices shall never be placed in low spots or sump locations. If splices are located in low or sump areas, the fence may need to be reinstalled unless the Project Engineer approves the installation.
4. Install silt fencing parallel to mapped contour lines.



Hartwig, Juli
Jun 4 2019 10:48 AM

HIGH VISIBILITY SILT FENCE

STANDARD PLAN I-30.17-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

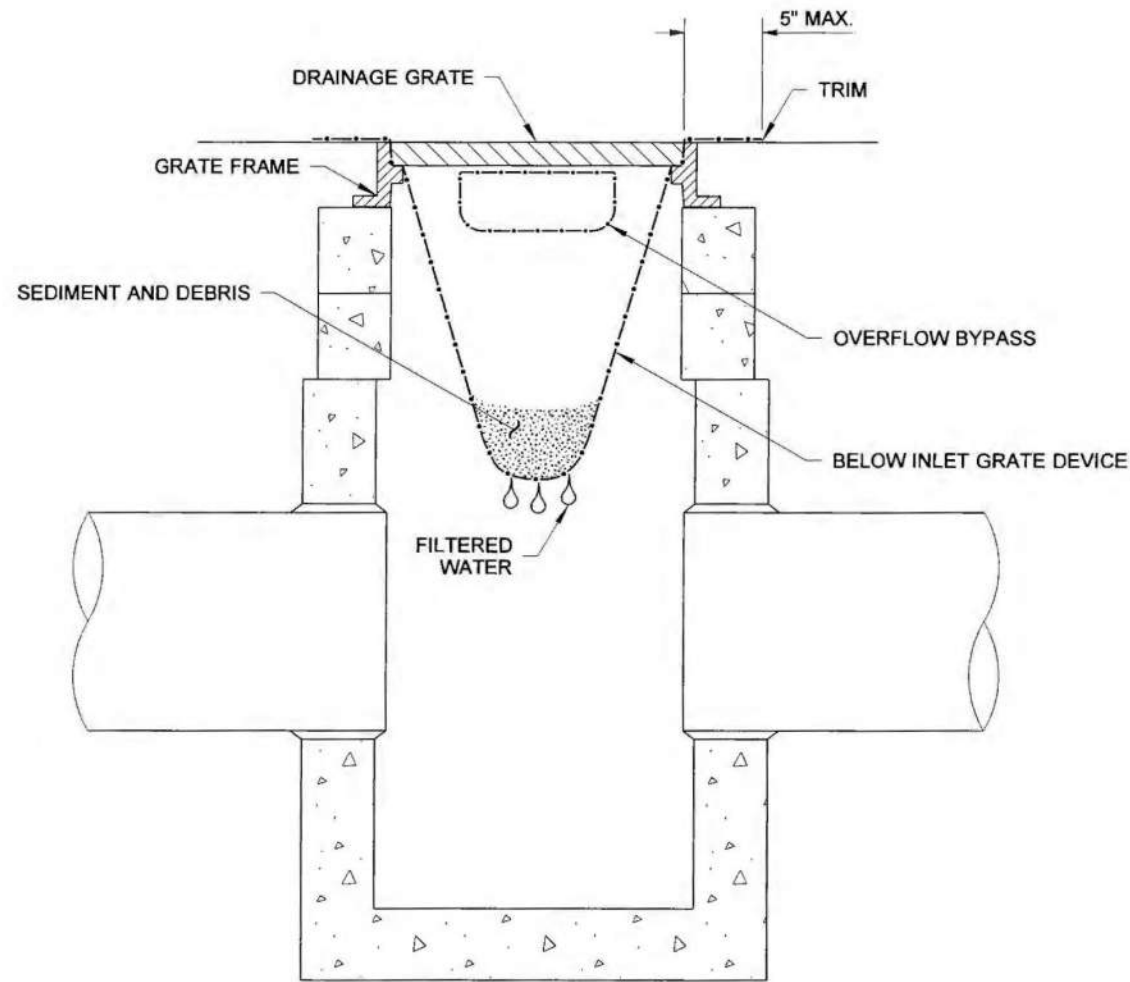
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Jun 12 2019 7:42 AM

STATE DESIGN ENGINEER

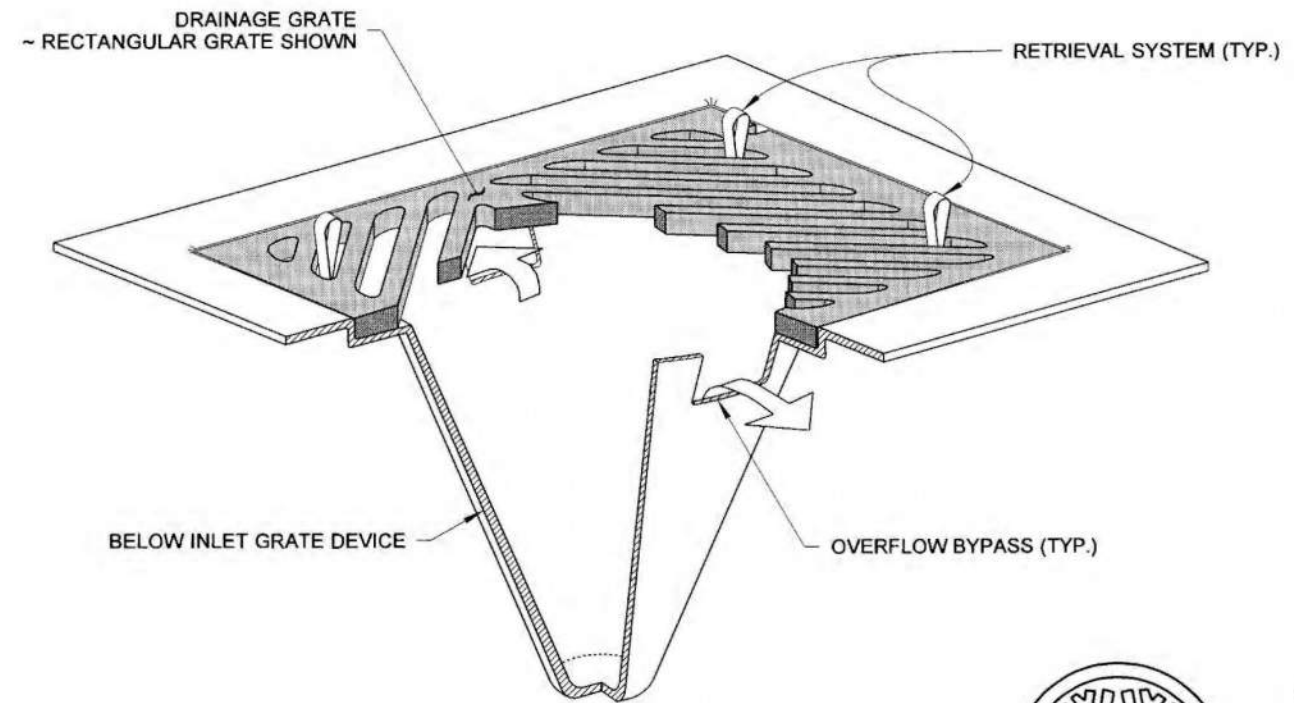


NOTES

1. Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.
2. The BIGD shall have a built-in high-flow relief system (overflow bypass).
3. The retrieval system must allow removal of the BIGD without spilling the collected material.
4. Perform maintenance in accordance with Standard Specification 8-01.3(15).



SECTION VIEW
NOT TO SCALE



ISOMETRIC VIEW



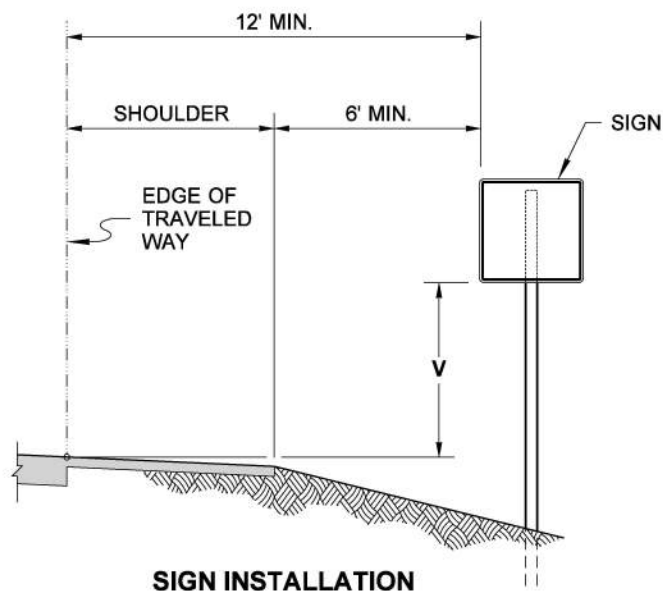
STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
Mark W. Maurer
MARK W. MAURER
CERTIFICATE NO. 000598
9/20/07

**STORM DRAIN
INLET PROTECTION
STANDARD PLAN I-40.20-00**

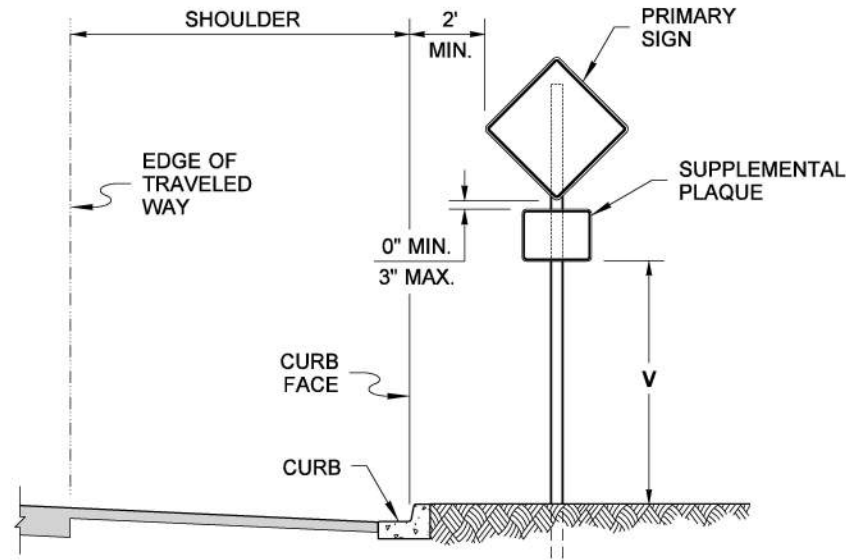
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Pino Balotino 9/20/07
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation

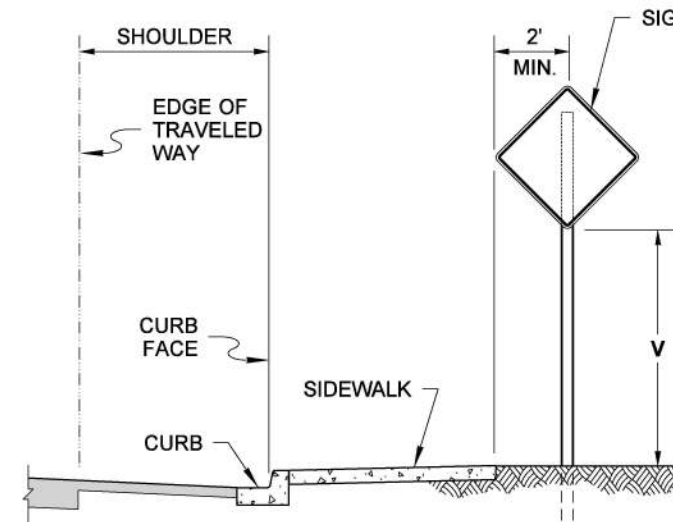
DRAWN BY: FERN LIDDELL



**SIGN INSTALLATION
(FILL SECTION)**



**SIGN INSTALLATION
(CURB SECTION)**

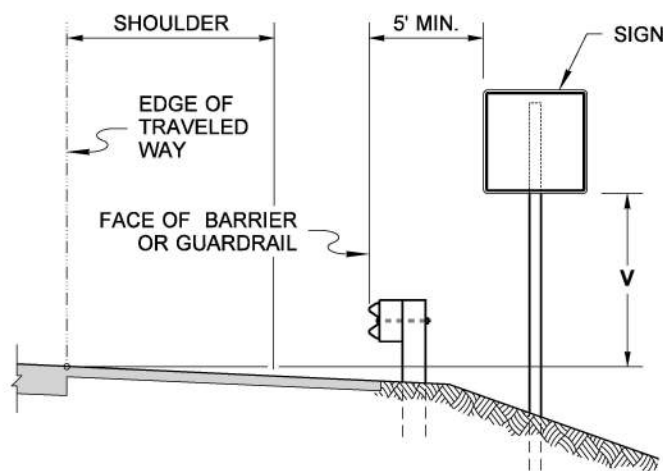


**SIGN INSTALLATION
(SIDEWALK AND CURB SECTION)**

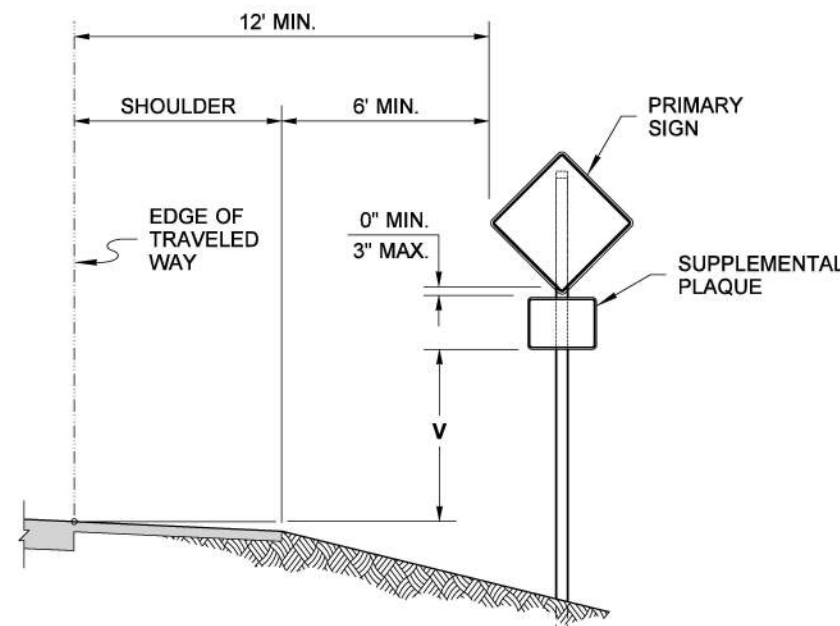
NOTES

1. For sign installation details, see **Standard Plan G - series**.
2. Where it is impractical to locate a sign with the lateral offset, a minimum of 2'(ft) offset may be used. A 1'(ft) lateral offset may be used in business, commercial or residential areas.
3. The "V" height for signs, with an area of more than 50 square feet and two or more sign supports, is 7 feet in both rural and urban areas.

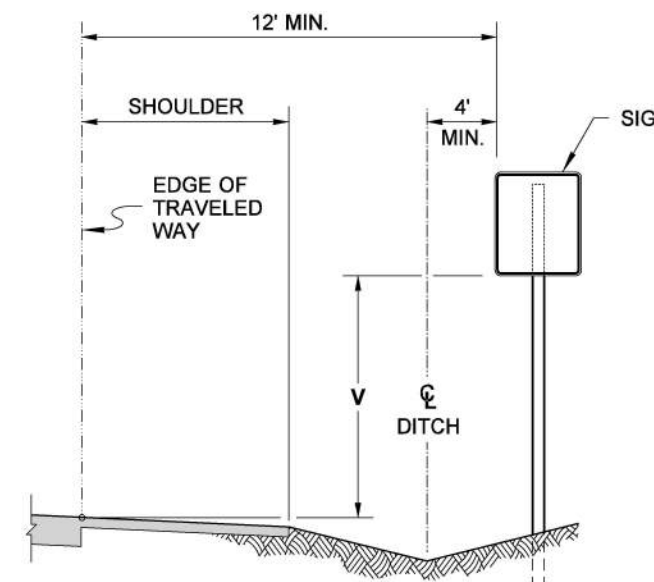
HEIGHT V		
	TO BOTTOM OF SIGN (NO SUPPLEMENTAL PLAQUE)	TO BOTTOM OF SUPPLEMENTAL PLAQUE (WHEN REQUIRED)
RURAL	5' MINIMUM	4' MINIMUM
URBAN	7' MINIMUM	6' MINIMUM



**SIGN INSTALLATION
(BEHIND TRAFFIC BARRIER)**



**SIGN WITH SUPPLEMENTAL
PLAQUE INSTALLATION
(FILL SECTION)**



**SIGN INSTALLATION
(DITCH SECTION)**

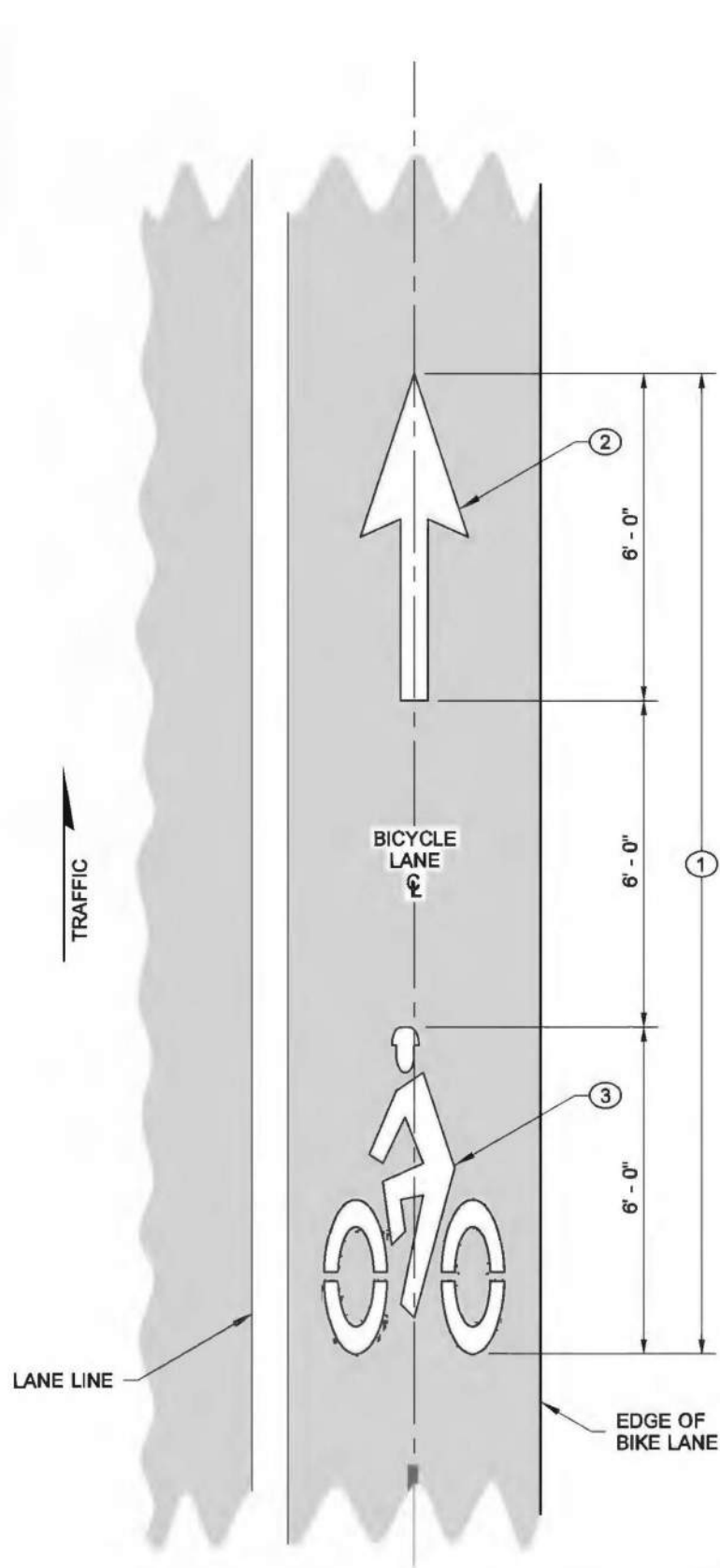


Brian Walsh 2020.09.23 13:48:58
-07'00'

**CLASS A
CONSTRUCTION SIGNING
INSTALLATION
STANDARD PLAN K-80.10-02**

SHEET 1 OF 1 SHEET

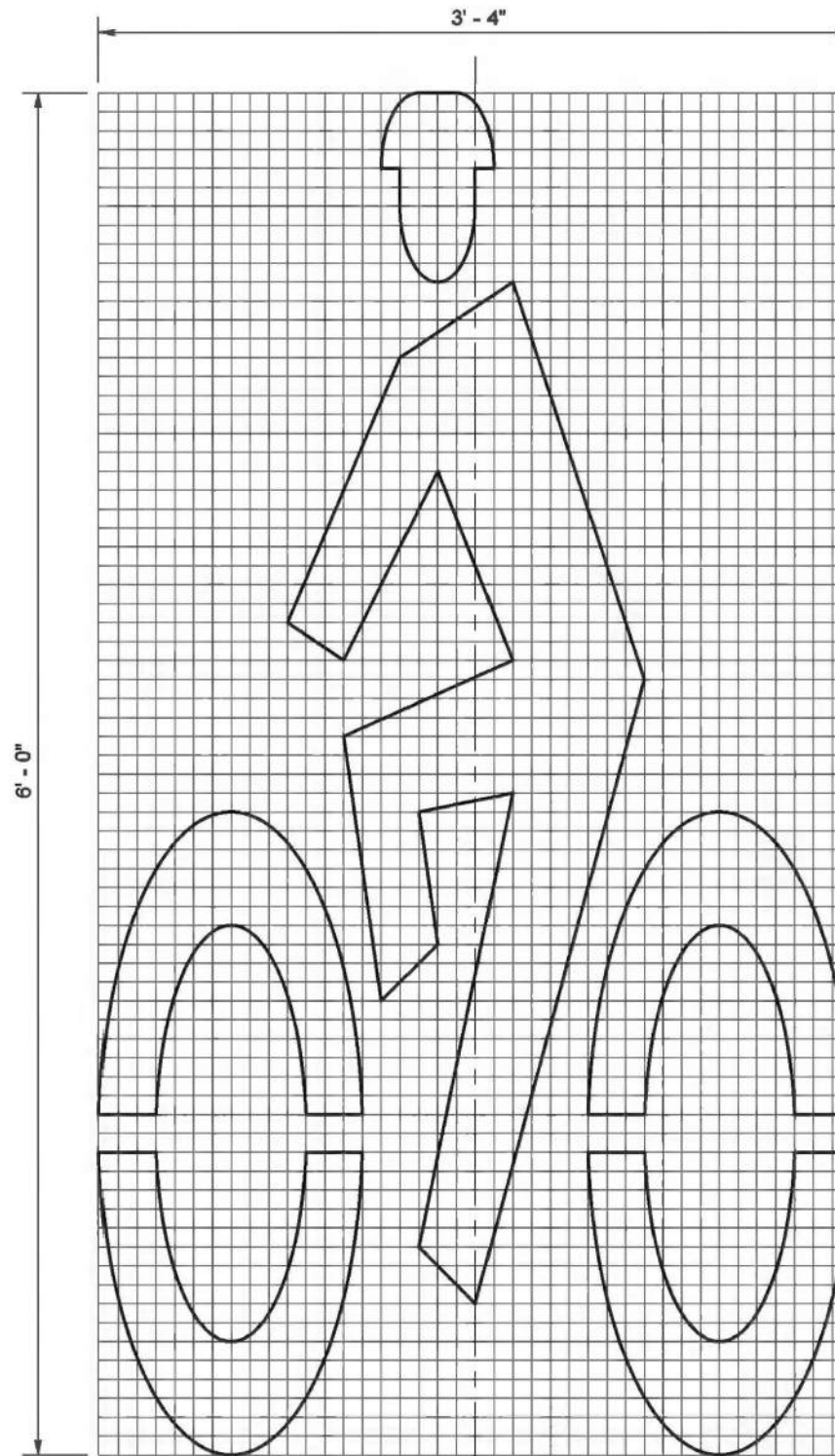
APPROVED FOR PUBLICATION
Date: 2020.09.25
14:46:01 -07'00'
STATE DESIGN ENGINEER
 Washington State Department of Transportation



BICYCLE LANE SYMBOL LAYOUT

KEY NOTES

- ① Bid Item "Bicycle Lane Symbol" includes Bike Lane Arrow and Bike Rider Symbol.
- ② 2' (ft) x 6' (ft) White Bike Lane Arrow.
- ③ Bike Rider Symbol.

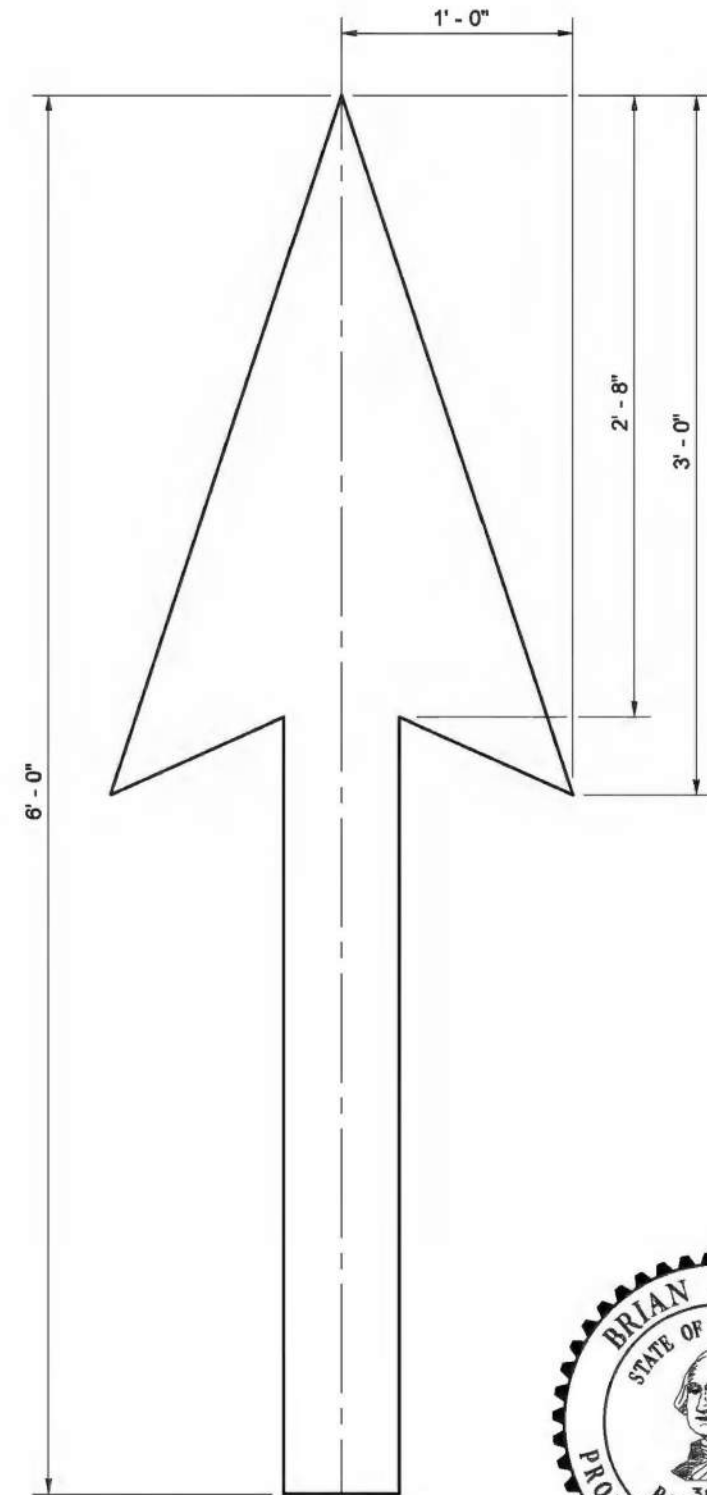


BIKE RIDER SYMBOL DETAIL

MARKING AREA 6.02 SQ.FT.

GENERAL NOTE

See Contract for location and material requirements.



BIKE LANE ARROW DETAIL

MARKING AREA 4.25 SQ.FT.



Walsh, Brian
Jun 24 2014 1:53 PM

BICYCLE LANE SYMBOL LAYOUT

STANDARD PLAN M-9.50-02

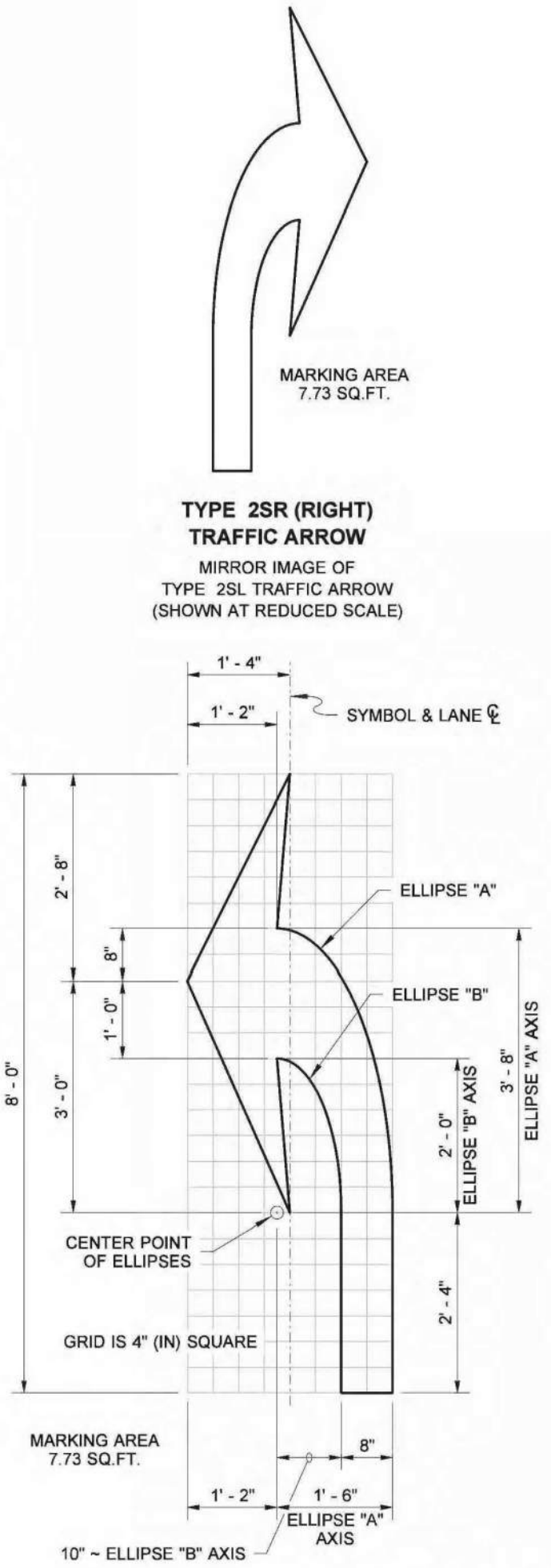
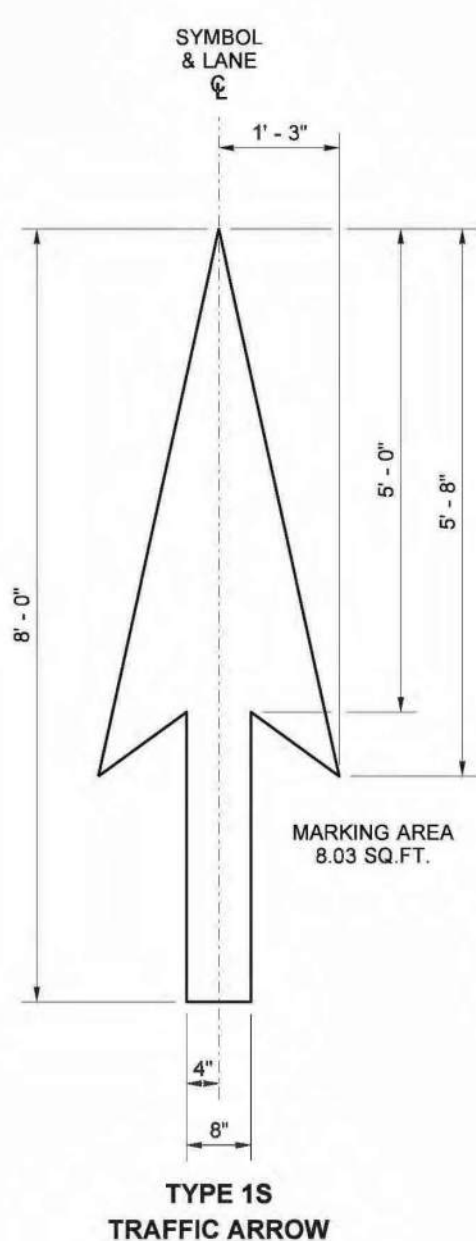
SHEET 1 OF 1 SHEET

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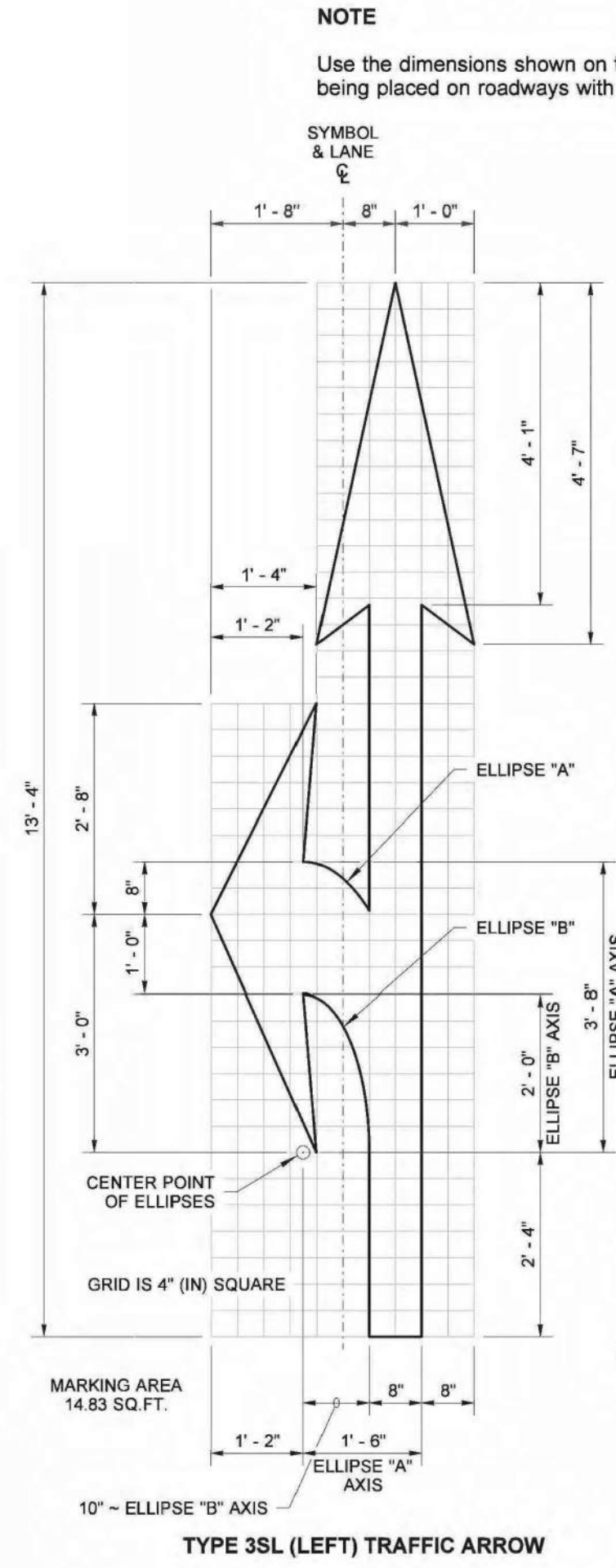
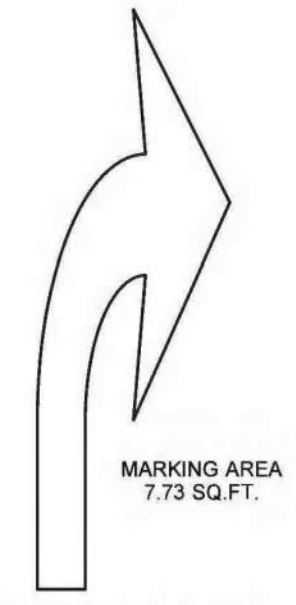
Bakotich, Pasco
Jun 24 2014 4:42 PM

STATE DESIGN ENGINEER

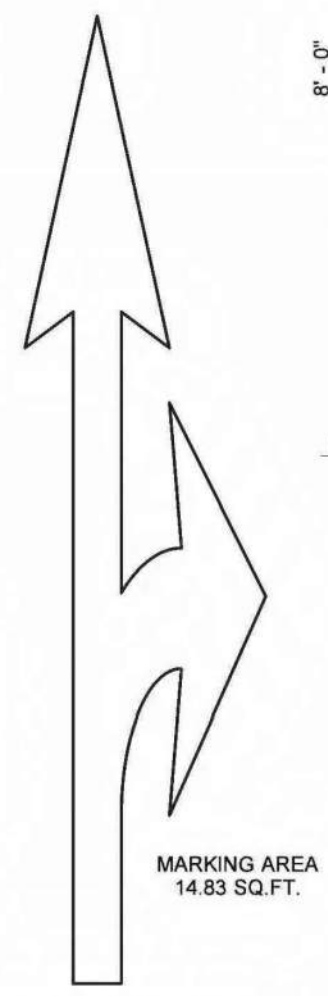




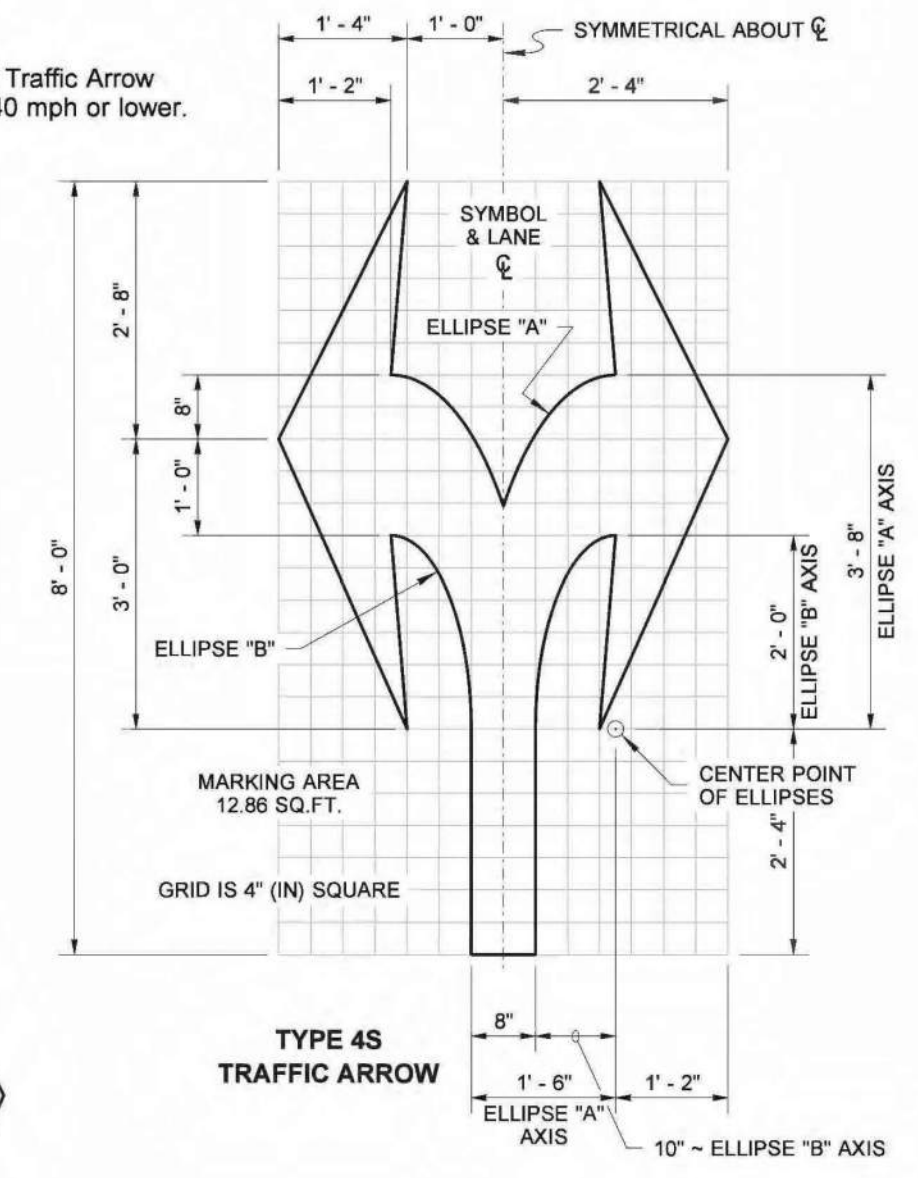
TYPE 2SR (RIGHT) TRAFFIC ARROW
MIRROR IMAGE OF TYPE 2SL TRAFFIC ARROW (SHOWN AT REDUCED SCALE)



TYPE 3SR (RIGHT) TRAFFIC ARROW
MIRROR IMAGE OF TYPE 3SL TRAFFIC ARROW (SHOWN AT REDUCED SCALE)



NOTE
Use the dimensions shown on this plan for each type of Traffic Arrow being placed on roadways with a posted speed limit of 40 mph or lower.



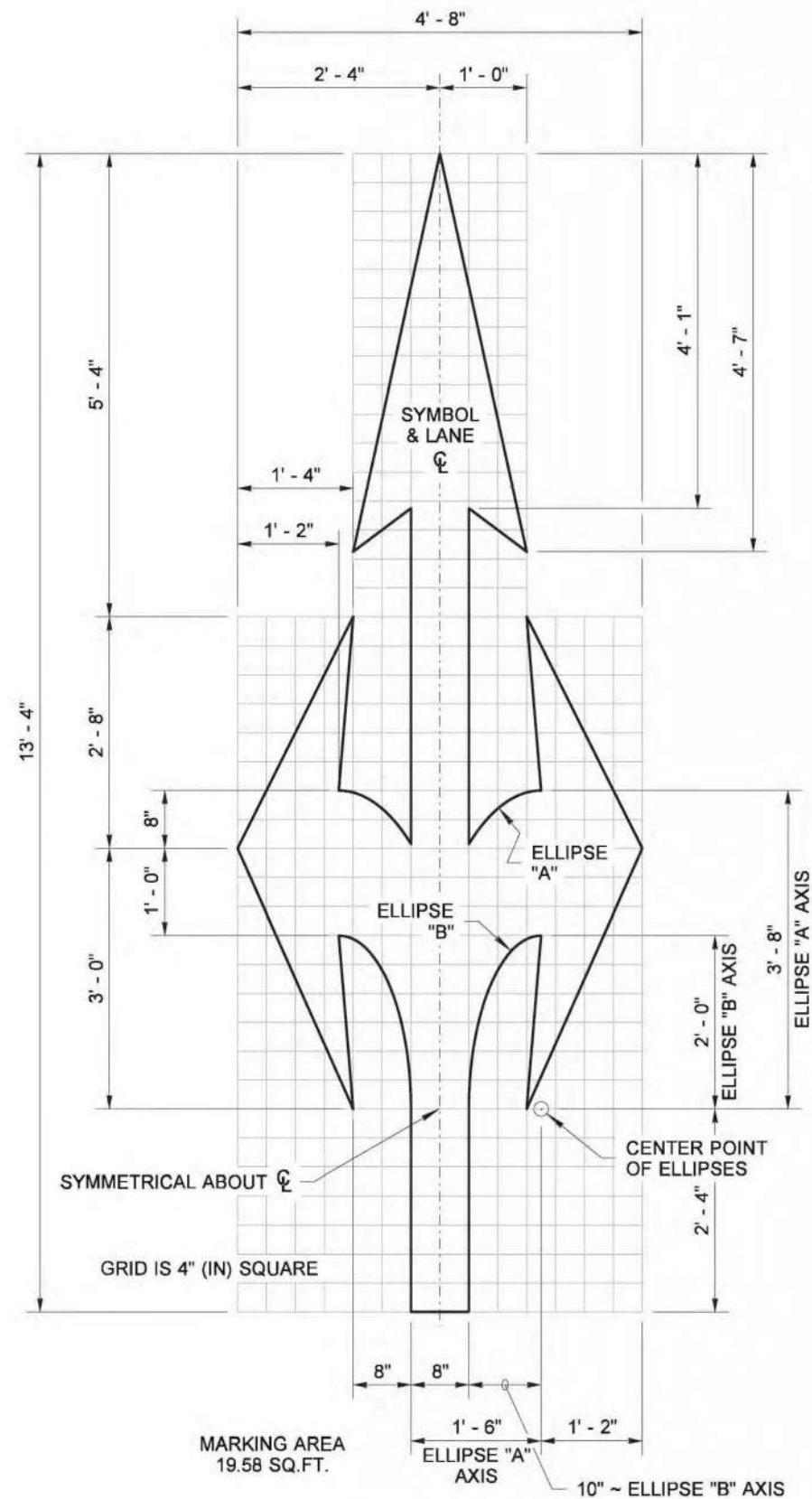
DRAWN BY: COLBY FLETCHER

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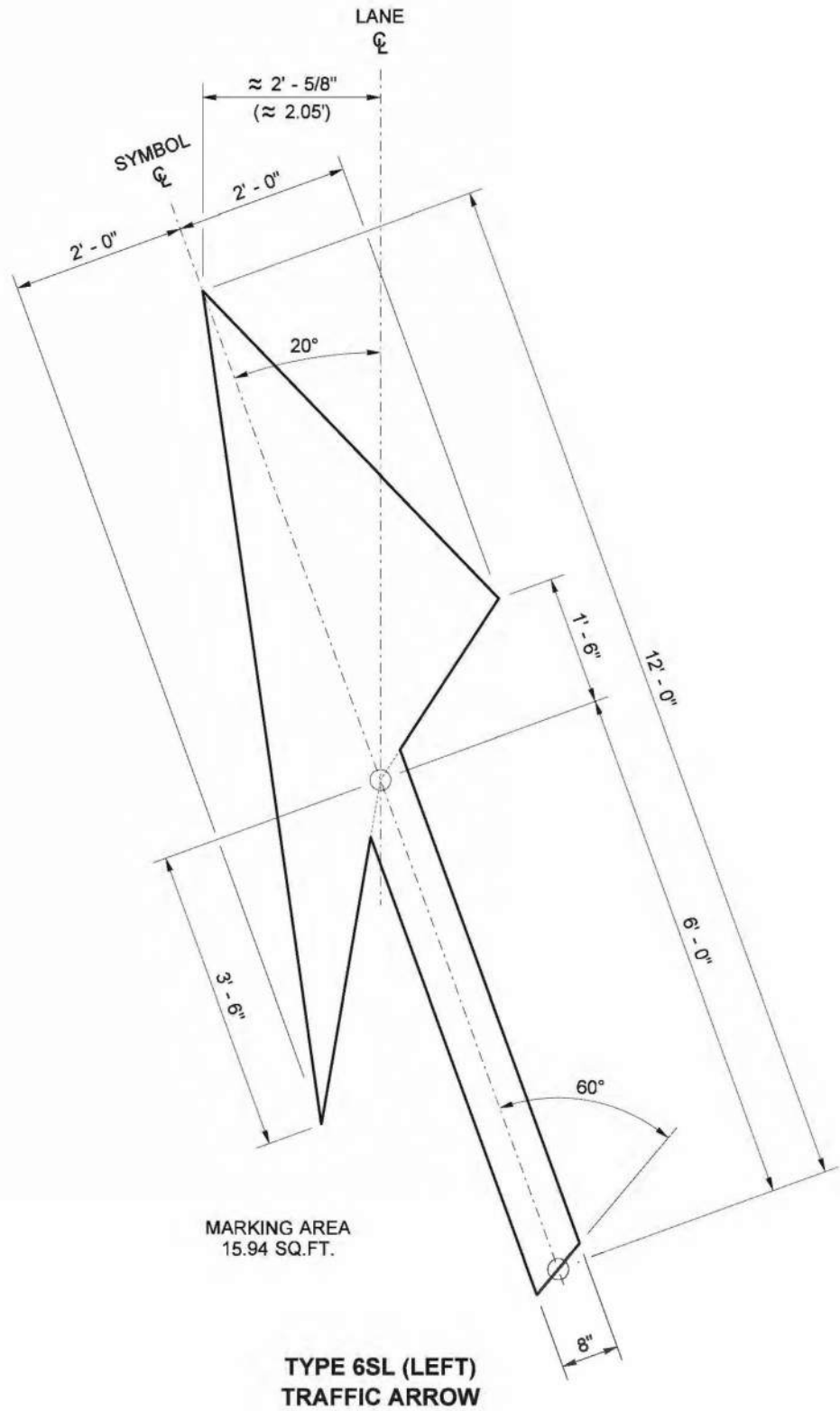
Walsh, Brian
Apr 16 2015 2:21 PM
SYMBOL MARKINGS ~ TRAFFIC ARROWS FOR LOW-SPEED ROADWAYS
STANDARD PLAN M-24.40-02

SHEET 1 OF 2 SHEETS
APPROVED FOR PUBLICATION
Bakotich, Pasco
Apr 20 2015 10:11 AM
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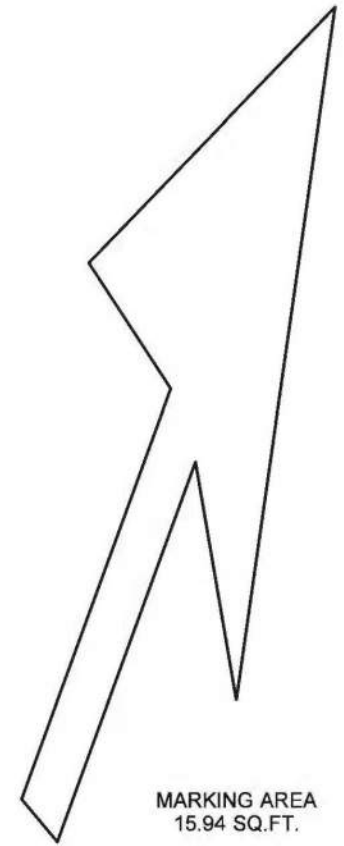
TYPE 7S TRAFFIC ARROW

MARKING AREA
19.58 SQ.FT.



**TYPE 6SL (LEFT)
TRAFFIC ARROW**

MARKING AREA
15.94 SQ.FT.



**TYPE 6SR (RIGHT)
TRAFFIC ARROW**

MIRROR IMAGE OF TYPE 6SL
(MIRRORED ABOUT LANE CENTERLINE)
(SHOWN AT REDUCED SCALE)



Brian Walsh
Walsh, Brian
Apr 16 2015 2:21 PM

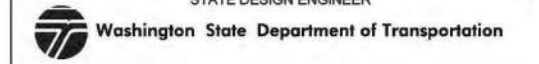
**SYMBOL MARKINGS ~
TRAFFIC ARROWS FOR
LOW-SPEED ROADWAYS
STANDARD PLAN M-24.40-02**

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

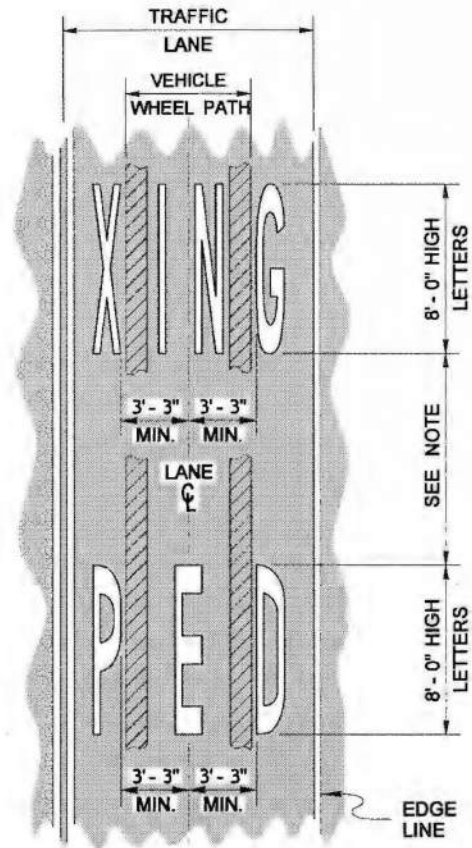
Paula Byrd
Bakotich, Pasco
Apr 20 2015 10:11 AM

STATE DESIGN ENGINEER

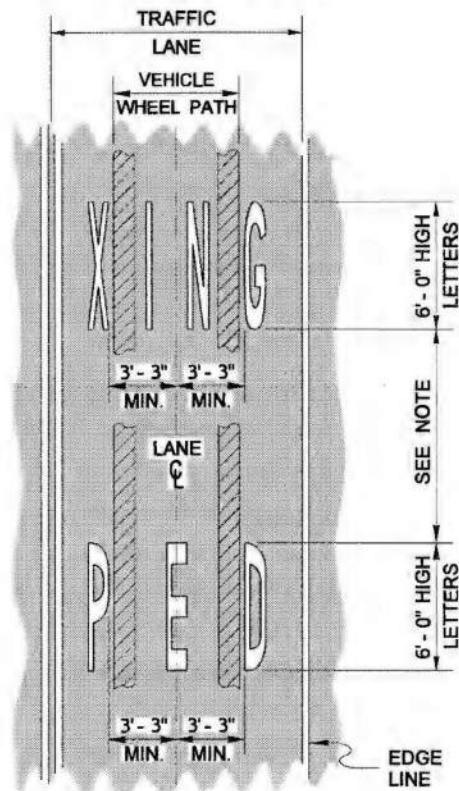


DRAWN BY: COLBY FLETCHER

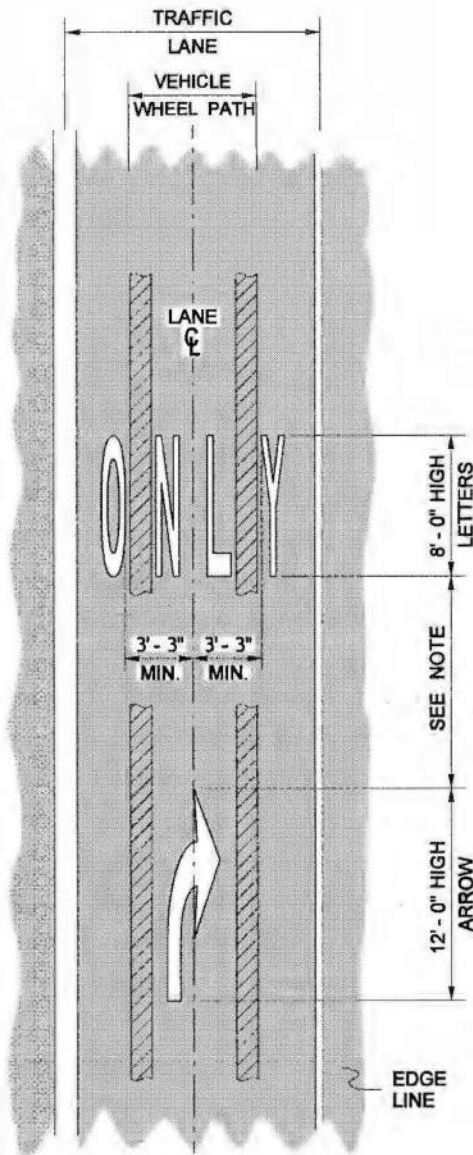
DRAWN BY: LISA CYFORD



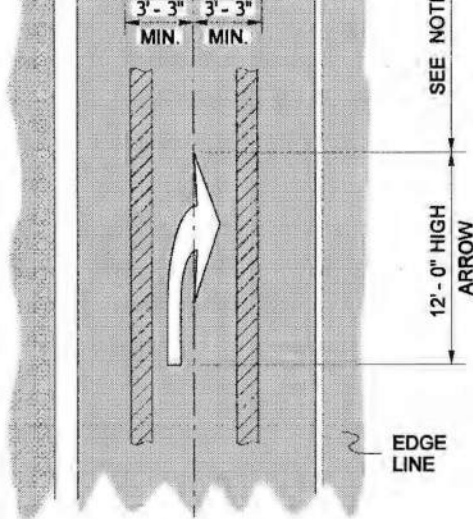
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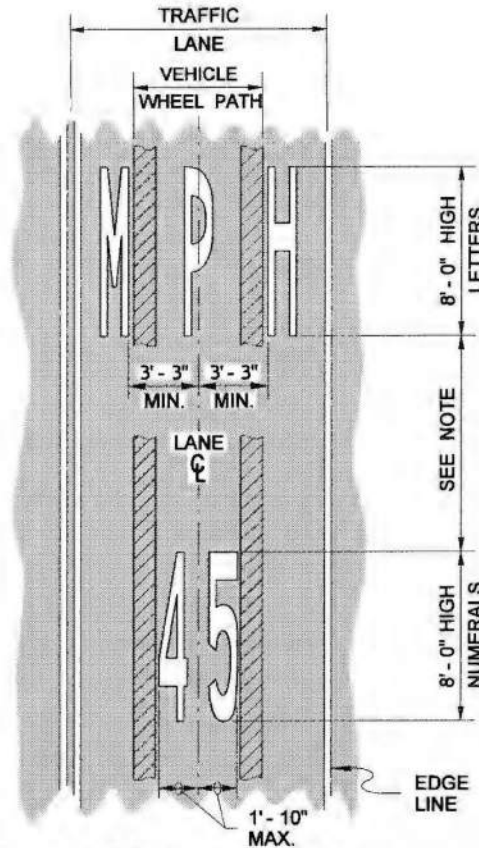
LOW-SPEED APPLICATION



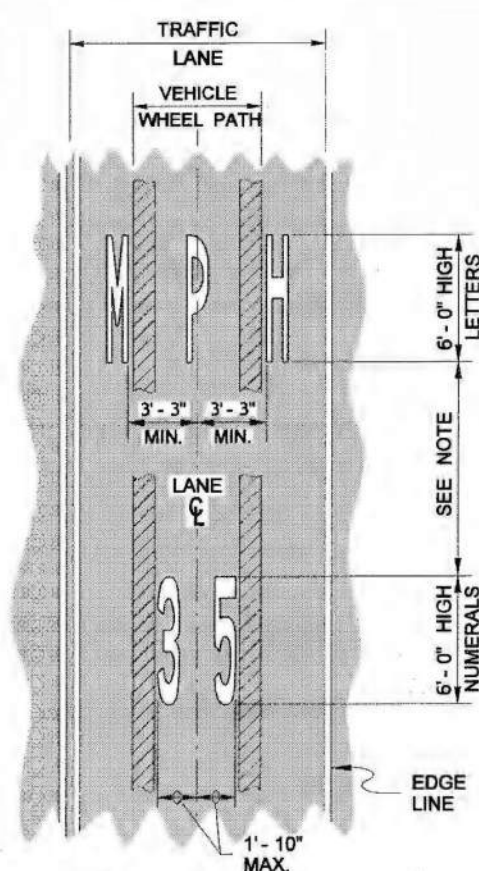
HIGH-SPEED APPLICATION



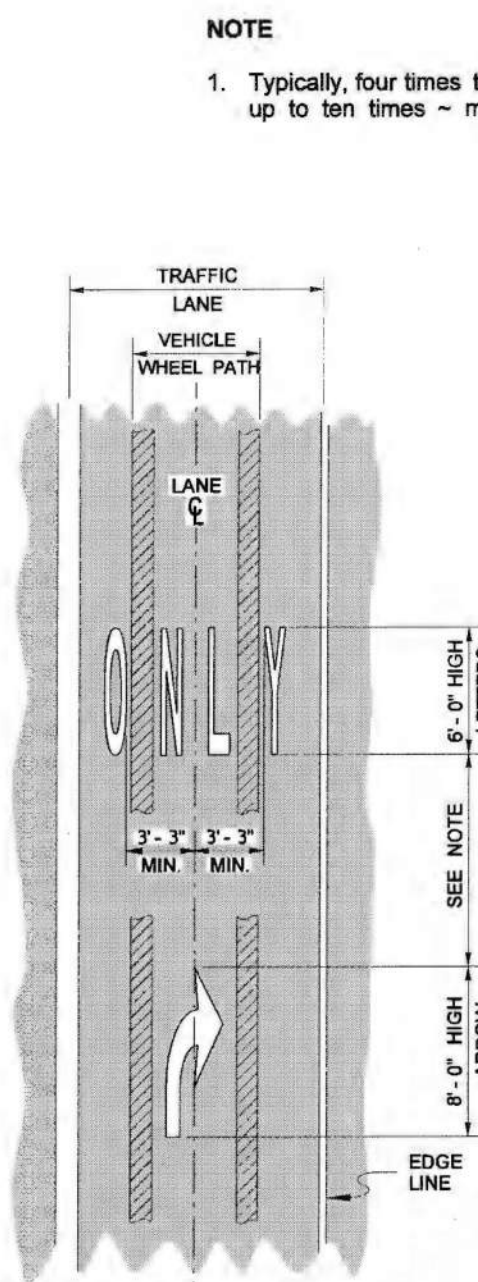
HIGH-SPEED APPLICATION



HIGH-SPEED APPLICATION



LOW-SPEED APPLICATION



LOW-SPEED APPLICATION

NOTE

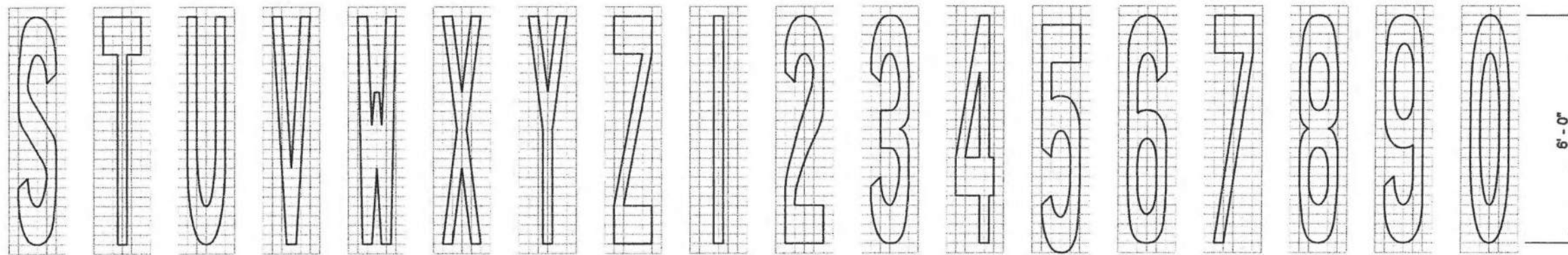
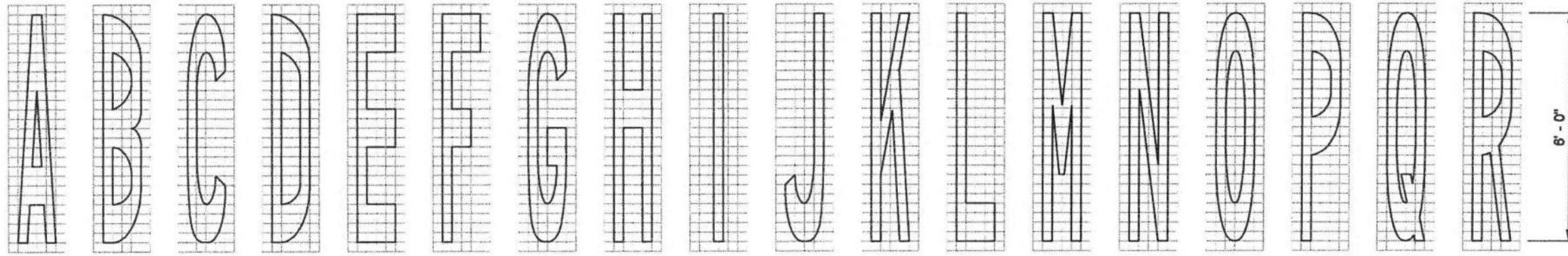
- Typically, four times the letter or numeral height ~ minimum, up to ten times ~ maximum, or according to Plans.



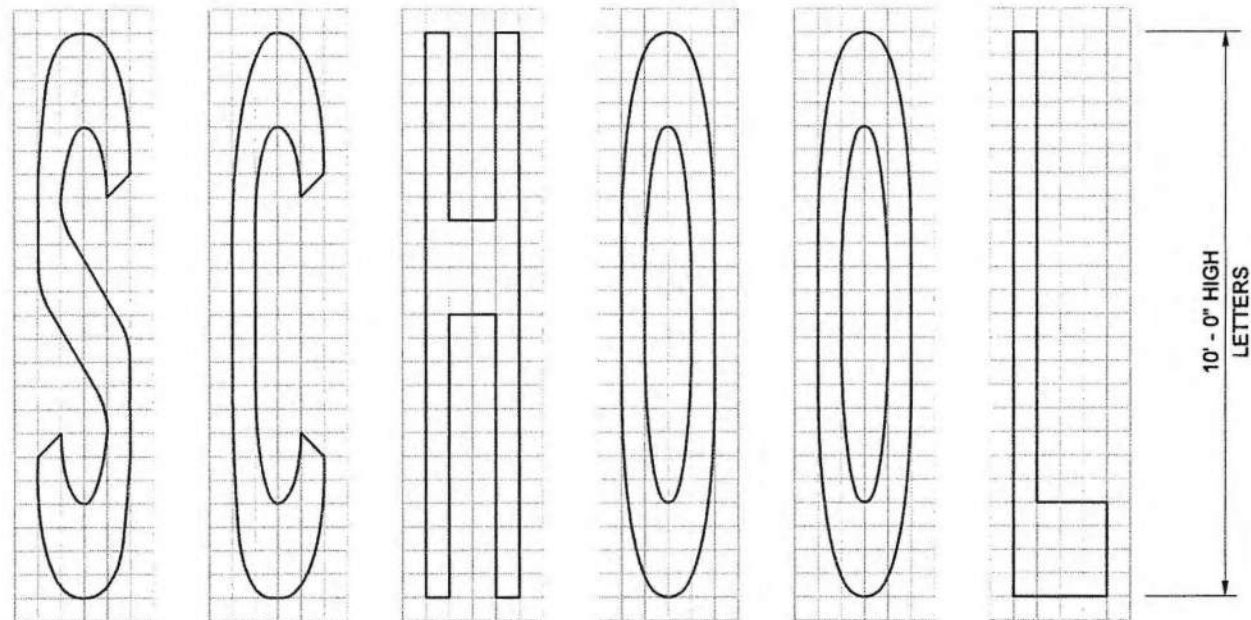
TRAFFIC LETTER AND NUMERAL APPLICATIONS
STANDARD PLAN M-80.10-01
 SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Pasco Bolotin 6/3/11
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation

DRAWN BY: FERN LIDDELL



SIX FOOT HIGH LETTERS AND NUMERALS SHOWN ON A THREE -INCH SQUARE GRID



TEN FOOT HIGH LETTERS SHOWN ON A FIVE- INCH SQUARE GRID

FOR USE ON ROADWAYS WITH A POSTED SPEED OF 40 MPH OR LESS



EXPIRES AUGUST 9, 2009

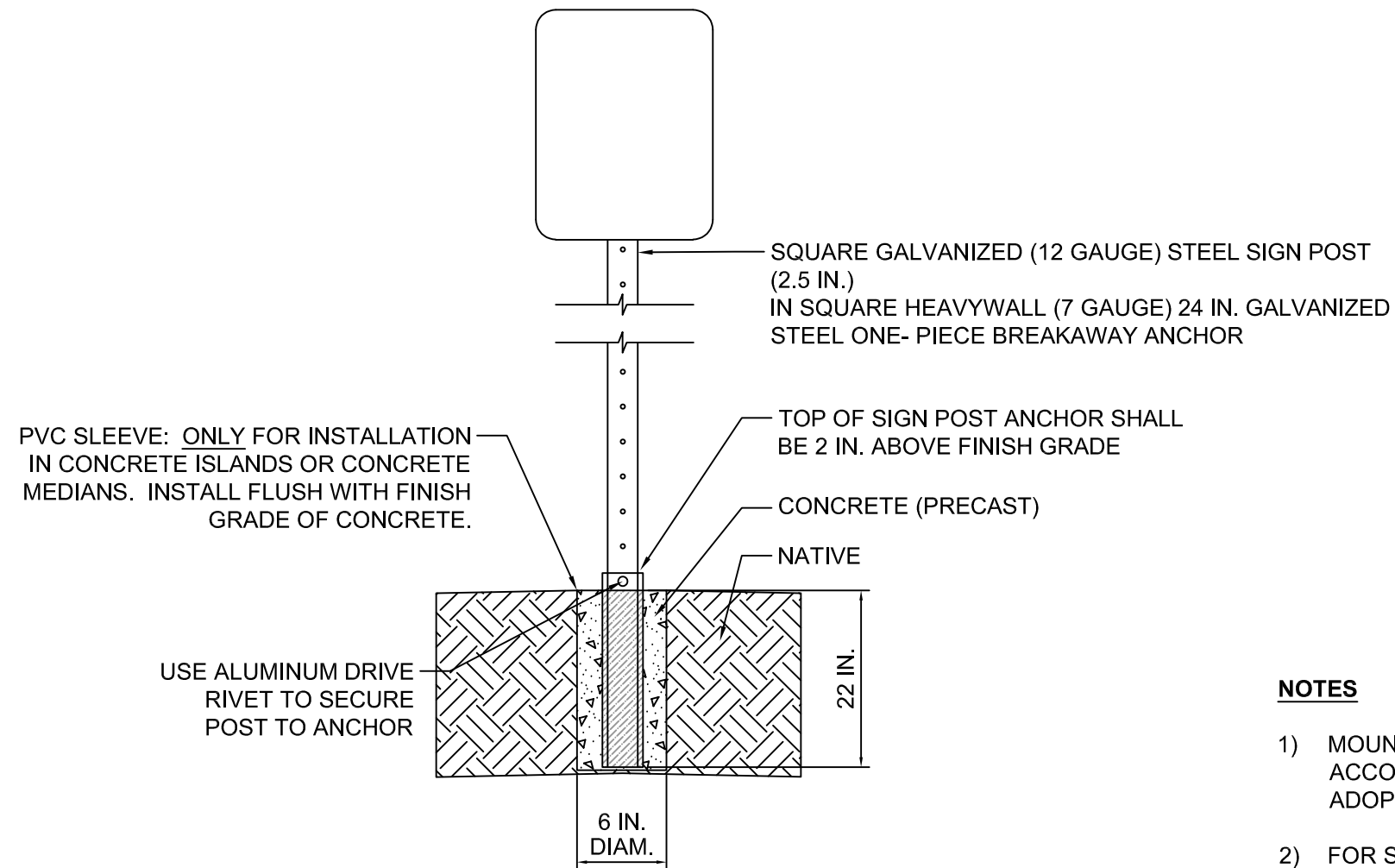
**TRAFFIC LETTERS AND NUMERALS
(LOW SPEED ROADWAYS)
STANDARD PLAN M-80.30-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Paulo Beltrami 6/10/08
STATE DESIGN ENGINEER DATE
Washington State Department of Transportation

APPENDIX D
CITY OF FEDERAL WAY STREET LIGHT INFILL DETAILS



GALVANIZED SIGN POST DETAIL

NOTES

- 1) MOUNTING HEIGHT SHALL BE IN ACCORDANCE WITH THE CURRENT ADOPTED EDITION OF THE MUTCD.
- 2) FOR STEEL POST INSTALLATIONS, USE A NYLON WASHER AND AN ALUMINUM DRIVE RIVET TO INSTALL THE SIGN TO THE POST.
- 3) VERIFY AND STAKE LOCATIONS OF TRAFFIC SIGNS FOR ENGINEER APPROVAL AND ADJUSTMENT PRIOR TO INSTALLATION.

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DESIGNED: K. DAVIS, P.E.
REVIEWED: R. PEREZ, P.E.
APPROVED: R. PEREZ, P.E.

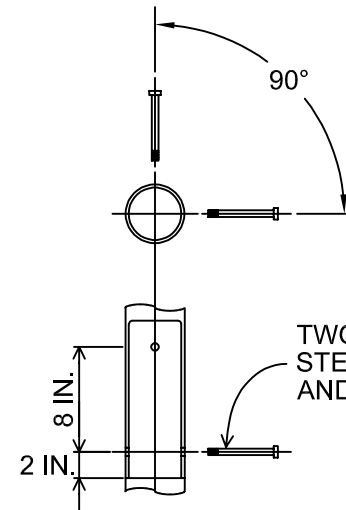
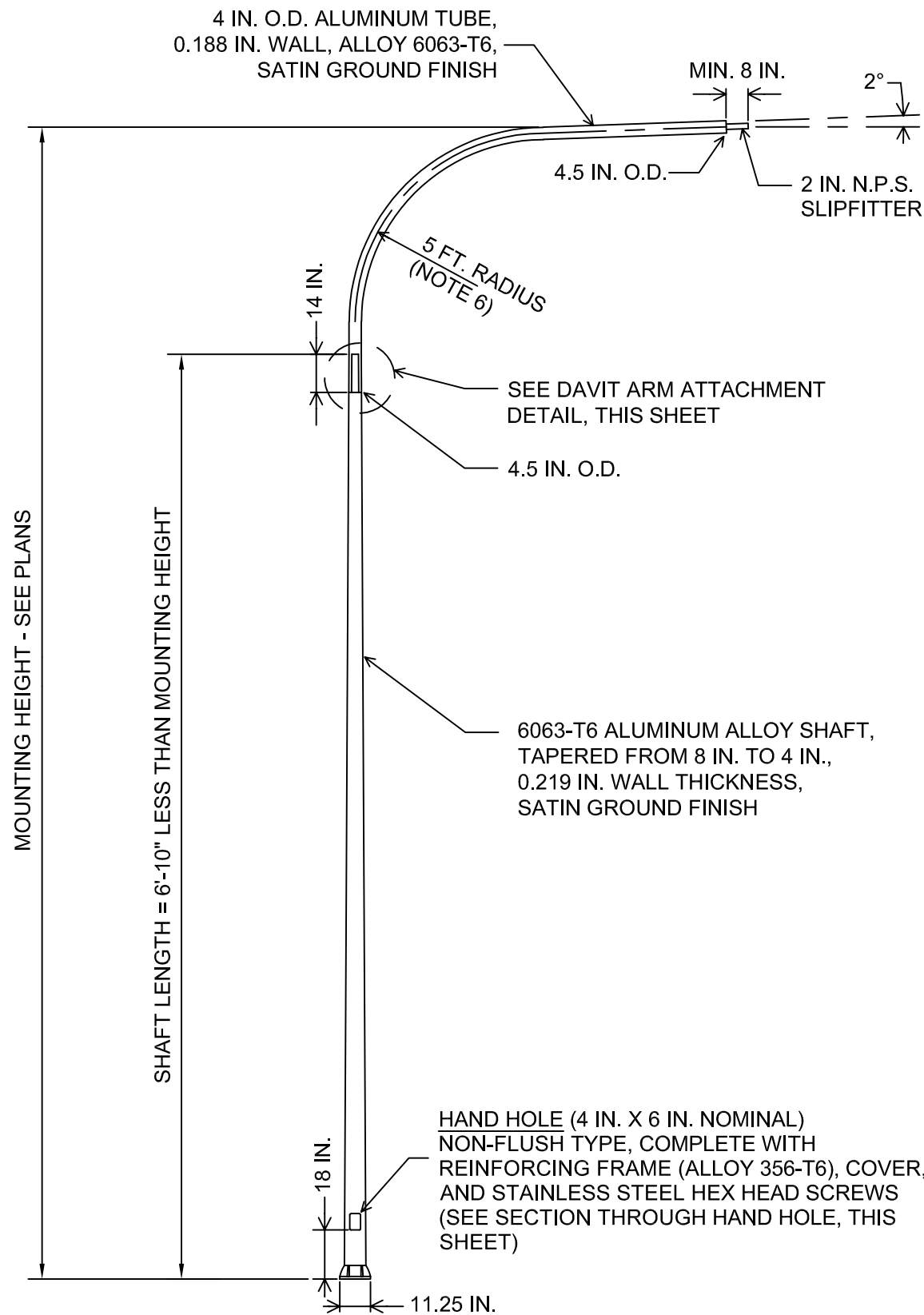
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NO.	DATE	REVISION

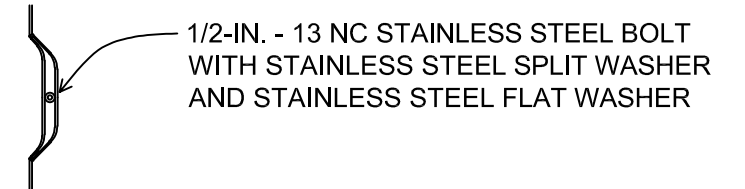
STREET LIGHT INFILL

**ILLUMINATION SYSTEM DETAILS
SIGN INSTALLATION**

CITY PROJECT #:
26775
SHT. **42**
OF **59**



DAVIT ARM ATTACHMENT DETAIL



SECTION THROUGH HAND HOLE

NOTES

1. POLE ASSEMBLIES SHALL MEET ALL STRENGTH REQUIREMENTS OF THE CURRENT EDITION OF AASHTO FOR 115 MPH ISOTACH WHEN USED WITH A LUMINAIRE WEIGHING 60 POUNDS WITH E.P.A. 1.5 SQUARE FEET.
2. 4043 FILLER WIRE SHALL BE USED FOR WELDING.
3. ONLY THE BASE FLANGE WELDS ARE HEAT-TREATED.
4. BASE FLANGE SHALL ACCOMMODATE AND 11- TO 12-INCH BOLT CIRCLE.
5. SEE FOUNDATION DETAIL, SHEET 44 FOR ANCHOR BOLT INFORMATION.
6. THE CITY MAY ACCEPT OTHER BEND RADII AND DAVIT ARM MOUNTING ANGLES.
7. THE HAND HOLE SHALL BE ROTATED 90 DEGREES FROM THE DAVIT ARM.

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REVIEWED: R. PEREZ, P.E.
APPROVED: R. PEREZ, P.E.

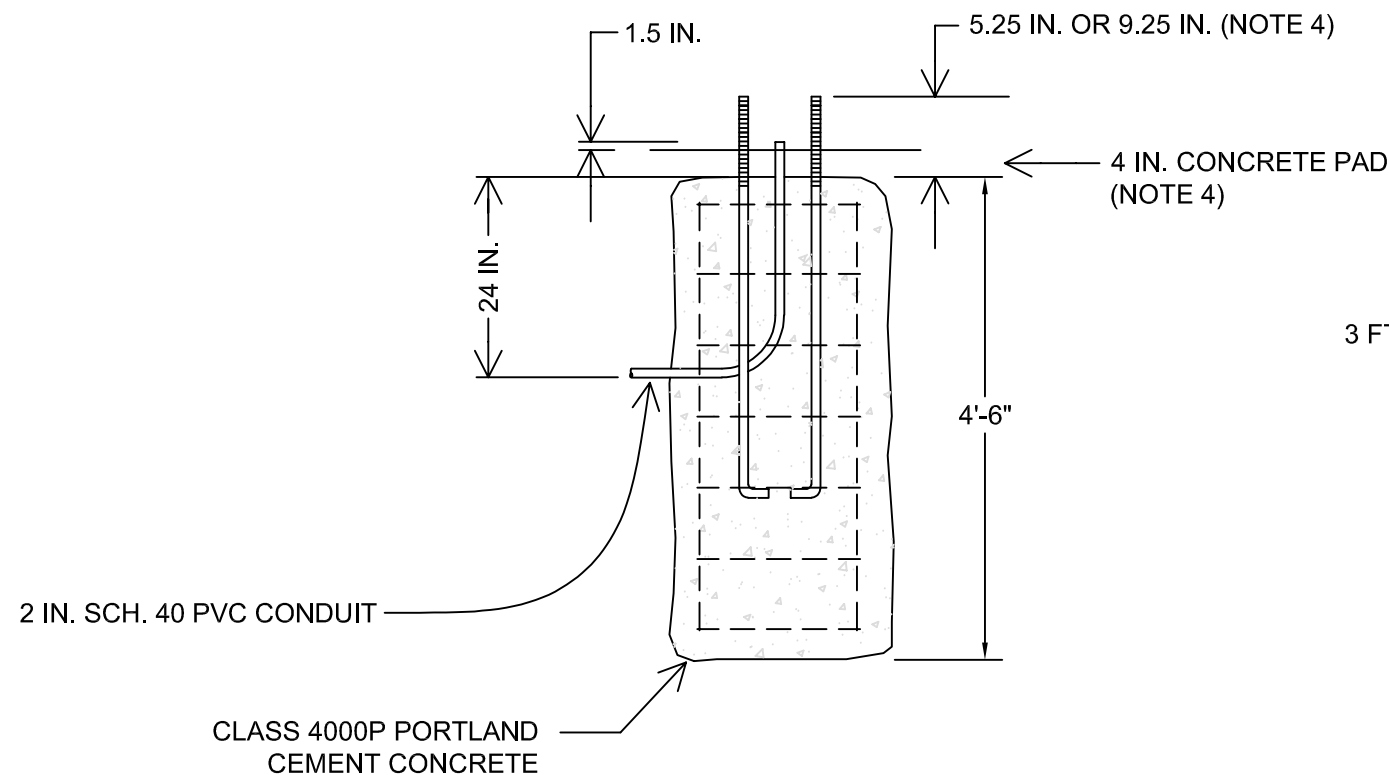
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NO.	DATE	REVISION

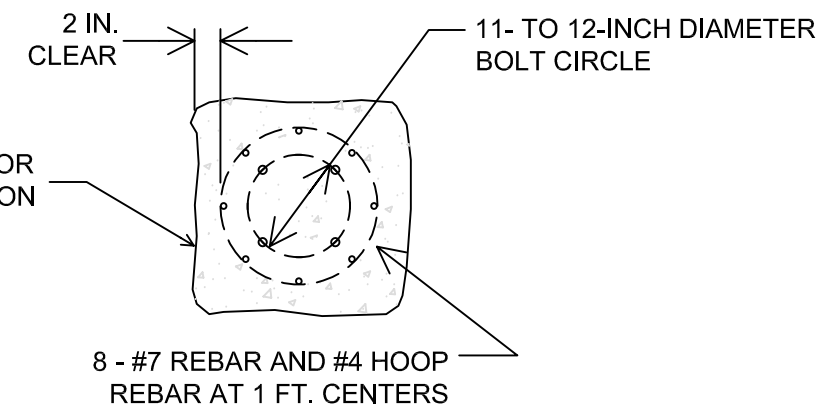
STREET LIGHT INFILL

ILLUMINATION SYSTEM DETAILS
LIGHT STANDARD

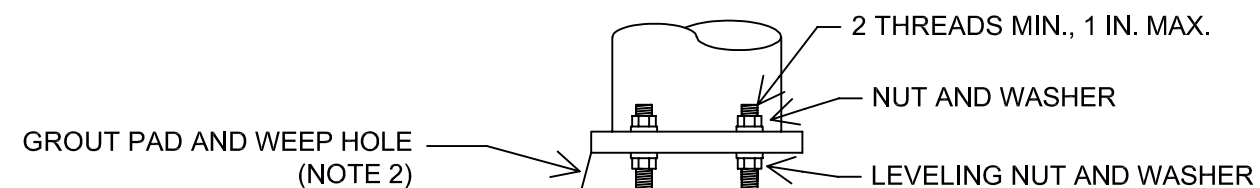
CITY PROJECT #:
26775
SHT. 43
OF 59



ELEVATION



PLAN



ANCHOR BOLT / NUT / WASHER CONFIGURATION

NOTES

1. ANCHOR BOLTS FOR ALUMINUM LIGHT STANDARDS:
 - SHALL MEET ASTM F1554 GRADE 55 AND BE HOT DIP GALVANIZED
 - SHALL BE 36 IN. IN LENGTH AND INCLUDE A 4-IN. RIGHT HOOK AT THE UNTHREADED END
 - THREAD SHALL BE 1-IN. 8NC FOR 12 IN.
 - EACH ANCHOR BOLT SHALL INCLUDE:
 - 2 HEAVY HEX NUTS IN ACCORDANCE WITH ASTM A563 GRADE A
 - 2 FLAT WASHERS IN ACCORDANCE WITH ASTM F436
2. A GROUT PAD SHALL BE INSTALLED BETWEEN THE TOP OF FOUNDATION AND THE LIGHT STANDARD BASE PLATE. A WEEP HOLE SHALL BE INSTALLED IN THE GROUT PAD ON THE DOWNHILL SIDE OF THE FOUNDATION.
3. ANCHOR BOLTS SHALL NOT BE LOCATED WITHIN THE SIDEWALK.
4. FOR ANY LOCATION WHERE A CONCRETE PAD (SHEET 46) IS NOT REQUIRED ON TOP OF THE FOUNDATION, THERE SHOULD BE 5.25 IN. OF ANCHOR BOLT EXPOSED AT TOP OF FOUNDATION. LOCATIONS WITH A CONCRETE PAD WILL REQUIRE 9.25 IN. OF ANCHOR BOLT EXPOSED AT TOP OF FOUNDATION.

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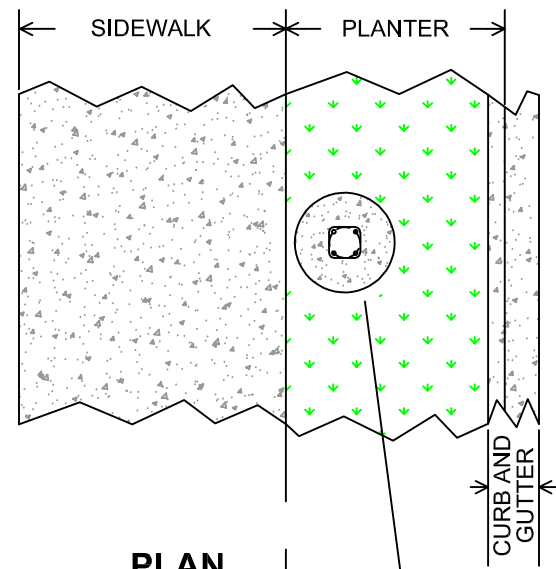
DRAFTED: D. MCINTOSH
DESIGNED: K. DAVIS, P.E.
REVIEWED: R. PEREZ, P.E.
APPROVED: R. PEREZ, P.E.

DRAWING VERSION / REVISION LOG		
NO.	DATE	REVISION

STREET LIGHT INFILL
ILLUMINATION SYSTEM DETAILS
LIGHT STANDARD FOUNDATION

CITY PROJECT #:
26775
SHT. **44**
OF **59**

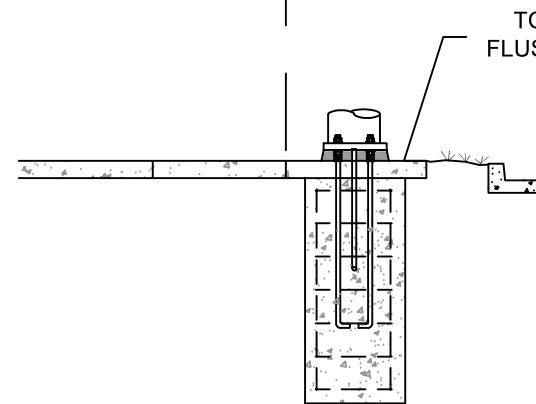
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PLAN

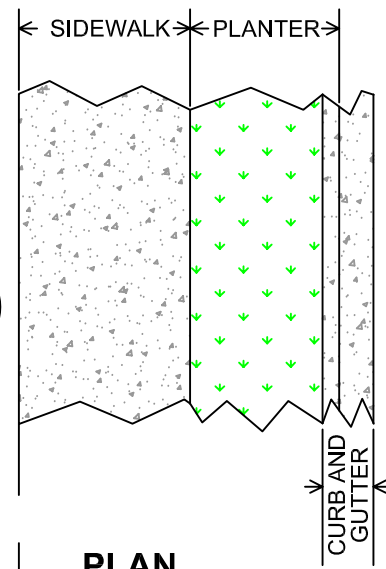
FRONT EDGE OF WALK

IN AREAS WITH SIDEWALK, PLACE FOUNDATION WHERE THERE IS A MINIMUM OF 6 FEET FROM CENTER OF POLE TO FACE OF CURB. DAMAGE TO SIDEWALK IS THE CONTRACTOR'S RESPONSIBILITY. CONCRETE PAD NOT SHOWN FOR CLARITY. SEE DETAILS, BELOW AND ON SHEET 44



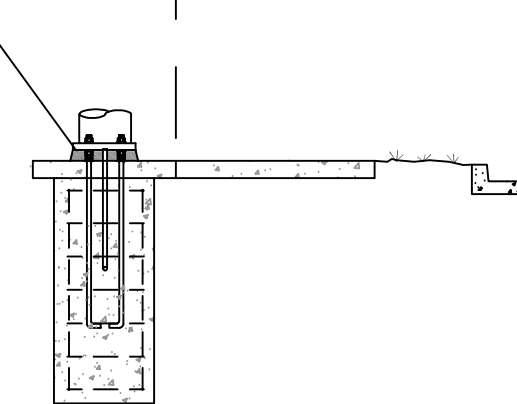
ELEVATION

BEHIND SIDEWALK



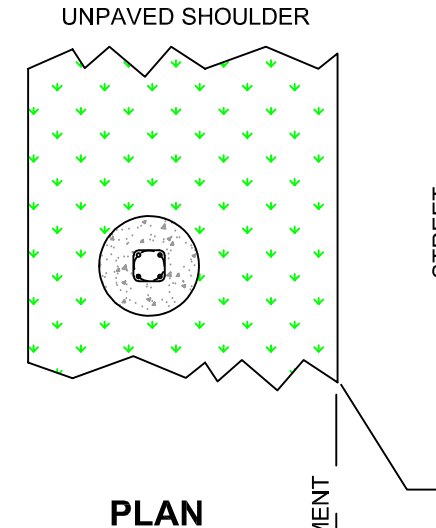
PLAN

BACK EDGE OF WALK



ELEVATION

AREAS WITHOUT SIDEWALK



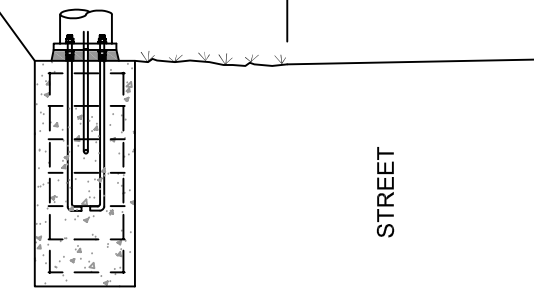
PLAN

EDGE LINE OR EDGE OF PAVEMENT

STREET

IN AREAS WITHOUT SIDEWALK, PLACE FOUNDATION WHERE THERE IS A MINIMUM OF 6 FEET FROM EDGE LINE STRIPING. IF NO EDGE LINE, USE A MINIMUM OF 6 FEET FROM EDGE OF STREET. DAMAGE TO PAVEMENT IS THE CONTRACTOR'S RESPONSIBILITY. CONCRETE PAD IS REQUIRED ONLY FOR THE JUNCTION BOX IN THESE AREAS AND IS NOT SHOWN FOR CLARITY. SEE DETAILS, BELOW AND ON SHEET 46

NO PAD REQUIRED FOR FOUNDATION - SEE SHEET 46 FOR JUNCTION BOX REQUIREMENTS



ELEVATION

STREET

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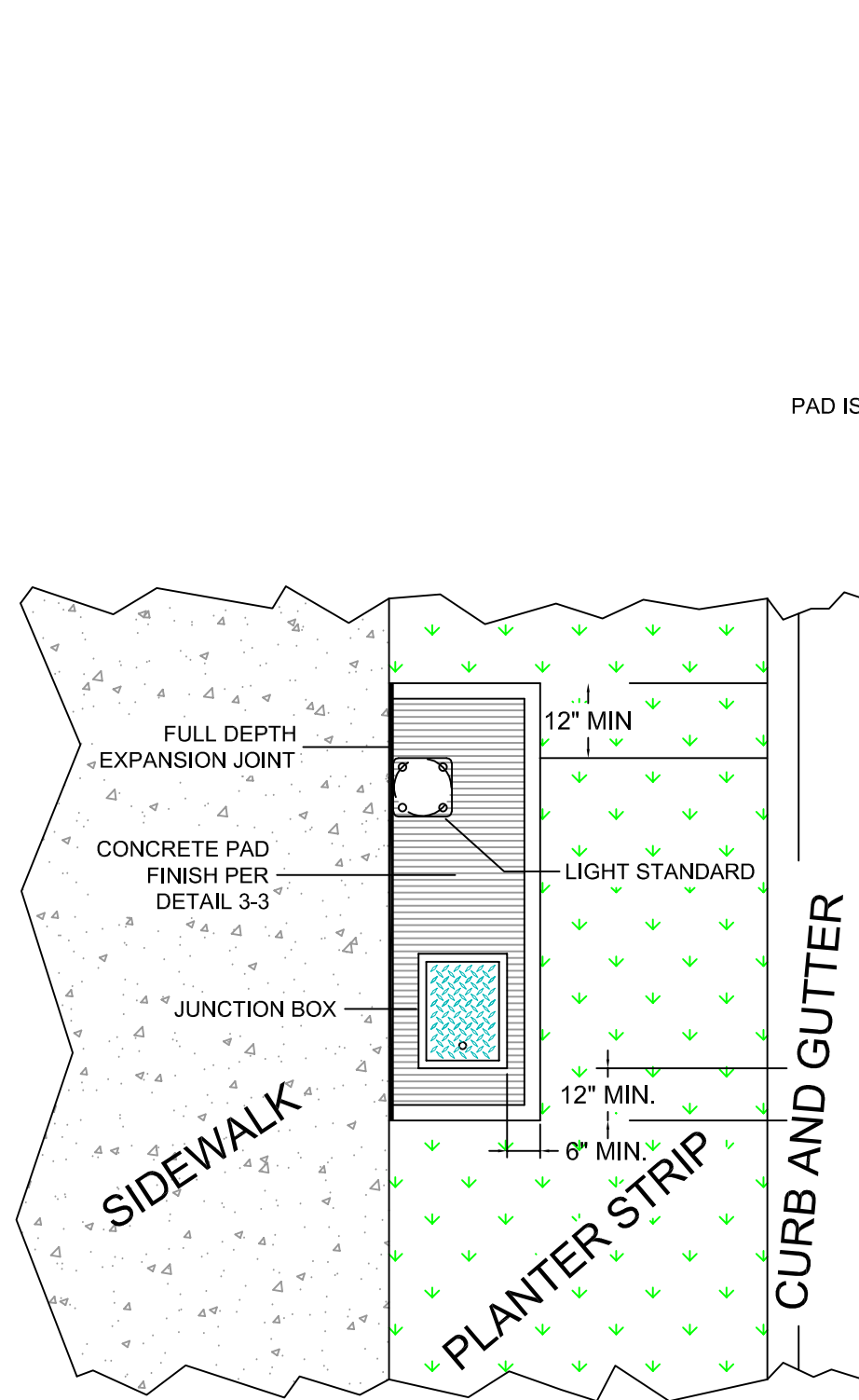
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DESIGNED: K. DAVIS, P.E.
REVIEWED: R. PEREZ, P.E.
APPROVED: R. PEREZ, P.E.

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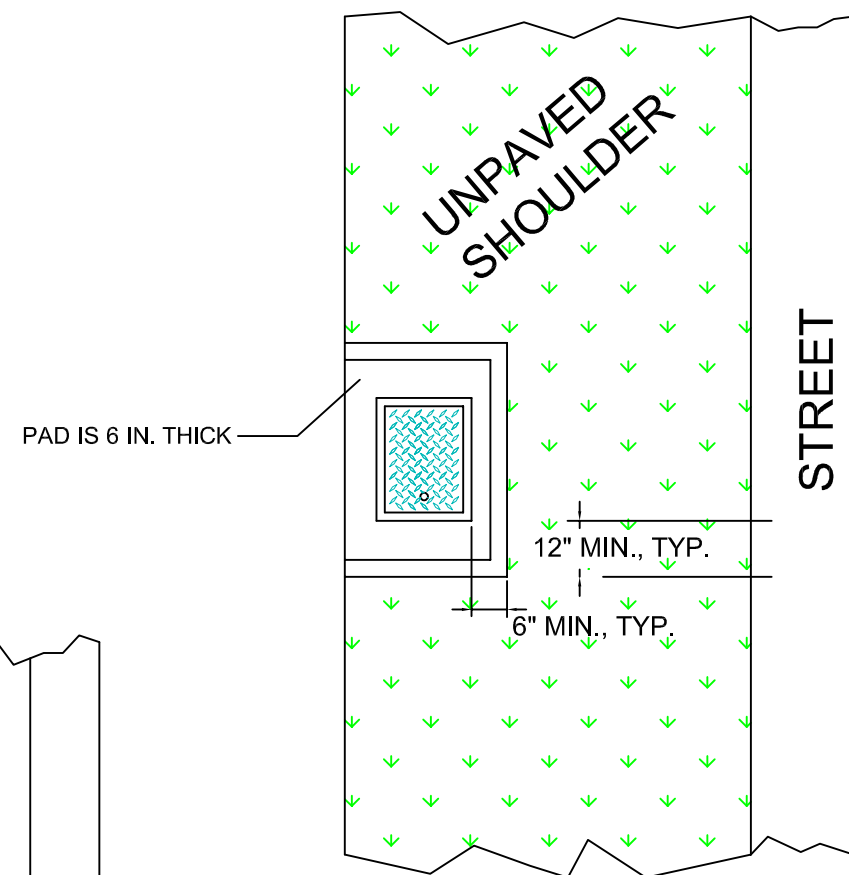
NO.	DATE	REVISION

STREET LIGHT INFILL
ILLUMINATION SYSTEM DETAILS
LIGHT STANDARD PLACEMENT

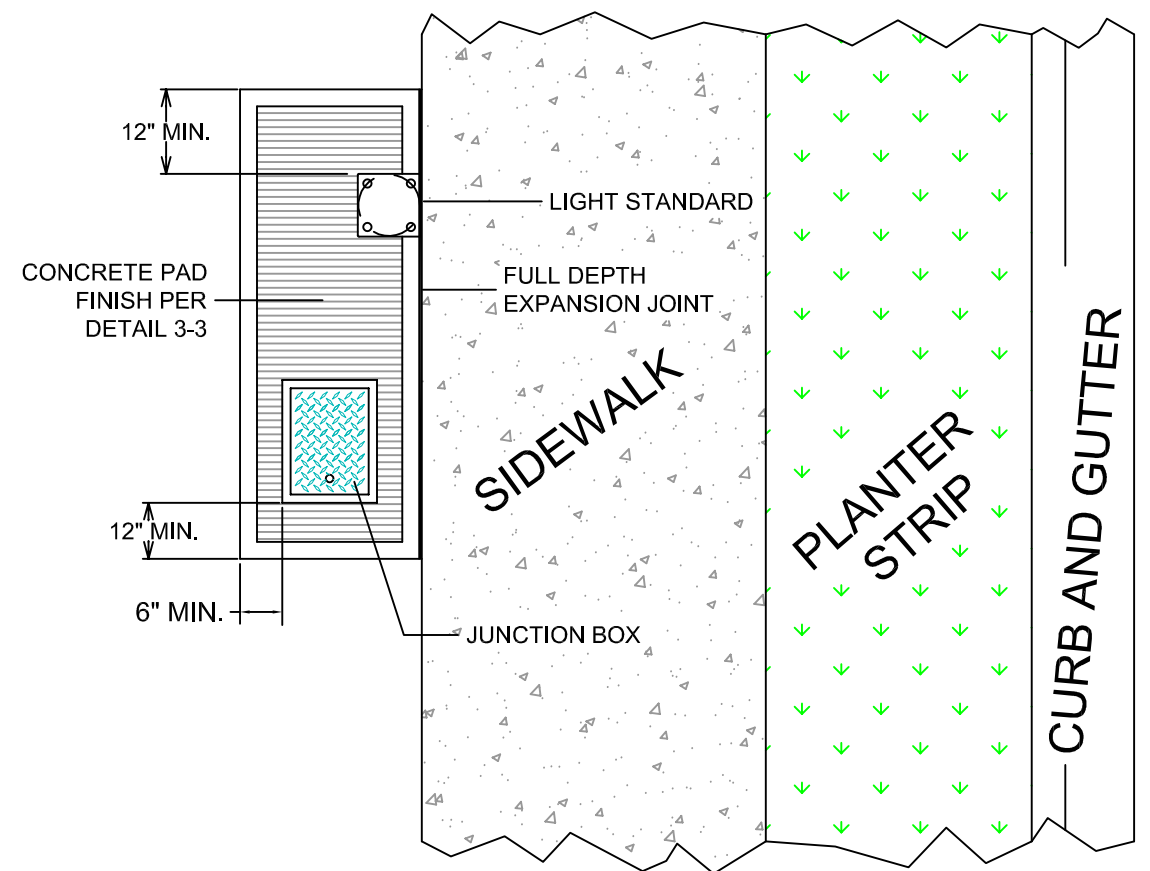
CITY PROJECT #:
26775
SHT. **45**
OF **59**



LIGHT STANDARD IN FRONT OF SIDEWALK



LIGHT STANDARD WITHOUT SIDEWALK



LIGHT STANDARD BEHIND SIDEWALK

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APPROVED: R. PEREZ, P.E.

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NO.	DATE	REVISION

STREET LIGHT INFILL

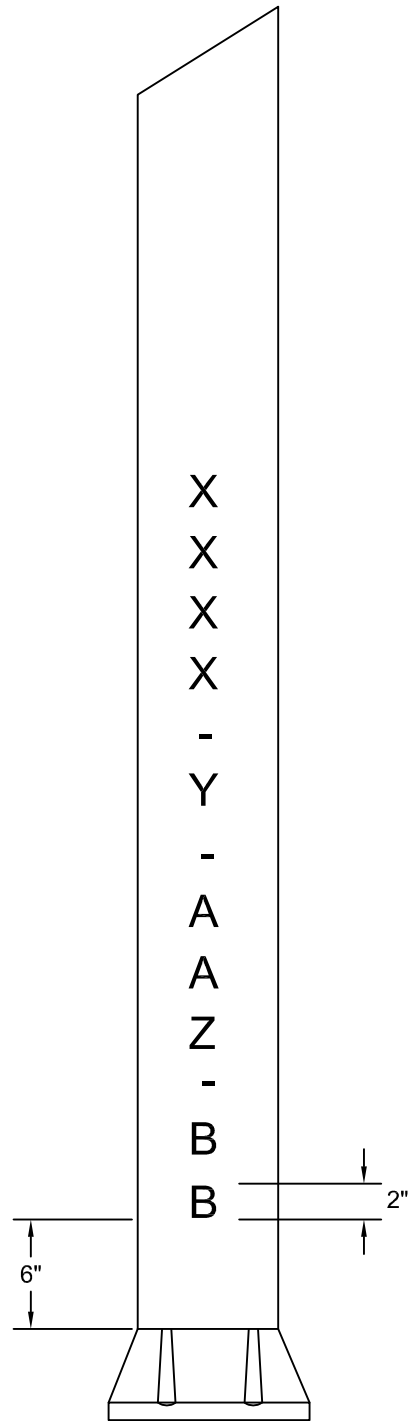
**ILLUMINATION SYSTEM DETAILS
LIGHT STANDARD CONCRETE PAD**

CITY PROJECT #:

26775

SHT. 46

OF 59



NOTES

ALL LIGHT STANDARDS AND SERVICE CABINETS INSTALLED BY THIS PROJECT SHALL BE MARKED/IDENTIFIED IN ACCORDANCE WITH THIS DETAIL.

XXXX = SERVICE CABINET LOCATION NUMBER BASED UPON A CITY-DEFINED COORDINATE SYSTEM - SEE PLANS

Y = THE SERVICE NUMBER, TYPICALLY 1 - SEE PLANS

AAZ = CIRCUIT NUMBER, TYPICALLY SL1, SL2, OR SL3 - SEE PLANS

BB = POLE NUMBER WITHIN CIRCUIT - SEE PLANS

LEADING ZEROS SHALL BE OMITTED.

PAINT SHALL BE BLACK ALKYD GLOSS CONFORMING TO FEDERAL SPECIFICATION TT-E-489.

FOR LIGHT STANDARDS:

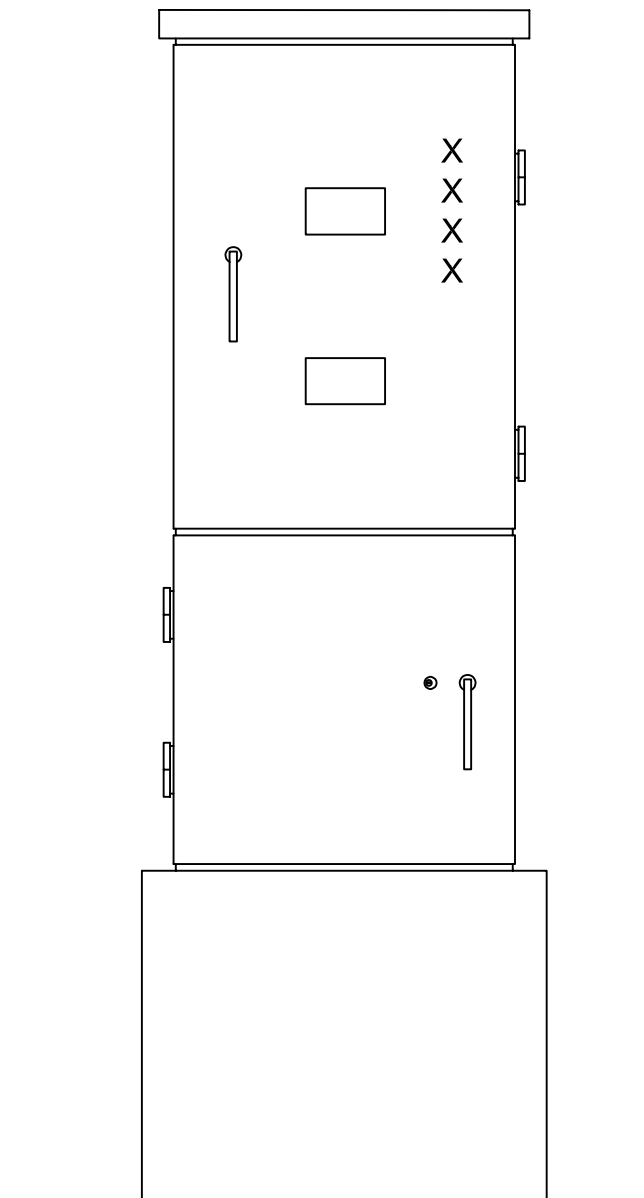
ALL NUMBERS/LETTERS SHALL BE 2 INCHES HIGH WITH 2-INCH VERTICAL SPACING.

ALL NUMBERS/LETTERS SHALL BE PAINTED ON THE POLE FACE NEAREST THE STREET.

FOR SERVICE CABINETS:

ALL NUMBERS SHALL BE 1-INCH HIGH WITH 0.5-INCH VERTICAL SPACING.

ALL NUMBERS SHALL BE PAINTED ON THE METER DOOR OF THE SERVICE CABINET.



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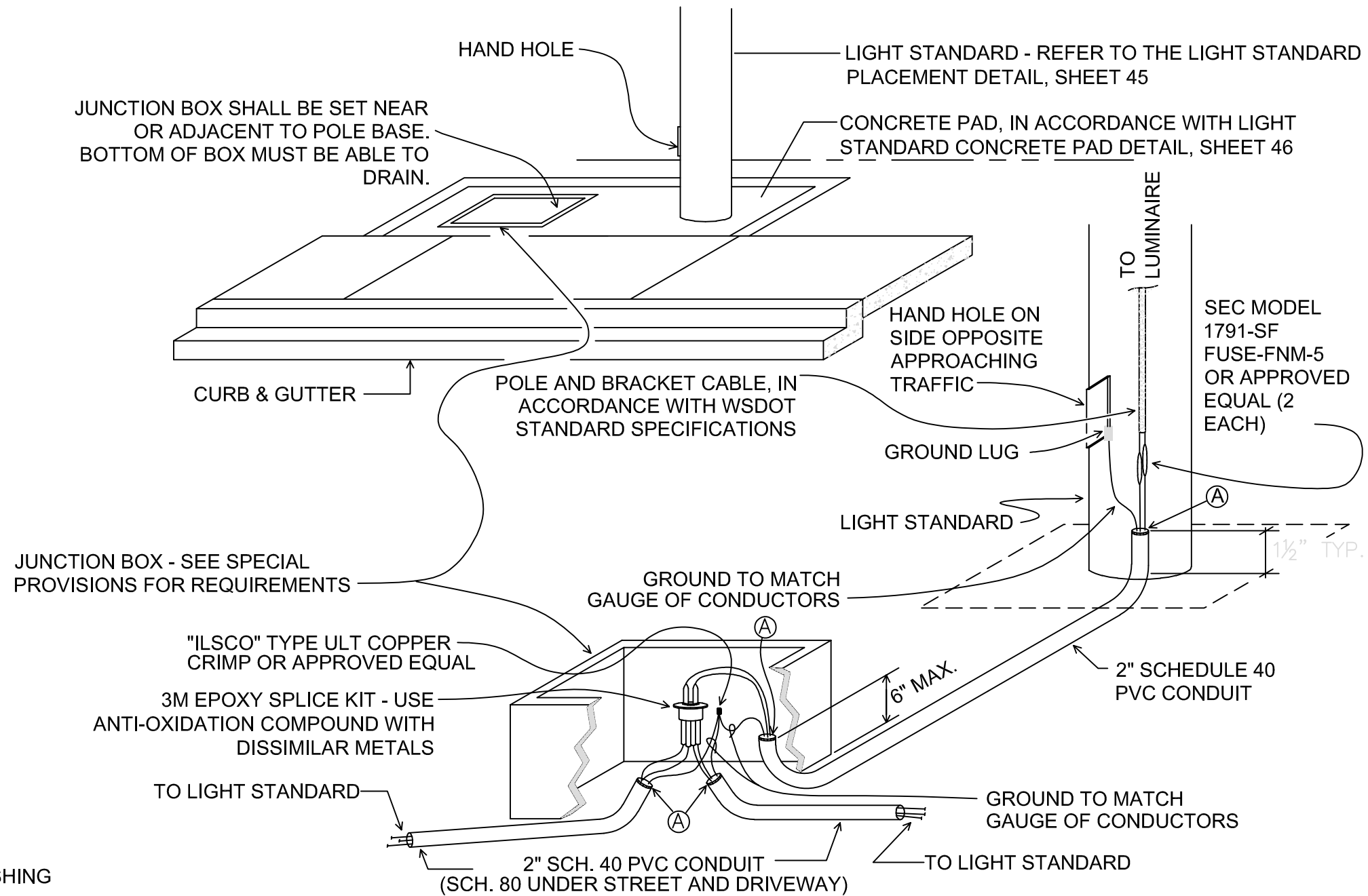
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REVIEWED: R. PEREZ, P.E.
APPROVED: R. PEREZ, P.E.

DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

STREET LIGHT INFILL
ILLUMINATION SYSTEM DETAILS
LIGHT STANDARD AND SERVICE CABINET NUMBERING

CITY PROJECT #:
26775
SHT. **47**
OF **59**



Ⓐ = BELL END PVC BUSHING

NOTES

- 1) JUNCTION BOX LID TO BE WELDED SHUT AFTER FINAL INSPECTION WITH TWO 1-INCH LONG WELDS AT OPPOSITE CORNERS.
- 2) EXCEPT AS NOTED, ALL WIRING METHODS SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE (NEC) AND APPLICABLE SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS

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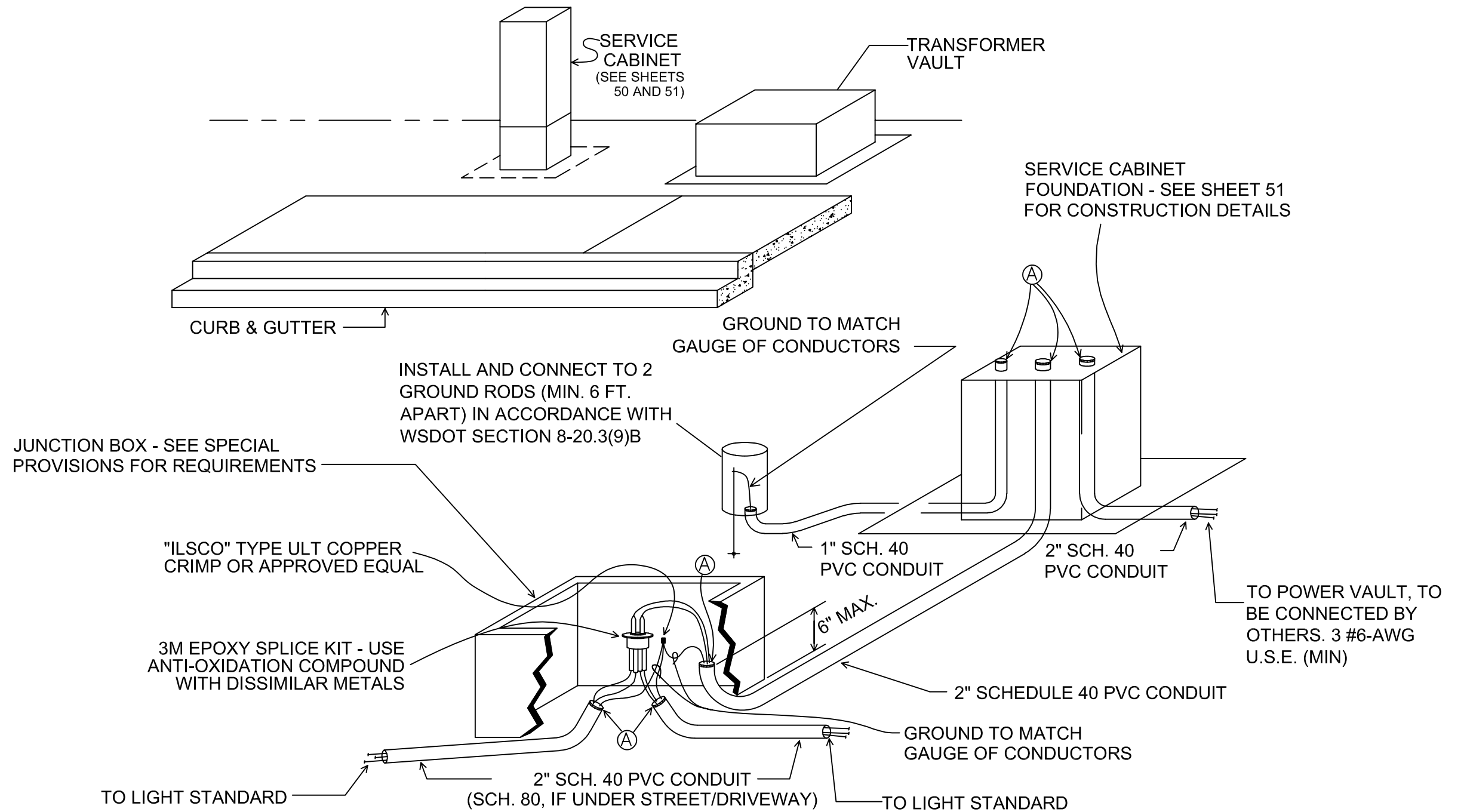
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NO.	DATE	REVISION

STREET LIGHT INFILL

**ILLUMINATION SYSTEM DETAILS
LIGHT STANDARD WIRING**

CITY PROJECT #:
26775
SHT. 48
OF 59



Ⓐ = BELL END PVC BUSHING

NOTES

- 1) JUNCTION BOX LID TO BE WELDED SHUT AFTER FINAL INSPECTION WITH TWO 1-INCH LONG WELDS AT OPPOSITE CORNERS.
- 2) EXCEPT AS NOTED, ALL WIRING METHODS SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE (NEC) AND APPLICABLE SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS

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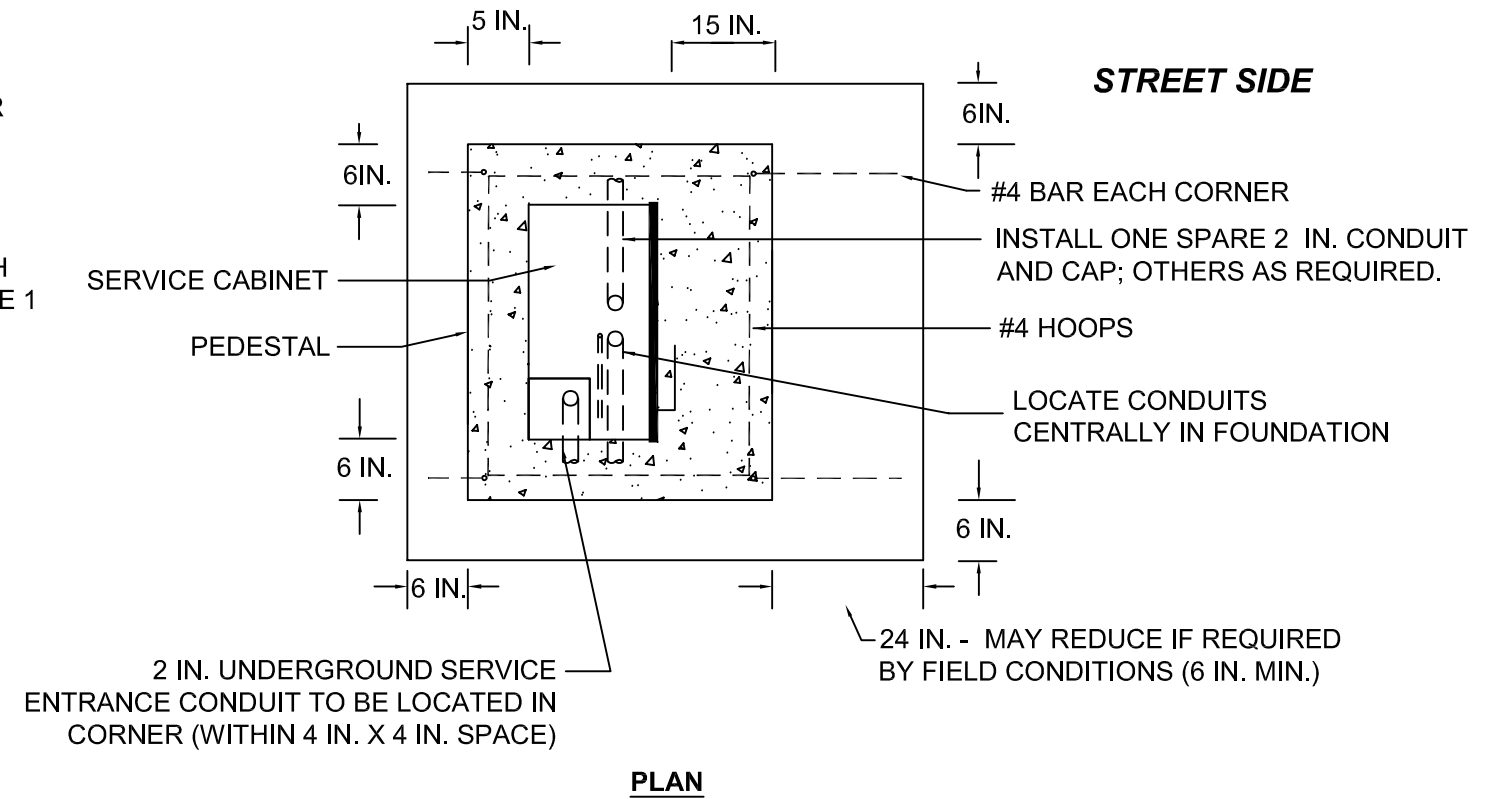
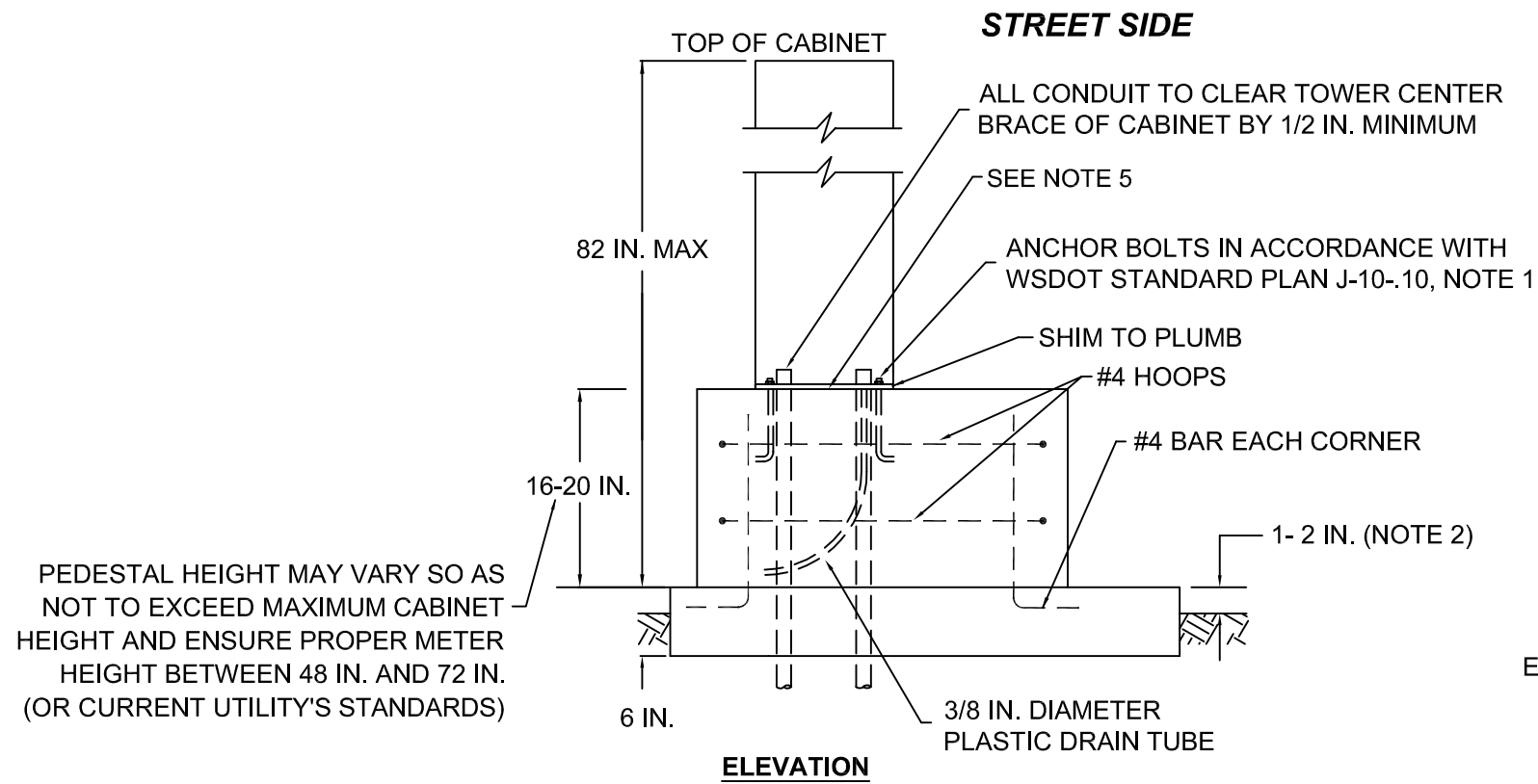
DRAFTED: D. MCINTOSH
DESIGNED: K. DAVIS, P.E.
REVIEWED: R. PEREZ, P.E.
APPROVED: R. PEREZ, P.E.

DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

STREET LIGHT INFILL
ILLUMINATION SYSTEM DETAILS
SERVICE CABINET WIRING

CITY PROJECT #:
26775
SHT. **49**
OF **59**



SERVICE CABINET FOUNDATION DETAIL

NOTES

1. FOUNDATION SHALL BE CONSTRUCTED WITH CLASS 3000 CONCRETE UNLESS OTHERWISE NOTED IN THE PLANS.
2. WHERE FOUNDATION IS LOCATED IN OR ADJACENT TO SIDEWALK, TOP OF BASE PAD SHALL BE FLUSH WITH TOP OF SIDEWALK, AND OMIT CHAMFER WHERE PAD AND SIDEWALK MEET. FACE OF PEDESTAL SHALL BE A MINIMUM OF 6 INCHES FROM SIDEWALK.
3. FOUNDATION SHALL BE LOCATED A MINIMUM OF 6 FEET FROM THE NEAREST STREET EDGE LINE, EDGE OF PAVEMENT, OR FACE OF CURB. FOUNDATION AND CABINET SHALL BE LOCATED SUCH THAT THEY WILL NOT INTERFERE WITH SIGHT DISTANCE, SIGN VISIBILITY, OR USPS ACCESS.
4. FOUNDATION, INCLUDING PEDESTAL, IS TYPICAL. CONTRACTOR SHALL USE CABINET MANUFACTURER'S SPECIFICATIONS TO ASSURE PROPER FIT OF CABINET ON BASE WITH RESPECT TO CONDUIT PLACEMENT. CONTRACTOR SHALL SUBMIT FOR APPROVAL A PROPOSED DESIGN WITH PLAN, ELEVATION, AND RELEVANT SECTION VIEWS.
5. PLACE SILICONE SEAL BETWEEN THE CABINET AND CABINET FOUNDATION.
6. ORIENT FACE OF CABINET DOORS TOWARD THE STREET SIDE.
7. CONTRACTOR SHALL COORDINATE WITH POWER COMPANY REGARDING SERVICE CONNECTION.
8. CONTRACTOR SHALL OBTAIN AN ELECTRICAL PERMIT FROM THE CITY BUILDING DEPARTMENT.
9. WHEN SIGNAL CABINET, SERVICE CABINET, OR UPS/BBS AUXILIARY CABINET ARE INSTALLED NEXT TO EACH OTHER, REFER TO CITY OF FEDERAL WAY DRAWING NUMBER 3-45C FOR FOUNDATION DETAIL. METER DOOR MUST OPEN 180 DEGREES.
10. PUGET SOUND ENERGY OR OTHER FRANCHISE UTILITY POWER PROVIDER'S STANDARDS MAY CHANGE PERIODICALLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE CABINET MEETS THOSE STANDARDS.

UNOFFICIAL COPY Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com

(NOT TO SCALE)

100% DESIGN



33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-2700
www.cityoffederalway.com

LOEPTFW/0418/10/03/CPW/Ten/10/01/10

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DRAWING VERSION / REVISION LOG

NO.	DATE	REVISION

STREET LIGHT INFILL

**ILLUMINATION SYSTEM DETAILS
SERVICE CABINET FOUNDATION**

CITY PROJECT #:
26775
SHT. **51**
OF **59**