



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

2025 PEDESTRIAN CROSSINGS (RRFB's)

***PROJECT # 36254
TIB FUNDING # P-P-113(P03)-1***

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

**BID AND CONTRACT DOCUMENTS AND SPECIFICATIONS
FOR
2025 PEDESTRIAN CROSSINGS (RRFB's)**

**PROJECT # 36254
TIB FUNDING # P-P-113(P03)-1**

Bids Accepted Until 9:00 a.m., April 23rd, 2025 at
City of Federal Way
33325 8th Avenue South
Federal Way, WA 98003

Prepared By:
City of Federal Way
Public Works Department



Digitally signed by Christine Mullen
Date: 2025.03.28 13:45:10-07'00'

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

Jeni S. Mullen
Public Works Director / Deputy Public Works Director

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ADVERTISEMENT FOR BIDS

2025 PEDESTRIAN CROSSINGS (RRFB'S)

SUBMITTAL OF SEALED BIDS: Notice is hereby given that the City of Federal Way will receive sealed bids through April 23rd, 2025, at 9:00 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 Hylebos Room, City Hall 33325 8th Avenue South, Federal Way, Washington 98003 at 9:05 a.m. on April 23rd, 2025.

This project shall consist of: Installing mid-block crossing treatments with rectangular rapid flashing beacons (RRFBs) and median refuge islands. The project will install RRFBs in two priority locations: 1) 1st Way S and S 340th St (North Leg), and 2) Weyerhaeuser Way and S 344th St (600 ft. South). Both locations will construct ADA compliant ramps, RRFBs, refuge islands, and illumination.

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 25 working 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 John Cole, Civil Engineer, by email at john.cole@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.

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 2025 (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.

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 April 4, 2025 and April 11, 2025
Publish April 4, 2025 and April 11, 2025

CITY OF FEDERAL WAY

2025 PEDESTRIAN CROSSINGS (RRFB'S)

RFB-1

PROJECT #36254 / RFB #25-003

CFW RFB VERSION 2024-OCT

***** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com *****

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 John Cole, Civil Engineer, by email at john.cole@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 in the various Bid item prices as required by law. 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

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.
- ☐ **Retainage Option**: This form shall be filled in and executed by the bidder to inform the City of their Retainage Option in the event they are the lowest, responsive, responsible 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 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.

BID PROPOSAL
2025 PEDESTRIAN CROSSINGS (RRFB'S)

PROPOSAL SUBMITTED TO:

City of Federal Way
Finance Department
33325 8th Ave South
Federal Way, Washington 98003-6325

PROPOSAL SUBMITTED BY:

Bidder: _____
Full Legal Name of Firm

Contact: _____
Individual with Legal Authority to sign Bid and Contract

Address: _____
Street Address

City, State Zip

Phone: _____

E-Mail: _____

Select One of the Following: ☐ Corporation
 ☐ Partnership.
 ☐ Individual
 ☐ Other

State Contractor's License No.: _____

State Contractor's License Expiration Date: ____/____/____
Month Day Year

State UBI No.: _____

State Worker's Comp. Account No.: _____

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.

2025 PEDESTRIAN CROSSING (RRFBS) All unit prices shall include applicable sales tax (Roadway Improvements)						
Item No.	Spec. Div.	Bid Item Description	Unit	Plan Qty	Unit Price	Amount
1	1-04	MINOR CHANGE	FA	1		
2	1-05	ADA FEATURES SURVEYING	LS	1		
3	1-05	ROADWAY SURVEYING	LS	1		
4	1-05	AS-BUILT SURVEY AND RECORD DRAWINGS	LS	1		
5	1-06	MATERIAL TESTING	LS	1		
6	1-07	SPCC PLAN	LS	1		
7	1-09	MOBILIZATION	LS	1		
8	1-10	TRAFFIC CONTROL SUPERVISOR	LS	1		
9	1-10	OTHER TEMPORARY TRAFFIC CONTROL DEVICES	LS	1		
10	1-10	FLAGGERS	HR	320		
11	1-10	OTHER TRAFFIC CONTROL LABOR	HR	40		
12	1-10	SEQUENTIAL ARROW SIGNS	HR	160		
13	1-10	PORTABLE CHANGING MESSAGE SIGN	HR	960		
14	1-10	WORK ZONE SAFETY CONTINGENCY	FA	1		
15	2-01	ROADSIDE CLEANUP	FA	1		
16	2-01	CLEARING AND GRUBBING	LS	1		
17	2-01	TREE REMOVAL	EA	4		

18	2-02	ASPHALT/CEMENT CONCRETE SAWCUTTING	LF	100		
19	2-03	ROADWAY EXCAVATION INCL. HAUL	CY	30		
20	5-04	CRUSHED SURFACING TOP COURSE	TN	12		
21	5-04	HMA CL. 1/2" PG 58H-22	TN	12		
22	8-01	EROSION/WATER POLLUTION CONTROL	LS	1		
23	8-02	TOPSOIL TYPE A	CY	1		
24	8-02	BARK MULCH	CY	1		
25	8-02	SOD INSTALLATION	SY	4		
26	8-02	PROPERTY RESTORATION	FA	1		
27	8-04	CEMENT CONC. CURB & GUTTER	LF	45		
28	8-04	CEMENT CONC. PEDESTRIAN CURB	LF	50		
29	8-04	EXTRUDED CURB	LF	180		
30	8-09	RAISED PAVEMENT MARKER, TYPE 2	EA	12		
31	8-10	TUBULAR MARKERS	EA	6		
32	8-14	CEMENT CONC. SIDEWALK	SY	12		
33	8-14	CEMENT CONC. CURB RAMP TYPE COMBINATION	EA	3		
34	8-14	SURFACE APPLIED DETECTABLE WARNING SURFACE	SF	100		
35	8-20	RRFB SYSTEM - LOCATION 1	LS	1		
36	8-20	RRFB SYSTEM - LOCATION 2	LS	1		
37	8-20	ILLUMINATION SYSTEM COMPLETE - LOCATION 2	LS	1		
38	8-21	PERMANENT SIGNING	LS	1		
39	8-22	PLASTIC LINE	LF	65		

40	8-22	PLASTIC CROSSWALK LINE	SF	190		
41	8-22	PLASTIC YIELD LINE SYMBOL	EA	14		
42	8-22	REMOVING PAVEMENT MARKINGS	LS	1		
43	8-33	POTHOLING	FA	1		
44	8-33	RESOLUTION OF UTILITY CONFLICTS	FA	1		
TOTAL						\$
				TOTAL BID AMOUNT		
				<i>(including Washington State sales tax, all other government taxes, assessments and charges)</i>	\$	

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.

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: _____

BID BOND
2025 PEDESTRIAN CROSSINGS (RRFB'S)

OPTION 1: BID BOND DEPOSIT

Attached is a deposit in the form of a certified check, cashier's check, or cash in the amount of \$_____, which amount is not less than five percent (5%) of the total bid.

Principal – Signature of Authorized Official *Date*

Title

—OR—

OPTION 2: BID BOND

KNOW ALL PERSONS BY THESE PRESENTS that we, _____, as Principal, and _____, as Surety, are held and firmly bound unto the City of Federal Way, as Obligee, in the sum of five (5) percent of the total amount of the bid proposal for the payment of which the Principal and the Surety bond themselves, their heirs and executors, administrators, successors and assigns, jointly and severally, by these presents.

The condition of this obligation is such that if the Obligee shall make any award to the Principal for the above-mentioned Project according to the terms of the proposal or bid made by the Principal therefore, and the Principal shall duly make and enter into a contract with the Obligee in accordance with the terms of said proposal or bid and award and shall give bond for the faithful performance thereof, with Surety or Sureties approved by the Obligee; or if the Principal shall in case of failure so to do, pay and forfeit to the Obligee the penal amount of the deposit specified in the call for bids, then this obligation shall be null and void; otherwise, it shall be, and remain in full force and effect, and the Surety shall forthwith pay and forfeit to the Obligee as penalty and liquidated damages, the amount of this bond.

SIGNED, SEALED AND DATED THIS ____ DAY OF _____, 20__.

Principal – Signature of Authorized Official

Surety – Attorney in Fact
(Attach Power of Attorney)

Title

Name and Address of Local Office/Agent of Surety Company is:

SUBCONTRACTOR LIST

CITY OF FEDERAL WAY
33325 8TH AVENUE S FEDERAL WAY, WA 98003-6325

Local Agency 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 271-015A
Revised 06/2020

CITY OF FEDERAL WAY

2025 PEDESTRIAN CROSSINGS (RRFB'S)

RFB-11

PROJECT #36254 / RFB #25-003

CFW RFB VERSION 2024-OCT

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

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: _____

PROPOSAL FOR INCORPORATING RECYCLED MATERIALS



APWA-WA Division 1 Committee

rev. 5/13/2022

Proposal for Incorporating Recycled Materials into the Project

In compliance with RCW 70A.205.700, 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: _____

RETAINAGE OPTION

IDENTIFICATION AND DESCRIPTION

Project Title: 2025 PEDESTRIAN CROSSINGS (RRFB'S)

RFB No: 25-003

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.

BIDDER'S INSTRUCTIONS

If deemed to be the lowest responsive, responsible bidder and 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 the contract and further request the appropriate forms be included in the Contract documents prepared for execution.

- ☐ **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.

Signature

Date

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 2025 Pedestrian Crossings (RRFB'S) (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 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. 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 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.

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: John Cole

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: City of Federal Way
Attn: John Cole
33325 8th Ave S
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:

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

ATTEST:

Stephanie Courtney, MMC, CPRO, City Clerk

APPROVED AS TO FORM:

J. Ryan Call, City Attorney

CONTRACTOR:

Signature of Authorized Individual

Printed Name of Authorized Individual

Street Address

City, State, Zip

NOTARY OF CONTRACTOR'S SIGNATURE:

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

STAFF - USE FOR CORPORATE NOTARY OR DELETE

On this day personally appeared before me _____, to me known to be the _____ of _____ that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said instrument and that the seal affixed, if any, is the corporate seal of said corporation.

GIVEN under my hand and official seal this _____ day of _____, 20__.

Notary's signature _____
Notary's printed name _____
Notary Public in and for the State of Washington.
My commission expires _____

STAFF - USE FOR INDIVIDUAL NOTARY OR DELETE

On this day personally appeared before me, _____, to me known to be the individual, or individuals described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the name as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this _____ day of _____, 20__.

Notary's signature _____
Notary's printed name _____
Notary Public in and for the State of Washington.
My commission expires _____

STAFF - USE FOR LIMITED LIABILITY NOTARY OR DELETE.

On this day personally appeared before me, _____, that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said limited liability company, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said instrument.

GIVEN under my hand and official seal this _____ day of _____, 20__.

Notary's signature _____
Notary's printed name _____
Notary Public in and for the State of Washington.
My commission expires _____

SAMPLE CONTRACT CHANGE ORDER

PROJECT NUMBER

AGREEMENT NUMBER

CHANGE ORDER NUMBER

EFFECTIVE DATE

PROJECT TITLE

CONTRACTOR

SUMMARY OF PROPOSED CHANGES:

This Change Order covers the work changes summarized below:

The time provided for completion in the Contract is

- ☐ Unchanged
☐ Increased by ____ Working Day(s)
☐ Decreased by ____ Working Day(s)

This Document shall become an Amendment to the Contract and all provisions of the Contract not amended herein will apply to this Change Order.

Will this change affect expiration or extent of Insurance coverage?
If "Yes" Will the Policies Be Extended?

☐ Yes ☐ No
☐ Yes ☐ No

MODIFICATIONS TO UNIT PRICES:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>QTY</u>	<u>PREVIOUS UNIT PRICE</u>	<u>REVISED UNIT PRICE</u>	<u>ADD OR DELETE</u>
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THESE ITEMS ARE APPROXIMATE OR ESTIMATED QUANTITIES INVOLVED IN THIS CHANGE:

<u>ITEM NO.</u>	<u>ITEM</u>	<u>QTY</u>	<u>UNIT PRICE</u>	<u>ADD OR DELETE</u>
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TOTAL NET CONTRACT:

INCREASE \$

DECREASE \$

DEPARTMENT RECAP TO DATE:

ORIGINAL CONTRACT AMOUNT	\$ _____
PREVIOUS CHANGE ORDERS	\$ _____
THIS CHANGE ORDER	\$ _____
NEW CONTRACT AMOUNT	\$ _____

STATEMENT:

Payment for the above work will be in accordance with applicable portions of the standard specifications, and with the understanding that all materials, workmanship and measurements shall be in accordance with the provisions of the standard specifications, the contract plans, and the special provisions governing the types of construction. The execution of this Change Order shall constitute full satisfaction and a waiver of any and all

CITY OF FEDERAL WAY

2025 PEDESTRIAN CROSSINGS (RRFB'S)

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*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

claims by the Contractor arising out of, or relating in any way to, the Work identified, to be performed, or deleted pursuant to Change Order except as specifically described in this Change Order.

CONTRACTOR'S SIGNATURE

DATE

PUBLIC WORKS DIRECTOR

DATE

*Contract Change Order
provided for Contractor's
reference. Change orders
executed during the project
will use this form.*

CERTIFICATE OF INSURANCE

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

PERFORMANCE AND PAYMENT BOND
2025 PEDESTRIAN CROSSINGS (RRFB'S)

The City of Federal Way ("City") has awarded to _____ ("Principal"), a contract for the construction of the above referenced project, and said Principal is required to furnish a bond for performance of all obligations under the Contract and for payment in accord with Chapter 39.08 Revised Code of Washington (RCW) and (where applicable) Chapter 60.28 RCW.

The Principal, and _____ ("Surety"), a corporation organized under the laws of the State of _____ and licensed to do business in the State of Washington as surety and named in the current list of "Surety Companies Acceptable in Federal Bonds" as published in the Federal Register by the Audit Staff Bureau of Accounts, U.S. Treasury Dept., are jointly and severally held and firmly bound to the City of Federal Way, in the sum of _____ US Dollars (\$_____) Total Contract Amount, subject to the provisions herein.

This bond shall become null and void, if and when the Principal, its heirs, executors, administrators, successors, or assigns shall:

- 1) Well and faithfully perform all of the Principal's obligations under the Contract and fulfill all terms and conditions of all duly authorized modifications, additions, and changes to said Contract that may hereafter be made, at the time and in the manner therein specified; and if such performance obligations have not been fulfilled, this bond shall remain in force and effect; and
- 2) Pay all persons in accordance with Chapters 39.08, 39.12, and 60.28 RCW including all workers, laborers, mechanics, subcontractors, and materialmen, and all person who shall supply such contractor or subcontractor with provisions and supplies for the carrying on of such work, and all taxes incurred on said Contract under Titles 50 and 51 RCW and all taxes imposed on the Principal under Title 82 RCW; and if such payment obligations have not been fulfilled, this bond shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation.

This bond shall be signed by duly authorized officers and will only be accepted if accompanied by a fully executed, original power of attorney for the office executing on behalf of the surety.

PRINCIPAL:

Principal Signature *Date*

Printed Name

Title

SURETY:

Surety Signature *Date*

Printed Name

Title

LOCAL OFFICE/AGENT OF SURETY:

Name

Street Address

City, State, Zip

Telephone

BOND NO.: _____

APPROVED AS TO FORM: _____
J. Ryan Call, City Attorney

RETAINAGE BOND TO CITY OF FEDERAL WAY
2025 PEDESTRIAN CROSSINGS (RRFB'S)

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

CITY OF FEDERAL WAY

2025 PEDESTRIAN CROSSINGS (RRFB'S)

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***** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com *****

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: _____

CERTIFICATE 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

CITY OF FEDERAL WAY

2025 PEDESTRIAN CROSSINGS (RRFB'S)

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PROJECT #36254 / RFB #25-003

CFW RFB VERSION 2024-OCT

***** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com *****

CORPORATE SEAL:

SURETY:

By: _____
Attorney-in-Fact
(Attach Power of Attorney)

Title: _____

Address: _____

CERTIFICATE AS TO CORPORATE SEAL

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:

J. Ryan Call, 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, 2025 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

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

DIVISION 1

GENERAL REQUIREMENTS

DESCRIPTION OF WORK

(March 13, 1995 WSDOT GSP)

This Contract provides for the improvement of the 2025 Pedestrian Crossings 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."

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.

1-02 BID PROCEDURES AND CONDITIONS

CITY OF FEDERAL WAY

SP-3

2025 PEDESTRIAN CROSSINGS
PROJECT #36254

CFW SPECIAL PROVISIONS VER. 2025.02

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

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 (11" x 17")	1	Furnished automatically upon award.
Contract Provisions	1	Furnished automatically upon award.
Large Plans (e.g., 22" x 34")	1	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.

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

(November 25, 2024 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 DBE commitment, if applicable; a State of Washington Contractor's Registration Number; and a Business License Number, if applicable. Bids shall be in legible figures (not words) written in ink or typed and expressed in U.S. dollars. 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

(November 25, 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.

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

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 bid by a joint venture shall be executed in the joint venture name and signed by a member of the joint venture.

(November 25, 2024 APWA GSP, OPTION C)

The fourth paragraph of Section 1-02.6 is revised to read:

Subcontractor's List

The Bidder shall submit with the Bid the completed Subcontractor List included in the Contracting Agency Proposal Package. If a Subcontractor List Form is not included in the package, use DOT Form 271-015LP. The Form shall contain the following:

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

2. The Work those subcontractors will perform on the Contract as described in RCW 39.30.060; and
3. No more than one subcontractor for each category of work identified, except, when subcontractors vary with Bid alternates, in which case the Bidder shall identify which subcontractor will be used for which alternate.

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.

1-02.13 Irregular Proposals
(September 3, 2024 APWA GSP)

Delete this section and replace it with the following:

1. A Proposal will be considered irregular and will be rejected if:
 - a. The Bidder is not prequalified when so required;
 - b. The Bidder adds provisions reserving the right to reject or accept the Award, or enter into the Contract;
 - c. A price per unit cannot be determined from the Bid Proposal;
 - d. The Proposal form is not properly executed;
 - e. The Bidder fails to submit or properly complete a subcontractor list (WSDOT Form 271-015), if applicable, as required in Section 1-02.6;
 - f. The Bidder fails to submit or properly complete a Disadvantaged Business Enterprise Certification (WSDOT Form 272-056), if applicable, as required in Section 1-02.6;
 - g. The Bidder fails to submit Written Confirmations (WSDOT Form 422-031) from each DBE firm listed on the Bidder's completed DBE Utilization Certification that they are in agreement with the bidder's DBE participation commitment, if applicable, as required in Section 1-02.6, or if the written confirmation that is submitted fails to meet the requirements of the Special Provisions;

- h. The Bidder fails to submit DBE Good Faith Effort documentation, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to demonstrate that a Good Faith Effort to meet the Condition of Award in accordance with Section 1-07.11;
 - i. The Bidder fails to submit a DBE Bid Item Breakdown (WSDOT Form 272-054), if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to meet the requirements of the Special Provisions;
 - j. The Bidder fails to submit the Bidder Questionnaire (DOT Form 272-022), if applicable as required by Section 1-02.6, or if the documentation that is submitted fails to meet the requirements of the Special Provisions; or
 - k. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation.
2. A Proposal may be considered irregular and may be rejected if:
- a. The Proposal does not include a unit price for every Bid item;
 - b. Any of the unit prices are excessively unbalanced (either above or below the amount of a reasonable Bid) to the potential detriment of the Contracting Agency;
 - c. The authorized Proposal Form furnished by the Contracting Agency is not used or is altered;
 - d. The completed Proposal form contains unauthorized additions, deletions, alternate Bids, or conditions;
 - e. Receipt of Addenda is not acknowledged;
 - f. A member of a joint venture or partnership and the joint venture or partnership submit Proposals for the same project (in such an instance, both Bids may be rejected); or
 - g. If Proposal form entries are not made in ink.

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 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.

1-03.1(1) Identical Bid Totals ***(December 30, 2022 APWA GSP)***

Revise this section to read:

After opening Bids, if two or more lowest responsive Bid totals are exactly equal, then the tie-breaker will be the Bidder with an equal lowest bid, that proposed to use the highest percentage of recycled materials in the Project, per the form submitted with the Bid Proposal. If those percentages are also exactly equal, then the tie-breaker will be

determined by drawing as follows: Two or more slips of paper will be marked as follows: one marked "Winner" and the other(s) marked "unsuccessful." The slips will be folded to make the marking unseen. The slips will be placed inside a box. One authorized representative of each Bidder shall draw a slip from the box. Bidders shall draw in alphabetic order by the name of the firm as registered with the Washington State Department of Licensing. The slips shall be unfolded and the firm with the slip marked "Winner" will be determined to be the successful Bidder and eligible for Award of the Contract. Only those Bidders who submitted a Bid total that is exactly equal to the lowest responsive Bid, and with a proposed recycled materials percentage that is exactly equal to the highest proposed recycled materials amount, are eligible to draw.

1-03.3 Execution of Contract

(July 8, 2024 APWA GSP, Option A)

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.

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:

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

1-04.2 Coordination of Contract Documents, Plans, Special Provisions, Specifications, and Addenda

(January 8, 2021 CFW GSP)

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. Special Provisions,
6. Contract Plans,
7. Standard Specifications,
8. Contracting Agency's Standard Plans or Details (if any), and
9. 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

1-05.1(2) Authority of the Engineer

(November 4, 2024 WSDOT GSP, OPTION 1.2026)

The fourth paragraph of Section 1-05.1(2) is revised to read:

The Contractor may submit a RFI for one of the following reasons:

1. The Contractor believes there is information missing from the Contract Documents (Missing Information).
2. The Contractor believes a clarification of one or more of the Contract requirements is necessary (Clarification).
3. The Contractor needs to substitute a material that provides an equal or better level of performance as the one specified in the Contract (RFC – Material Substitution). Requests shall indicate the location(s), quantity, and shall describe how the material provides an equal or better level of performance as the material originally specified.
4. The Contractor requests a change to the Contract requirements for a reason other than one listed in items 1-3 of this Section (RFC – Other). To be considered, the request must not meet the requirements of a Value Engineering Change Proposal. To be considered, the request shall qualify as a Minor Change in accordance with Section 1-04.4(1) and shall describe how the change is beneficial to the project.

1-05.4 Conformity With and Deviations from Plans and Stakes

(January 13, 2021 WSDOT GSP, OPTION 2)

Section 1-05.4 is supplemented with the following:

Contractor Surveying – Roadway

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:

	<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 A-10.10. 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.

(November 25, 2024, APWA GSP, OPTION D)

Supplement this section 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 Post Inspection Form(s) (WSDOT Form 224-020LP).

The completed ADA Post Inspection Form(s) (WSDOT Form 224-020LP) 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 retain the final form(s) for their records.

Payment

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

“ADA Feature Surveying”, lump sum.

The lump sum Contract price for “ADA Feature 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.

1-05.7 Removal of Defective and Unauthorized Work
(November 4, 2024 WSDOT GSP, OPT 1.2026)

Section 1-05.7, including title and subsections, is deleted and replaced with the following:

Nonconforming Work

The Contracting Agency will not pay for Nonconforming Work.

Nonconforming Work is Work that in any way fails to meet the requirements of the Contract. This includes, but is not limited to:

- Work that does not conform to Contract requirements
- Work that does not meet Contract requirements
- Work done beyond the lines and grades set by the Plans or the Engineer
- Extra Work and materials furnished without the Engineer's written approval
- Defective Work
- Noncompliant Work
- Nonconforming Work
- Out of specification Work
- Rejected Work
- Unacceptable Work
- Unauthorized Work
- Unsuitable Work

- Unsatisfactory Work

Identification of Nonconforming Work

The Contractor is responsible for quality control and shall identify all Nonconforming Work. The Contracting Agency may also identify Nonconforming Work during inspection of Work that has been completed, is at an identified hold point, or has been identified by the Contractor as ready for inspection. However, failure by the Contracting Agency to identify Nonconforming Work shall not relieve the Contractor from their responsibility for the quality of the Work, nor shall it constitute acceptance or approval of the Nonconforming Work.

Reporting of Nonconforming Work

Unless otherwise specified, the Contractor shall immediately report all Nonconforming Work to the Engineer along with any relevant information about how the Nonconforming Work shall be remediated. The Contractor shall be responsible and bear all costs for remediating Nonconforming Work.

If the Contract requires the use of the WSDOT Unifier system for Document Control in accordance with Section 1-04.2, reporting and remediation submittals shall follow the "Nonconformance Report" business process in Unifier.

Remediation of Nonconforming Work

Remediation to correct Nonconforming Work shall be completed as soon as possible. However, unless otherwise specified, the Contractor shall not proceed with implementing the remedy until the Engineer has accepted the Contractor's proposed remedy. Any remedial work done prior to the Engineer's acceptance shall be at the Contractor's sole risk and will be subject to further rejection or remediation. The Engineer has the right to reject all or part of the Nonconforming Work, and the Engineer's decision is final and not subject to protest.

Remediation shall be classified in one of the following categories:

1. Rework to Contract requirements
2. Remove and replace
3. Repair to acceptable standards

When disputes occur over which category a remedy belongs, the Engineer's decision will be final and binding.

Rework to Contract Requirements

To be considered rework, the design and construction standards of the proposed completed Work, in the sole judgement of the Engineer, shall meet the design and construction standards applicable to the project.

Reporting of Nonconforming Work that is reworked is not required if all of the following conditions are met:

1. The remediation shall be completed in the same shift as the Nonconforming Work was identified.
2. It shall be remedied without damaging other Work.
3. It shall be remedied without putting the public at risk.
4. The Contractor's proposed remedy is in accordance with the Contract requirements.
5. The Engineer does not request the Nonconforming Work to be reported.

Examples of Nonconforming Work that may not need reported if reworked include:

- Missing dobies prior to concrete pouring
- Rebar spacing and missing rebar
- Out of plumb luminaire or sign pole/post

For all other rework the Contractor shall submit all relevant information to the Engineer. The Contractor shall include Type 2 Working Drawings. The Type 2 Working Drawings shall explain how the nonconforming work will be reworked including repairs that will achieve the Contract requirements. For preapproved repair procedures, Type 1 Working drawings shall be included in lieu of the Type 2 Working Drawings.

Remove and Replace

To be considered as remove and replace, the Nonconforming Work shall be removed and replaced and the design and construction standards of the proposed completed Work, in the sole judgment of the Engineer, shall meet the design and construction standards applicable to the project.

Reporting of Nonconforming Work that is removed and replaced is not required if all of the following conditions are met:

1. The remedy shall be completed in the same shift the Nonconforming Work was identified.
2. It shall be removed and replaced without damaging other Work.
3. Both the removal and the replacement meet all Contract requirements.
4. The Engineer does not request the Nonconforming Work be reported.

Examples of Nonconforming Work that may not need reported if removed and replaced include:

- Decompacting and recompacting a lift of embankment to meet compaction requirements
- Removing and replacing an installed and dented luminaire pole with a new one.

For all other remove and replace Work, the Contractor shall submit all relevant information, including Working Drawings of the Type requested by the Engineer.

The Working Drawings shall include how the nonconforming Work will be removed and replaced including protection of other Work if needed. Type 2 Working Drawings shall be required, unless the remediation requires engineering, in which case, Type 2E Working Drawings shall be provided.

Repair to an Acceptable Standard

At the Contractor's written request, the Engineer may approve remediation that includes repairing to an acceptable standard that does not meet the Contract requirements with an appropriate price reduction that may range from no reduction to no payment.

To request to repair Nonconforming work to an acceptable standard, the Contractor shall submit all relevant information. Remedies proposed for this category shall include Type 2E Working Drawings. The Type 2E working drawings shall indicate whether the Work, as repaired, will achieve the same load carrying capacity, and shall assess the effects of the repair on the durability of the Work. Calculations shall be provided to demonstrate that the Work, as repaired, will perform the intended functions for its intended design life.

(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 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.

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.

1-05.12(1) One-Year Guarantee Period

(March 8, 2013 APWA GSP)

Add the following new section.

CITY OF FEDERAL WAY

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**2025 PEDESTRIAN CROSSINGS
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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.

1-05.15 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.

1-05.16 Water and Power
(October 1, 2005 APWA GSP)

Add the following new section:

The Contractor shall make necessary arrangements, and shall bear the costs for power and water necessary for the performance of the work, unless the Contract includes power and water as a pay item.

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:

	Vertical	Horizontal
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.
- Shots of all signs, trees, illumination and signal equipment installed as part of this contract.
- Shots 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.
- 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.
- 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

1-06.2 Acceptance of Materials

1-06.2(1) Samples and Tests for Acceptance **(September 20, 2024 CFW GSP)**

Section 1-06.2(1) is supplemented as follows:

The Contractor shall be responsible to hire an independent, third-party testing company to conduct testing for the project, including but not limited to, gradation, concrete compressive strength, and compaction testing for aggregates and hot mix asphalt. The testing company shall be designated as a WSDOT-certified testing firm.

The testing company shall provide prompt results. Original test results shall be sent directly from the testing company to the City's Project Engineer at John.Cole@FederalWayWA.gov. Copies of test results shall also be sent to the Contractor.

Contractor shall cooperate with testing company's personnel and provide access to work to be tested. Contractor shall be responsible to notify testing company in advance of operations requiring testing and inspection services. If Contractor does not coordinate for testing services with sufficient advance notice, they are responsible for any delays caused by the inability to proceed with work due to lack of testing. This will not be grounds for assignment of a non-working day.

Required tests and frequency shall be in conformance with the WSDOT Construction Manual.

The bid item "Material Testing" shall be measured on a lump sum basis and shall include all material testing required for the project. When the bid item for "Material Testing" appears on the proposal, the lump sum contract price for "Material Testing" shall include all costs associated with all Bid Schedules unless noted otherwise.

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.

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
(April 3, 2006 WSDOT GSP, OPTION 3)

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

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 Contractors Confined Space program shall be sent to the contracting agency at least 30 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 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.

(April 12, 2019 CFW GSP)

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

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 Contractors 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 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

(June 27, 2011 APWA GSP)

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

1-07.2 State Sales Tax

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; 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).

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.

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.

1-07.8 High-Visibility Apparel

(November 4, 2024 WSDOT GSP, OPTION 1.2026)

The third and fourth paragraphs of Section 1-07.8 are revised to read:

High-visibility garments shall always be the outermost garments worn in a manner to ensure 360 degrees of uninterrupted background and retroreflective material encircling the torso.

High-visibility garments shall be labeled as, and in a condition compliant with the ANSI/ISEA 107-2015 publication entitled "American National Standard for High-Visibility Safety Apparel and Accessories," or equivalent revisions.

1-07.8(1) Traffic Control Personnel

(November 4, 2024 WSDOT GSP, OPTION 1.2026)

Section 1-07.8(1) is revised to read:

All personnel performing the Work described in Section 1-10 (including traffic control supervisors, flaggers, and others performing traffic control labor of any kind) shall comply with the following:

1. During daylight hours with clear visibility, workers shall wear a high-visibility ANSI/ISEA 107 Type R Class 2 or 3 garment with background material that are fluorescent yellow-green, fluorescent orange-red, or fluorescent red in color; and a high visibility hardhat that is white, yellow, yellow-green, orange, or red in color; and
2. During hours of darkness (1/2 hour before sunset to 1/2 hour after sunrise) or other low-visibility conditions (snow, fog, etc.), workers shall wear a high-visibility ANSI/ISEA 107 Type R Class 2 or 3 garment with background material that are fluorescent yellow-green, fluorescent orange-red, or fluorescent red in color; a high-visibility lower garment meeting ANSI/ISEA 107 Class E, and a high visibility hardhat marked with at least 12 square inches of retroreflective material applied to provide 360 degrees of visibility.

1-07.9(5)A Required Documents

(July 8, 2024 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 L&I online Prevailing Wage Intent & Affidavit

(PWIA) system. When apprenticeship is a requirement of the contract, include in PWIA all apprentices.

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.

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)

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

LAKEHAVEN WATER & SEWER DISTRICT

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

ZAYO

Zayo.Relo.Washington@zayo.com

LUMEN

Nathan Macleod – Nathan.macleod@Lumen.com
Tele: (253) 583-6283
7850 S Trafton S, Bldg B; Tacoma, WA 98409

COMCAST

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

AT&T

Steve Duppenhaler
Tele: (425) 286-3822
11241 Willows Rd NE, #130; Redmond, WA 98052

KING COUNTY TRAFFIC (SIGNALS & STREET LIGHTS)

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

CITY OF FEDERAL WAY IT DEPARTMENT (CITY FIBER)

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

ADDITIONAL CONTACTS

CITY OF FEDERAL WAY

SP-33

2025 PEDESTRIAN CROSSINGS
PROJECT #36254

CFW SPECIAL PROVISIONS VER. 2025.02

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

CITY OF FEDERAL WAY POLICE

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

SOUTH KING FIRE & RESCUE

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

KING COUNTY METRO TRANSIT

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

FEDERAL WAY SCHOOL DISTRICT

Please notify this entire group

Rob Bryant, Chief Finance & Operations Officer - rbryant@fwps.org
Michael Swartz, Exec. Director of Capital Projects - mswartz@fwps.org
Michelle Turner, Exec. Director of Transportation - mturner@fwps.org
Renee Swayze - rswayze@fwps.org
Mike Benzien, Exec. Director of Maint. & Operations - mbenzien@fwps.org
Brian Humphreys, Maintenance Manager - bhumphre@fwps.org
Paula Benz - pbenz@fwps.org

WASTE MANAGEMENT

Steve Frisbie (Route Manager, FW Residential) – sfrisbie@wm.com
Tele: (971) 990-9638
David Cruz (Route Manager, FW Commercial) – dcruz8@wm.com
Tele: (206) 580-6316

1-07.18 Public Liability and Property Damage Insurance
(January 4, 2024 APWA GSP)

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

1-07.18 Insurance**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.

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:

- 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
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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)

This is a new section as follows:

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

1-07.23 Public Convenience and Safety

1-07.23(1) Construction Under Traffic
(November 4, 2024 WSDOT GSP, OPTION 5)

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

Lane, ramp, shoulder, and roadway closures are only permitted as follows:

- 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.
- 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.federalwaywa.gov/publicworks/recycling.
- For approved night work, it shall be the Contractor's responsibility to obtain any required noise variance or exemption for such 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 one schedule at any given time.
- Lane closures on 1st Way S may only occur between the hours of 7:00 AM and 3:30 PM.
- Lane closures on Weyerhaeuser Way S may only occur between the hours of 7:00 AM and 3:30 PM.
- When school is in session at Panther Lake Elementary School, no lane closures may occur during student drop-off and pick-up times. Additionally, driveway ingress and egress shall be unobstructed during these times. Daily bell schedules,

as well as calendars which reflect no-school days, early release days, and half-days are also available on fwps.org.

- Student Drop-Off (typically in morning): No lane closures beginning 20 minutes prior to school start time until 10 minutes after school start time.
- Student Pick-Up (typically in afternoon): No lane closures beginning 20 minutes prior to school end time until 20 minutes after school end time.

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:

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.

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.

(April 12, 2018 CFW GSP)

Section 1-07.24 is supplemented with the following:

The Contractor shall be responsible to abide by the right-of-entry agreements with adjacent property owners that have been obtained (if any) by the City for this project. Please note these agreements may be included as an appendix or will be made available upon request of the Contractor.

Right-of-entries on adjacent private property have been secured for purposes such as: construction of driveways, slope restoration, drainage, utilities, irrigation, and/or property restoration. The Contractor is expressly forbidden from using right-of-entry areas for vehicle or equipment storage or material stockpiling without first receiving written approval

from the property owner. A copy of the written approval shall be provided to the Engineer before the Contractor stores any equipment or materials. Written permission from property owners does not relieve the Contractor of their obligation to receive permission from the City Community Development Department for the use of sites as staging areas, if required.

Right-of-entry agreements may include responsibilities for the Contractor, such as: listing property owners as additional insured; providing advance notice to certain representatives; or daily site cleanup requirements. These responsibilities are listed as examples only and the right-of-entry documents should be reviewed by the Contractor to determine all necessary requirements.

Owners of certain properties have placed limitations on their right-of-entries as described below:

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.

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

1-08.0 Preliminary Matters

(May 25, 2006 APWA GSP)

Add this new section.

1-08.0(1) Preconstruction Conference

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(July 8, 2024 APWA GSP)

Add the following new section:

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 review DBE Requirements, Training Plans, and Apprenticeship Plans, when applicable.
5. To establish normal working hours for the work;
6. To review safety standards and traffic control; and
7. 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:

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. 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 Subcontracting

(December 30, 2022 APWA GSP, OPTION A)

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

1-08.1(7)A Payment Reporting

(November 25, 2024 APWA GSP)

Delete this section and replace it with the following:

1-08.1(7)A VACANT

1-08.1(8)B Clauses Required in Subcontracts of All Tiers

(November 25, 2024 APWA GSP)

Delete item 8 of the second paragraph of Section 1-08.1(8)B.

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.

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

(November 25, 2024 APWA GSP, OPTION A)

Revise the third and fourth paragraphs to read:

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

Each working day shall be charged to the contract as it occurs, until the contract work is physically complete. If substantial completion has been granted and all the authorized working days have been used, charging of working days will cease. Each week the Engineer will provide the Contractor a statement that shows the number of working days: (1) charged to the contract the week before; (2) specified for the physical completion of the contract; and (3) remaining for the physical completion of the contract. The statement will also show the nonworking days and all partial or whole days the Engineer declares as unworkable. The statement will be identified as a Written Determination by the Engineer. If the Contractor does not agree with the Written Determination of working

days, the Contractor shall pursue the protest procedures in accordance with Section 1-04.5. By failing to follow the procedures of Section 1-04.5, the Contractor shall be deemed as having accepted the statement as correct. If the Contractor is approved to work 10 hours a day and 4 days a week (a 4-10 schedule) and the fifth day of the week in which a 4-10 shift is worked would ordinarily be charged as a working day then the fifth day of that week will be charged as a working day whether or not the Contractor works on that day.

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 in DMCS of the amounts paid including the final payment confirmation to all firms required by Section 1-08.1(7)A if applicable
 - 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.

(March 13, 1995 WSDOT GSP, OPTION 7)

Section 1-08.5 is supplemented with the following:

This project shall be physically complete within 25 working days.

1-08.6 Suspension of Work

(February 6, 2023 WSDOT GSP, OPTION 2)

Section 1-08.6 is supplemented with the following:

Contract time may be suspended for procurement of critical materials (Procurement Suspension). In order to receive a Procurement Suspension, the Contractor shall within 21 calendar days after execution by the Contracting Agency, place purchase orders for all materials deemed critical by the Contracting Agency for physical completion of the contract. The Contractor shall provide copies of purchase orders for the critical materials. Such purchase orders shall disclose the purchase order date and estimated delivery dates for such critical material.

The Contractor shall show procurement of the materials listed below as activities in the Progress Schedule. If the approved Progress Schedule indicates the materials procurement are critical activities, and if the Contractor has provided documentation that purchase orders are placed for the critical materials within the prescribed 21 calendar days, then contract time shall be suspended upon physical completion of all critical work except that work dependent upon the listed critical materials:

Sign Mast arm and Poles
RRFB
Luminaire

Charging of contract time will resume upon delivery of the critical materials to the Contractor or 90 calendar days after execution by the Contracting Agency, whichever occurs first.

1-08.9 Liquidated Damages

(March 3, 2021 APWA GSP, OPTION A)

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 \$1,750.00 for each working day beyond the number of working 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.

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

1-09.2(1) General Requirements for Weighing Equipment

(November 25, 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 422-027LP, Scaleman's

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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

(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 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.

1-09.9 Payments

(July 8, 2024 APWA GSP, OPTION B)

Delete the fourth paragraph and replace it with the following:

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 payment. The progress estimates are subject to change at any time prior to the calculation of the Final Payment.

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

1. Unit Price Items in the Bid Form – the approximate quantity of acceptable units of work completed multiplied by the unit price.

2. Lump Sum Items in the Bid Form – based on the approved Contractor’s lump sum breakdown for that item, or absent such a breakdown, based on the Engineer’s determination.
3. Materials on Hand – 100 percent of invoiced cost of material delivered to Job site or other storage area approved by the Engineer.
4. Change Orders – entitlement for approved extra cost or completed extra work as determined by the Engineer.

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

1. Retainage per Section 1-09.9(1), on non FHWA-funded projects;
2. The amount of Progress Payments previously made; and
3. Funds withheld by the 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.

1-09.11(3) Time Limitation and Jurisdiction
(December 30, 2022 APWA GSP)

Revise this section to read:

For the convenience of the parties to the Contract it is mutually agreed by the parties that all claims or causes of action which the Contractor has against the Contracting Agency arising from the Contract shall be brought within 180 calendar days from the date of final acceptance (Section 1-05.12) of the Contract by the Contracting Agency; and it is further agreed that all such claims or causes of action shall be brought only 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. The parties understand and agree that the Contractor’s failure to bring suit within the time period provided, shall be a complete bar to all such claims or causes of action. It is further mutually agreed by the parties that when claims or causes of action which the Contractor asserts against the Contracting Agency arising from the Contract are filed with the Contracting Agency or initiated in court, 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.

1-09.13 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.

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:

Business Open During Construction Signs

The Contractor shall provide a "Business Open During Construction" sign at every non-residential driveway approach within the project limits. Business Open During Construction Signs shall be considered Construction Signs Class A.

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.

1-10.2 Traffic Control Management

(November 2, 2022 WSDOT GSP, OPTION 1)

Section 1-10.2 is supplemented with the following:

Work Zone Safety Contingency

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Enhancements to improve the effectiveness of the accepted traffic control plans to increase the safety of the work zones shall be discussed on a weekly basis between the Contractor and the Contracting Agency. Enhancements shall be mutually agreed upon by the Contractor and Engineer prior to performing any Work to implement the enhancement.

Enhancements do not include the use of Uniformed Police Officers or WSP, address changes to the allowed work hour restrictions, or changes to the staging plans in the Contract (if applicable). If allowed by the Engineer, these items will be addressed in accordance with Section 1-04.4.

The Contractor shall be solely responsible for submitting any traffic control plan revision to implement the enhancement in accordance with Section 1-10.2(2).

1-10.2(1) General

(October 3, 2022 WSDOT GSP, OPTION 1)

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

The Traffic Control Supervisor shall be certified by one of the following:

The Northwest Laborers-Employers Training Trust
27055 Ohio Ave.
Kingston, WA 98346
(360) 297-3035
<https://www.nwlett.edu>

Evergreen Safety Council
12545 135th Ave. NE
Kirkland, WA 98034-8709
1-800-521-0778
<https://www.esc.org>

The American Traffic Safety Services Association
15 Riverside Parkway, Suite 100
Fredericksburg, Virginia 22406-1022
Training Dept. Toll Free (877) 642-4637
Phone: (540) 368-1701
<https://altssa.com/training>

Integrity Safety
13912 NE 20th Ave
Vancouver, WA 98686
(360) 574-6071
<https://www.integritysafety.com>

US Safety Alliance
(904)705-5660
<https://www.ussafetyalliance.com>

K&D Services Inc.
2719 Rockefeller Ave.
Everett, WA 98201
(800) 343-4049

1-10.2(2) Traffic Control Plans
(September 20, 2024 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 Details.
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.

1-10.5 Payment

1-10.5(2) Item Bids with Lump Sum for Incidentals
(November 2, 2022 WSDOT GSP, OPTION 7)

Section 1-10.5(2) is supplemented with the following:

“Work Zone Safety Contingency”, by force account.

All costs as authorized by the Engineer will be paid for by force account as specified in Section 1-09.6.

For purpose of providing a common proposal for all bidders, the Contracting Agency has entered an amount for the item “Work Zone Safety Contingency” in the Proposal to become a part of the Contractor’s total bid.

The Engineer may choose to use existing bid items for the implementation of the agreed upon enhancement.

END OF DIVISION 1

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.

“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.

“Tree Removal”, per each.

(*****)

“Tree Removal”, will be measured per each and includes removal of trees as noted on the plans. Tree removal shall include removal of stumps and/or grinding of stumps to a depth at least two feet below finish grade and root removal.

2-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

2-02.3 Construction Requirements

(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)

CITY OF FEDERAL WAY

SP-56

2025 PEDESTRIAN CROSSINGS
PROJECT #36254

CFW SPECIAL PROVISIONS VER. 2025.02

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

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

(September 20, 2024 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 of Federal Way Standard Details 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.

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.

2-03 ROADWAY EXCAVATION AND EMBANKMENT

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

Section 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.

Section 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.

Section 2-03.3(14)G Backfilling

(February 21, 2024 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. 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.

Section 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.

Electronic Design Files will be available by request for the Bidder's Inspection before the opening of the bids.

(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.

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(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".

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.

END OF DIVISION 2

CITY OF FEDERAL WAY

SP-63

**2025 PEDESTRIAN CROSSINGS
PROJECT #36254**

CFW SPECIAL PROVISIONS VER. 2025.02

***** Official bid documents, plan holder's list, and addenda (if applicable) are available on [BXWA.com](https://www.bxwa.com) *****

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 Crushed Surfacing and Shoulder Finishing shall also include hauling, compacting, spreading, and removing to waste when required by the Engineer.

END OF DIVISION 4

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.

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;

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

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

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

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

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

5-04.3(9) HMA Mixture Acceptance

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

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

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

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

HMA Tolerances and Adjustments

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

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

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

For Aggregates in the mixture:

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

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

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

5-04.3(9)A Vacant

5-04.3(9)B Vacant

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

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

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

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

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

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

5-04.3(9)C2 Mixture Nonstatistical Evaluation Sampling

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

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

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

- If the test results are found to be within specification requirements, additional testing will be at the Engineer's discretion.
- If test results are found not to be within specification requirements, additional testing of the remaining samples to determine a 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 $\frac{1}{2}$ of the compacted lift thickness and then taper down on a slope not steeper than 4H:1V. The sloped portion of the HMA notched wedge joint shall be uniformly compacted.

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.

(December 1, 2021 CFW GSP)

Section 5-04.5 is supplemented with the following:

“Remove and Replace HMA Speed Hump, Complete”, per each. The unit contract price per each for Remove and Replace HMA Speed Hump, Complete shall be full compensation for all tools, labor, equipment, and materials necessary to remove and reinstall the HMA Speed Hump and pavement markings, including, but not limited to: grinding, pavement removal, excavation, asphalt placement, plastic pavement markings, and raised pavement markers.

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 paragraph one and two are applicable for Type I/II Portland cement. See Section 9.01.2(1)B for requirements for Type 1L cement.

6-10 CONCRETE BARRIER

6-10.3 Construction Requirements

6-10.3(1) Precast Concrete Barrier ***(December 16, 2022 CFW GSP)***

Section 6-10.3(1) is supplemented with the following:

The concrete class requirements are applicable for Type I/II Portland cement. See Section 9-01.2(1)B for requirements for Type 1L cement.

6-10.3(2) Cast-In-Place Concrete Barrier ***(December 16, 2022 CFW GSP)***

Section 6-10.3(2) is supplemented with the following:

The concrete class requirements are applicable for Type I/II Portland cement. See Section 9-01.2(1)B for requirements for Type 1L cement.

END OF DIVISION 6

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 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

8-02.3 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 work day, 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

(September 20, 2024 CFW GSP)

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

All Topsoil Type A required to 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.

The contractor shall place pea gravel flush with bottom of tree grates in tree wells in accordance with City Standard Details.

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.

“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.

8-02.5 Payment

(April 12, 2018 CFW GSP)

Section 8-02.5 is supplemented with the following:

“Bark or Wood Chip 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.

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.

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
Rainbird ESPLXBASIC Controller and Cabinet
Buckner Quick Coupling Valve
Febco 850 Double Check Valve
Legend Bronze Valve
Superior 3100 Master 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 Water and Sewer 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.

8-04 CURBS, GUTTERS, AND SPILLWAYS

8-04.3 Construction Requirements

(September 20, 2024 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 wheel chairs as shown in the City of Federal Way Standard Details and WSDOT Standard Plans.

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.

8-04.3(6) Catch Basin Grouting & Repair
(February 14, 2025 CFW GSP)

Section 8-04.3(6) is a new section:

When installation of new curb and/or curb and gutter disturbs existing catch basins, the Contractor shall adjust the catch basin as needed and shall grout the catch basin. No wooden shims may be used for adjustment.

8-04.4 Measurement
(February 14, 2025 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.

Minor adjustments and grouting of catch basins within areas of replaced curbs or curb and gutters 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.

8-07 PRECAST TRAFFIC CURB

8-07.3 Construction Requirements

8-07.3(16) Installing Curbs

(September 20, 2024 CFW GSP)

Section 8-07.3(16) is supplemented with the following:

Nosing pieces will be required at the exposed ends of curbs.

8-09 RAISED PAVEMENT MARKERS

8-09.1 Description

(September 20, 2024 CFW GSP)

Section 8-09.1 is supplemented with the following:

RPMs shall be installed in accordance with City of Federal Way Standard Details. Type 2BB RPMs (blue, bi-directional) shall be installed at all hydrant locations, near the center line of the street, offset to the side of the street containing the hydrant.

8-10 GUIDE POSTS AND BARRIER DELINEATORS

8-10.2 Materials

(September 20, 2024 CFW GSP)

Section 8-10.2 is supplemented with the following:

Flexible Guide Posts with Curb Base 9-17

8-10.4 Measurement

(September 20, 2024 CFW GSP)

Section 8-10.4 is supplemented with the following:

Flexible Guide Posts with Curb Base will be measured by the unit for each post and curb base, including any nosing sections, furnished and installed.

(*****)

Section 8-10.4 is supplemented with the following:
Tubular markers will be measured by the unit for each marker furnished and installed.

8-10.5 Payment

(September 20, 2024 CFW GSP)

Section 8-10.5 is supplemented with the following:
“Flexible Guide Post with Curb Base”, per each.

(*****)

Section 8-10.5 is supplemented with the following:
“Tubular Marker”, per each.

8-13 MONUMENT CASES

8-13.2 Materials

(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, 2024 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.

Monuments must be re-established if there is less than 8-inches between the top of the monument and the bottom of the monument cover.

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 (NGVD 29 vertical datum) and horizontal accuracy within +/- 0.001 foot (State plane coordinates on NAD 83/91 datum).

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. Vertical measurements shall be on the NGVD 29 vertical datum. Horizontal positions shall be state plane coordinates on NAD 83/91 datum.

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.

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 (i.e. brass discs) and the completion of the City of Federal Way Monument Record form which shall be completed and stamped by a Professional Land Surveyor and submitted to the Project Engineer for each monument 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 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.

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

8-20.1 Description

8-20.1(1) Regulations and Code

(September 20, 2024 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 (PSE), Tacoma Power, 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

(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 of Federal Way 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

8-20.2(1) Equipment List And Drawings

(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.

(March 13, 1995 WSDOT GSP, OPTION 3)

Section 8-20.2(1) is supplemented with the following:

If traffic signal standards, strain pole standards, or combination traffic signal and lighting standards are required, final verified dimensions including pole base to signal mast arm connection point, pole base to light source distances (H1), mast arm length, offset distances to mast arm mounted appurtenances, and orientations of pole mounted appurtenances 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

(September 20, 2024 CFW GSP)

Section 8-20.3(1) is supplemented as follows:

Removal of Existing or Temporary Signal Systems

All removals associated with an electrical system, which are not designated to remain the property of the City of Federal Way, shall become the property of the Contractor and shall be removed from the project and be disposed of off-site at a legal disposal site.

For this project, all signal standards, terminal cabinets, vehicle and pedestrian signal heads, back plates, pedestrian push buttons, video detection equipment, traffic signal cabinet and all components, service cabinet and all components, BBS cabinet and components, light standards and luminaire arms, and overhead-mounted signs shall remain the property of the City of Federal Way. The Contractor shall deliver the items to King County.

Removals associated with the electrical system shall not be stockpiled within the jobsite without the Engineer's approval.

The Contractor shall:

Remove all wires for discontinued circuits from the conduit system.

Remove elbow sections of abandoned conduit entering junction boxes.

Abandoned conduit encountered during excavation shall be removed to the nearest outlets.

Remove foundations entirely.

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 and gravel borrow shall meet the requirements of Section 9-03.14(1), unless the Engineer has approved the use of native material.

Delivery of Removed Items

The Engineer shall decide the ownership of all salvaged signal materials. All salvaged signal materials not designated by the Engineer to remain property of the City of Federal Way shall become the property of the Contractor. The existing controller cabinet with all contents and any other items listed above shall remain the property of the City of Federal Way.

Removed signal and electrical equipment which remains the property of the City of Federal Way, shall be delivered to:

King County Signal Shop
Attn: Mark Parrett
155 Monroe Avenue NE
Renton, Washington 98056
Phone: 206-396-3763

Forty-eight working hours advance notice shall be communicated to both the Engineer and the King County Signal Technician at the address listed above. Delivery shall occur between the hours of 8:00 am to 2:00 pm, Monday through Friday. Material will not be accepted without the required advance notice.

The Contractor shall be responsible for unloading the equipment where designated by the Engineer or King County Signal Technician at the delivery site.

Equipment damaged during removal or delivery shall be repaired or replaced at the Engineer's discretion, at no cost to the City of Federal Way.

All costs involved in furnishing all labor, materials, tools, and equipment necessary for the complete protection, removal, and delivery of the existing or Temporary Traffic Signal System items listed above shall be included in the Contractor's lump sum bid price for the "Traffic Signal System" or "Temporary Traffic Signal System".

8-20.3(1)B Communication System Repairs
(September 20, 2024 CFW GSP)

Section 8-20.3(1)B is supplemented with the following:

Fiber Optic Cable Service Outage Duration and 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 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:

King County Metro (Owen Kehoe)
Phone: (206) 477-5811
Email: owen.kehoe@kingcounty.gov

King County Metro (Jeffery Barnett)
Phone: (206) 263-7826
Email: Jeffery.Barnett@kingcounty.gov

King County Traffic Signal Shop (Mark Parrett)
Phone: (206) 396-3763
Email: Mark.Parrett@kingcounty.gov

8-20.3(2) Excavating and Backfilling
(September 20, 2024 CFW GSP)

Section 8-20.3(2) is supplemented with the following:

Controlled density fill (CDF) shall meet the requirements of Washington Aggregates and Concrete Association.

Bedding material shall consist of crushed surface top course free of any deleterious substances.

Underground utilities of record are shown in 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 in 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 light standard 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, cabinets, 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 in 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.

All foundations and anchor bolts shall be removed to 6 feet below new subgrade, and the resulting hole shall be backfilled with compacted gravel borrow meeting the requirements of Section 9-03.14(1), unless the Engineer has approved the use of native material.

Where junction boxes are removed, the conduit and wire shall also be removed to the bottom of the trench and the resulting hole backfilled with gravel borrow meeting the requirements of Section 9-03.14(1), unless the Engineer has approved the use of native material.

8-20.3(4) Foundations

(September 20, 2024 CFW GSP)

Section 8-20.3(4) is supplemented with the following:

During construction of the 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 illumination, traffic signal systems, intelligent transportation system, or electrical bid items.

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.

Pole foundations not within the sidewalk area shall incorporate a minimum 3-foot by 3-foot by 4-inch-thick cement concrete pad set flush with the adjacent ground. Where the pad abuts a sidewalk, 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. See City of Federal Way Standard Details for additional information.

Pedestrian Push Button (PPB) Post Foundations

All PPB post foundations shall be constructed in accordance with Standard Plans. No pre-cast foundations will be allowed. Anchor bolts shall be in accordance with Section 9-29.6(5).

FW RRFB Signal Standard Foundations

Foundations for FW RRFB standards shall conform to City of Federal Way Standard Details.

Type I Signal Standard Foundations

Foundations for Type I traffic signal poles shall conform to fixed bases as shown in Standard Plans. No pre-cast foundations will be allowed. Anchor bolts shall be in accordance with Section 9-29.6(5).

Type II and Type III Signal Standard Foundations

Foundations for Type II and Type III traffic signal poles shall conform to details on the Signal Standard Sheet in the Plans and Standard Plans. Anchor bolts shall be in accordance with Section 9-29.6(5).

Light Standard Foundations

Foundations for non-decorative light standards shall conform to City of Federal Way Standard Details. 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).

Foundations for the decorative light standards shall conform to City of Federal Way Standard Details. Anchor bolts shall be in accordance with Section 9-29.6(5).

Cabinet Foundations

The foundation pedestal for the service/signal controller/battery backup cabinets shall be in conformance with the requirements of Standard Plans, modified as shown in City of Federal Way Standard Details. Conduits shall be centered horizontally except service conduit, which shall be placed at the side of the power panel. See City of Federal Way Standard Details referenced above for other details.

Additionally, the pad mount shall conform to the following:

1. The spare 2-inch conduit shall run to the nearest junction box, unless placement of such would exceed the junction box capacity in which case the spare 2-inch conduit shall run to the next nearest junction box.
2. Conduits shall be centered horizontally except service conduit which shall be placed at the side of the power panel.
3. Pedestal shall be tapered from top to bottom at 1:10 on all four sides.
4. Unit shall be mounted on a cement concrete pad in accordance with Plan Details.
5. 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 controller, service, and battery backup cabinets prior to forming foundation pedestal.

Corrugated Metal Pipe for Foundations

Corrugated metal pipe, if used for foundations, shall be installed by the Contractor. Refer to Section 8-20.3(4) for construction options for foundations. All corrugated metal pipe segments not needed shall be disposed of by the Contractor.

Temporary Controller Cabinet Foundation

The Contractor shall provide, install, and remove for salvage to the Contracting Agency upon termination of use, a Quazite brand temporary signal controller/service cabinet pedestal base, model PB40441218B24. This pedestal base shall be used as part of each

Temporary Traffic Signal System to allow for relocation of the existing controller/service cabinet and abandonment and removal of the existing controller cabinet pedestal once the service cabinet has been relocated by the Contractor.

8-20.3(5) Conduit

8-20.3(5)A General

(September 20, 2024 CFW GSP)

Section 8-20.3(5) is supplemented with the following:

Banding of risers to steel or 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.

When conduit risers are installed, they shall be attached to the pole every 4 feet and shall be equipped with weather heads.

Conduit for the service wires between the Puget Sound Energy or Tacoma Power pole and the service panel and all above ground conduit shall be hot-dip galvanized rigid steel.

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
LUMEN - Lumen
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-inch 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

(September 20, 2024 CFW GSP)

Section 8-20.3(5)B is supplemented with the following:

All conduits for signal, illumination, or fiber optic cable raceways under streets and driveways shall be rigid galvanized steel or Schedule 80 polyvinyl chloride (PVC).

Unless otherwise indicated in the Plans, liquid-tight flexible metal conduit will not be allowed; HDPE conduit will not be allowed.

8-20.3(5)E Method of Conduit Installation

8-20.3(5)E1 Open Trenching

(September 20, 2024 CFW GSP)

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 traffic signal system, interconnect system, fiber system, and illumination system.

When open trenching is allowed, trench construction shall conform to the following:

1. In paved areas, 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.

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 or in accordance with Section 8-20.3(5)D, whichever is greater.

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 conduits and shall extend to two inches above the conduits.

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 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 8-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(6) Junction Boxes, Cable Vaults, and Pull Boxes

(September 20, 2024 CFW GSP)

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 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, ramps/landings, or driveways, nor should junction boxes interfere with any other previous or relocated installation. The lid of the junction box shall be flush with the surrounding area and be adequately supported by a bed of crushed surfacing. Junction boxes shall be installed in accordance with Standard Plans. Junction boxes placed improperly shall be moved and reset or replaced

and reset at the expense of the Contractor, including replacement of any concrete that may have been disturbed as a result.

Junction boxes installed in sidewalks shall have 3/8-inch pre-molded joint filler (full depth) between the concrete and the junction box. Where junction boxes are installed side-by-side in a sidewalk, install 3/8-inch pre-molded joint filler between the junction boxes, as well.

Anti-seize lubricant shall be applied to all junction box penta head bolts.

All junction boxes not placed in the sidewalk shall be placed immediately adjacent to a sidewalk or curb surrounded by concrete (or asphalt if adjacent to roadway) to prevent the box from lifting out of the dirt in accordance with City of Federal Way Standard Details.

All junction boxes containing illumination conductor shall be welded shut after final inspection and approval by King County.

All junction box 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 requirements and shall be slip-resistant. Acceptable slip-resistant products shall be non-slip Methyl methacrylate (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.

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 shall meet the requirements of WSDOT Standard Plans. Junction boxes shall be inscribed based upon system in accordance with Section 9-29.2(4), except as listed below for interconnect systems. Junction box lids and frames shall be grounded in accordance with Section 8-20.3(9).

Junction boxes shall be located at the station and offset indicated in the Plans except that field adjustments may be made at the time of construction by the Engineer to better fit existing field conditions.

Junction boxes for traffic signal interconnect, whether copper or fiber optic, shall be placed at a maximum interval of 300 feet and shall be inscribed with "TS" as noted in Section 9-29.2(4).

Communications/fiber vaults shall be provided for the purpose of storing slack cabling and installing splice enclosures. The location of all communication vaults shall be as indicated in the Plans and shall be field verified by the Contractor.

Communication/fiber vaults shall be configured such that the tensile and bending limitations of the fiber optic cable are not compromised. Vaults shall be configured to mechanically protect the fiber optic cable against installation force as well as inert forces after cable pulling operations.

Where indicated in the Plans, new vaults shall be installed as described herein and shown in the Plans. The Contractor shall furnish and install racking hardware for cable storage in all new vaults and in all existing vaults where cable storage is identified in the plans. The Contractor shall secure and store the cable in the racking hardware in accordance with the manufacturer's instructions.

Fiber vaults shall be installed in accordance with the following:

1. All openings around conduits shall be sealed and filled with grout to prevent water and debris from entering the vaults or pull boxes. The grout shall meet the specifications of the fiber vault manufacturers.
2. Backfilling around the work shall not be allowed until the concrete or mortar has set.
3. Upon acceptance of work, fiber vaults shall be free of debris and ready for cable installation. All grounding requirements shall be met prior to cable installation.
4. Fiber vaults shall be adjusted to final grade using risers or rings manufactured by the fiber vault and pull box manufacturer. Fiber vaults with traffic bearing lids shall be raised to final grade using ring risers to raise the cover only. All voids created in and around the vault while adjusting it to grade shall be filled with grout.
5. Fiber vaults shall be installed at the approximate location shown in the Drawings. Final location to be approved by the Engineer.
6. All existing conduits will need to be open and exposed for access within the vault. Care shall be taken to identify which conduits have existing cables. All conduits will extend 2 inches within the vault walls. At the 2-inch mark the excess conduit on the existing structure will need to be removed and all cables exposed.
7. Once the conduits are located, excavate a hole large enough to install the fiber vault. The vault shall have a concrete floor as indicated in the Standard Plans. The floor shall be installed on 6 inches of crushed surfacing top course. If a fiber vault is installed outside a paved area, an asphalt pad shall be constructed surrounding the junction box. Ensure that the existing conduits are at a minimum of 4 inches above the top of the floor. If the existing conduits contain existing cables, the new vault will need to be bottomless to allow the existing conduit and cable to be routed into the new vault.

8-20.3(7) Messenger Cable, Fittings
(September 20, 2024 CFW GSP)

Section 8-20.3(7) is supplemented with the following:

Messenger cable shall be secured to eye bolts (wood poles only) or strain clamps (steel poles only) at poles by the use of approved strand vices at each end. Guy grip dead end devices are not allowed. For back guys, an approved strand vice shall be used at the anchor end and an approved guy grip dead end device may be used at the end nearest the pole.

8-20.3(8) Wiring**(September 20, 2024 CFW GSP)**

The 7th paragraph of 8-20.3(8) is deleted and replaced with the following:

Fused quick-disconnect kits shall be in accordance with Section 9-29.7(2). Underground illumination splices shall be made with epoxy splice kits in accordance with Section 9-29.12(1). Installation shall conform to details in the Standard Plans.

(September 20, 2024 CFW GSP)

Section 8-20.3(8) is supplemented with the following:

Field Wiring Chart (IMSA Standards)

501	+Input	506	AC+Control	511	Remote-All Red
502	AC-	507	AC+Crosswalk	512-520	Special
503	AC+Lights	508	AC+Detectors	551-562	Interconnect
504	AC+Lights	509	AC+12 Volts	593-598	Rail Road Preemption
505	AC+Lights	510	Remote-Flash		

	Phases	1	2	3	4	5	6	7	8	A	B
Emergency	Orange (B+)		581		584		587		590		
Vehicle	Yellow (Call)		582		585		588		591		
Preemption	Blue (BB)		583		586		589		592		
	Red	611	621	631	641	651	661	671	681	691	601
	Orange	612	622	632	642	652	662	672	682	692	602
Vehicle	Green	613	623	633	643	653	663	673	683	693	603
Heads	Black	614	624	634	644	654	664	674	684	694	604
	White (Common)	616	626	636	646	656	666	676	686	696	606
	Red (Hand)	711	721	731	741	751	761	771	781	791	701
	Green (Man)	712	722	732	742	752	762	772	782	792	702
	White (Common for Lights)	716	726	736	746	756	766	776	786	796	706
Pedestrian Heads and PPB	Orange (Push button)	714	724	734	744	754	764	774	784	794	704
	Black (Common for Push button)	715	725	735	745	755	764	775	785	795	705
	Loop 1	811	821	831	841	851	861	871	881	891	801
	Loop 1	812	822	832	842	852	862	872	882	892	802
	Loop 2	813	823	833	843	853	863	873	883	893	803
Vehicle	Loop 2	814	824	834	844	854	864	874	884	894	804
Detectors	Loop 3	815	825	835	845	855	865	875	885	895	805
	Loop 3	816	826	836	846	856	866	876	886	896	806
	Loop 4	817	827	837	847	857	867	877	887	897	807
	Loop 4	818	828	838	848	858	868	878	888	898	808
	Loop 1	911	921	931	941	951	961	971	981	991	901
	Loop 1	912	922	932	942	952	962	972	982	992	902
Vehicle	Loop 2	913	923	933	943	953	963	973	983	993	903
Detectors/ Count Loops	Loop 2	914	924	934	944	954	964	974	984	994	904
	Loop 3	915	925	935	945	955	965	975	985	995	905
	Loop 3	916	926	936	946	956	966	976	986	996	906
	Loop 4	917	927	937	947	957	967	977	987	997	907

CITY OF FEDERAL WAY

SP-116

2025 PEDESTRIAN CROSSINGS
PROJECT #36254

CFW SPECIAL PROVISIONS VER. 2025.02

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

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 for illumination shall be stranded aluminum wire, sized as specified in the Plans. Conductors from light standard foundations to the luminaire fixture shall be 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, traffic signal conductors, and loop wire 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. Existing vehicle heads may or may not have sufficient spare conductor coiled for relocation of vehicle heads for each stage of construction. Contractor shall provide and install any vehicle head conductor required for adjusting existing vehicle signal head locations during various stages of construction.

All field conductors entering the controller cabinet shall be of sufficient length to lie completely around the interior of the cabinet one and one-half times prior to termination. Within the cabinet, power conductors shall not be less than 6 feet in length. Multi-conductor cables within the controller cabinet shall be long enough to form one and one-half complete wrap around the cabinet base. For multi-conductor cables only, remove the outer jacket from the conductor end to the top of the conduit that enters the controller cabinet. All conductors shall be layered toward the back of the cabinet, dressed and fanned neatly to terminal strips. 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.

Outer insulation of conductor shall not extend into the signal heads.

Pedestrian signal heads shall be mounted with a clamshell bracket. Contractor shall provide and install a galvanized steel threaded bushing where the wire enters the pole to protect the conductors.

The conductor for the photocell receptacles/illumination nodes shall be three #14 AWG.

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 fixture 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.

Wire nuts and split bolt connections are not acceptable for use on City of Federal Way projects.

(September 20, 2024 CFW GSP)

Section 8-20.3(8) is supplemented with the following:

Fiber Optic Cable Installation

The fiber optic cable shall be singlemode cable conforming to the requirements of Section 9-29.3(1) and 9-29.3(1)A.

Section 8-20.3(11) contains testing information for fiber optic cable. Testing is required before and after installation.

Fiber optic cable shall be installed with 50 feet of coiled cable in each junction box and cable vault, unless otherwise specified in the Plans. The cable slack length of fiber optic cable shall be coiled and secured with tie wraps to racking hardware or as specified in the Plans.

The Contractor shall provide and install fiber optic interconnect cable and shall provide all required termination housings, connectors, and fiber optic splice closures for a complete interconnect system between signals when specified in the Plans. All fiber optic cable shall be installed with minimum 50 feet of slack within each ground level cable vault, arranged in a loop around the base of the cable vault. If multiple cables converge at a cable vault, there shall be minimum 50 feet of slack installed in the cable vault for each cable. All fiber optic cable ends that do not terminate in a panel or splice closure shall be sealed in a weather tight manner.

Fiber optic cable installation and installation of conduit for future fiber optic cable or as spare shall require detectable underground warning tape, in accordance with Section 8-20.3(5)A1.

The fiber optic cable shall not be installed prior to the installation of vaults, cabinets or pull points/junction boxes. Installation procedures shall be in conformance with the procedures specified by the cable manufacturer for the specific cable being installed.

The Contractor shall determine a suitable cable installation method to ensure that all cable installation requirements shall be met in all conduit sections. All work shall be carried out in accordance with and consistent with the highest standards of quality and craftsmanship in the communication industry with regard to the electrical and mechanical integrity of the connections; the finished appearance of the installation; as well as the accuracy and completeness of the documentation.

The Contractor shall make a physical survey of the project site for the purpose of establishing the exact cable routing and cutting lengths prior to the commencement of any fiber optic work or committing any fiber optic materials. Unless requested by the Contractor and approved by the Engineer, underground splicing of fiber optic cable in junction boxes or vaults will not be permitted. All termination splicing will take place in the traffic signal controller cabinets.

The cable shall be clearly marked with a permanent plastic tag in each junction box and vault it passes through and at each cable riser. The Contractor shall attach the cable to the racks and hooks with industry standard cable ties immediately upon entering the pull point/junction box. Each cable shall be looped and tied independently of one another. The fiber cable is to be routed in the top corners of vaults while ensuring proper bend radius. The cable is not to pass through any existing cable loop.

All work areas shall be clean and orderly at the completion of work and at times required by the Engineer during the progress of work.

Fiber optic cables shall be installed in continuous lengths without intermediate splices throughout the project, except at the locations specified in the Plans.

The Contractor shall comply with the cable manufacturer's specifications and recommended procedures including, but not limited to the following:

1. Installation.
2. Proper attachment to the cable strength elements for pulling during installation.
3. Bi-directional pulling.
4. Cable tensile limitations and the tension monitoring procedure.
5. Cable bending radius limitations.

The Contractor shall protect the loops from tangling or kinking. At no time during the project shall the cable's minimum bending radius specifications be violated.

The pulling eye/sheath termination hardware on the fiber optic cables shall not be pulled over any sheave blocks.

When power equipment is used to install fiber optic cabling, the pulling speed shall not exceed 90 feet per minute. The pulling tension limitation for fiber optic cables shall not be exceeded under any circumstances.

Large diameter wheels, pulling sheaves, and cable guides shall be used to maintain the appropriate bending radius. Tension monitoring shall be accomplished using commercial dynamometers or load-cell instruments.

Patch cords placed between pad-mounted cabinets shall be protected by plastic spiral wrapping. Spiral wrap shall cover the entire length of the patch cords to within 12 inches of end. The spiral wrap shall be installed before the patch cords are pulled into the conduits and be rated for use in electrical installations.

During installation, the Contractor shall keep a log that notes the length marking on the cable at every pull point/junction box. This will help determine the exact location of problems along the cable run during the OTDR testing.

The Contractor shall replace any damaged conductors or cables in occupied conduits as a result of Contractor's operations at the Contractor's cost.

Racking in Fiber Vaults

The Contractor shall rack the cable in vertical figure eight loops, which shall permit pulling slack from the vault without introducing twist to the cable. The splice closures shall also be racked.

Cables shall be racked and secured with nylon ties. Nylon ties shall not be over-tightened. Identification or warning tags shall be securely attached to the cables in at least two locations in each fiber vault.

All coiled cable shall be protected to prevent damage to the cable and fibers. Racking shall include securing cables to brackets (racking hardware) that extend from the sidewalls of the fiber vault.

8-20.3(8)A Splices

(September 20, 2024 CFW GSP)

Section 8-20.3(8)A is supplemented with the following:

No splicing of traffic signal, service, or photo-electric/illumination node conductors shall be allowed.

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 City of Federal Way Standard Details.

Any splices of conductors of dissimilar metals shall use antioxidant compound.

Fiber Optic Cable Splicing

Interconnect cables shall not be spliced or terminated, except at the locations specified in the Plans. When interconnect cable is to be spliced, it shall be completed with a core-aligned fusion splice.

The Contractor will install all fiber optic splices shown in the Plans, install all internal controller cabinet panels and terminations, and will make all final terminations of fiber optic cable within the controller cabinet upon completion of fiber optic cable installation.

This Section describes the minimum requirements for splicing and connecting the specified fiber optic cables.

Unless otherwise requested and approved by the Engineer, underground splicing of fiber optic cable in junction boxes or vaults will not be permitted. All termination splicing will take place in the traffic signal controller cabinets.

If approved by the Engineer, the fiber optic network may be spliced in fiber optic splice enclosures in vaults/junction boxes or as shown in the Plans. The Contractor shall use the fusion method with local injection and detection for all fiber optic splicing. All splices shall be securely stored in splice trays. Generally, splices shall not be performed in vaults smaller than 3.5 feet x 3.5 feet x 3.5 feet. When it is determined by the Engineer that a splice is performed in a vault/junction box smaller than the above dimensions, appropriate slack coils will be provided to allow the splice case to be removed from the vault. When splicing is required in vaults, the splice case will be affixed to the side of the vault using the channel rack fasteners cast into the wall of the vault.

At least 2 feet of bare fiber shall be coiled and stored in the splice tray in a protected manner. At least 3 feet of each buffer tube in the fiber optic cable shall be coiled and stored in the splice enclosure or patch panel. All cables shall be properly fastened to prevent against pulling out of the splice enclosure or patch panel.

All fusions shall be labeled with the fiber number using a pre-printed vinyl number tag. All splice trays shall be labeled with the range of fibers spliced in the tray. Cables at each location shall be designated with the next termination point at the other end of the cable.

All splicing in fiber optic splice enclosures shall be completed using "butt splicing".

The Contractor shall provide all required brackets and other racking hardware required for the fiber optic cable racking operations as specified.

All fusion splicing equipment shall be in good working order, properly calibrated, and meeting all industry standards and safety regulations. Splices shall utilize two half shells bolted together with stainless steel bolts and be fitted neoprene gasket. Selected splices shall not require a re-entry kit. Cable preparation, closure installation, and splicing shall be accomplished in accordance with accepted and approved industry standards.

Upon completion of the splicing operation, all waste material shall be deposited in suitable containers for fiber optic disposal, removed from the job site, and disposed of in an environmentally acceptable manner.

The average splice loss of each fiber shall be 0.15 dB or less per splice. The average splice loss is defined as the summation of the attenuation as measured in both directions through the fusion splice, divided in half.

No individual splice loss measured in a single direction shall exceed 0.20 dB.

The Contractor shall seal all cables where the cable jacket is removed. The cable shall be sealed in accordance with the cable manufacturer's recommendation with an approved blocking material.

If approved, all below ground splices shall be contained in waterproof splice enclosures. All splices shall be contained in splice trays utilizing strain relief, such as heat shrink wraps, as recommended by the splice tray manufacturer. Upon sealing the splice closure, the Contractor shall show that the closure maintains 68.4 kPa of pressure for a 24-hour period.

The fiber splice enclosure shall provide for the termination and protection of the fiber optic cable within the communications/fiber vaults. The fiber splice enclosure shall be installed in accordance with the manufacturer's directions. The Contractor shall provide the splice enclosures and make splices at locations shown in the Plans. The Contractor shall test all fiber optic cables, splices, and connectors in accordance with Section 8-20.3(11).

The splice enclosure shall be mounted to allow the cable to enter the enclosure without exceeding the cable manufacturer's minimum bending radius. Sufficient cable shall be coiled with the splice enclosure to allow the enclosure to be removed from the vault or aerial span for splicing.

The unprotected fiber exposed for splicing within the enclosure shall be protected from mechanical damage using the fiber support tubes and shall be secured within the splice enclosure. The fibers shall be labeled with vinyl markers in accordance with City of Federal Way standards.

The enclosure shall be sealed following the splicing procedure as recommended by the manufacturer to provide a moisture proof environment for the splices. Care shall be taken at the cable entry points to ensure a tight and waterproof seal is made which will not leak upon aging.

The Contractor shall coil sufficient length of each cable in the communications/fiber vault that will allow the splice enclosure to be removed from the communications vault, and splices to be performed above ground in a vehicle specifically equipped for such work. Such coiled cable shall be located adjacent to the splice enclosure. Lengths of coiled cable shall be provided where shown in the Plans. The splice enclosure shall be grounded in accordance with the manufacturer's recommendations.

Copper Interconnect Installation

A 12-position terminal block shall be mounted on a panel on the rack on the interior side of the controller cabinet. Interconnect cables shall not be spliced or terminated except inside the traffic signal controller cabinet at terminal panel locations. Termination of copper interconnect cable shall be performed by a King County Signal Technician. The Contractor shall notify King County when cable is ready for terminations with a minimum of two working days' notice.

8-20.3(8)B Identification

(September 20, 2024 CFW GSP)

Section 8-20.3(8)B is supplemented with the following:

Fiber Optic Cable Labeling

All fiber optic cable and patch cords shall be identified whenever entering or leaving a cabinet, vault, pull point/junction box, or enclosure and at all terminals.

Permanent plastic marking tags fastened securely to the cables shall be used for identification.

Cable designation shall consistently conform to the overall scheme approved by the City to indicate location, circuit, device, cable number, terminal branch, position, etc. Letters and numbers shall be used. Identification shall be made with a clear, machine produced, indelible marking.

All conduits shall be numbered and documented on the site plan as-built drawings.

Splice cases will be labeled at each entry point with nomenclature that includes the cable origination point, strand count, and destination. Fiber splice cases will be labeled as "F-xxxx", where "xxxx" is the service cabinet location number based upon the City of Federal Way defined coordinate system. Contact City of Federal Way Traffic Division for assistance with determining the location numbers, if not listed in the Plans.

All termination panels shall be labeled at each termination point for each fiber. Termination labels shall conform to the overall scheme approved by the City of Federal Way to indicate

location, device and next access point. Identification shall be made with a clear, machine produced, indelible marking.

8-20.3(8)C Wire and Cable Pulling

(September 20, 2024 CFW GSP)

Section 8-20.3(8)C is supplemented as follows:

All wiring, cable, and cords associated with this equipment shall be neatly dressed and secured to the rack frames or cable trays by nylon ties.

8-20.3(9) Bonding, Grounding

(September 20, 2024 CFW GSP)

Section 8-20.3(9) is supplemented with the following:

Contractor shall provide and install bonding and grounding wires as described in 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.

At points where shields of shielded conductors are grounded, the shields shall be neatly wired and terminated on suitable grounding lugs.

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 continuous grounding wires 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.

At points where wiring shields of shielded conductors are grounded, the shields shall be neatly wired and terminated on suitable grounding lugs.

8-20.3(9)A Supplemental Grounding

(September 20, 2024 CFW GSP)

Section 8-20.3(9)A is supplemented with the following:

In addition to the service grounds provided at the service cabinet, each light and signal 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(9)B Service Grounding

(September 20, 2024 CFW GSP)

Section 8-20.3(9)B is supplemented with the following:

Ground well lids shall be concrete or cast iron. Concrete lids shall have a hole in them, to allow for removal and inspection. Solid concrete lids are not allowed. Concrete lids that do not fit in an acceptable manner shall be replaced by the Contractor, at no additional cost to the City of Federal Way.

8-20.3(10) Service, Transformer and ITS Cabinets
(September 20, 2024 CFW GSP)

Section 8-20.3(10) is supplemented with the following:

The Contractor shall apply for any required electrical service connections with Puget Sound Energy or Tacoma Power as applicable and make arrangements for a new electrical service connection. Coordinate with the Engineer/Traffic Division 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 Department to perform required inspections for service approval.

The electrical service is detailed in the Plans and City of Federal Way Standard Details. All circuit breakers shall be clearly marked or labeled. The electrical service cabinet shall be painted inside with white polyurethane powder coat in accordance with Section 6-07. The outside shall be bare, mill-finish aluminum.

The Contractor shall notify the City of Federal Way Electrical Inspector when the service is ready for connection.

The electrical service shall be provided 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 Power, as applicable. The service shall be split in the load center into a 120-volt circuit for the signals and 240 volt for the illumination. When the service is to be provided from an overhead source, the Contractor shall provide conduit from the electrical service to 10 feet up the power pole from which service is provided. Stand-off brackets 14 inches long shall be installed on the pole every 10 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.

The electrical service cabinet shall have the service cabinet number painted on the cabinet, facing the street. All numbers/letters shall be 1-inch high with ½-inch spacing between each letter/number. All numbers shall be painted black with Alkyd gloss paint. The service cabinet number shall be provided by the City.

8-20.3(11) Testing
(September 20, 2024 CFW GSP)

Section 8-20.3(11) is supplemented with the following:

Traffic Signal System Equipment Bench Testing Information

Traffic signal system equipment provided by the Contractor requires bench testing by King County Signals, prior to installation. This includes the traffic signal cabinet, including all plug-in devices, pedestrian push buttons (without signs), complete video detection system, the complete battery backup unit and RRFB system. Coordinate with King County Signal Technicians for additional details. The Contractor shall deliver this equipment to the King County Signal Shop (155 Monroe Avenue NE, Renton, WA) for testing, pick it up, deliver it to the project site, and install. All costs incurred for transporting the signal control equipment for testing and to the job site shall be included in the Contractor's lump sum bid price for each respective "Traffic Signal System" or "RRFB System".

Any items drop shipped to King County for testing shall clearly identify the name or location of the project where it will be used.

Fiber Optic Testing Information

Pre-installation tests shall be conducted on the cable reels prior to installation. These tests shall be performed in accordance with EIA/TIA-455-78 for single-mode fibers using an OTDR. Both ends of the cable shall be accessible for the tests, and it may be necessary to remove a portion of the protective wooden lagging on the reel.

Measurements shall be made using the 1310 nm and 1550 nm wavelengths or as specified by the City of Federal Way, and shall be compared to the factory test results. Any test that reveals the material does not meet the acceptable stated factory specifications shall constitute failure. A copy of these test results shall be provided to the City of Federal Way.

The Contractor is responsible for demonstrating the functionality of the installed optical fiber system through testing for compliance with the transmission requirements of this specification, the cable and hardware manufacturer's specifications, and prescribed industry standards and practices. The Contractor shall, at its cost, provide suitable test equipment, instruments, and labor for the purpose of tests.

The Contractor shall provide sufficient notice consistent with Section 8-20.3(1)B prior to the commencement of the first test. The Contractor shall submit with this notice a schedule of all tests covered by this notice.

The types or acceptance testing for optical fiber cable system certification are:

1. Attenuation testing
2. OTDR testing

Attenuation Testing

Insertion loss testing shall be used to measure end-to-end attenuation on each new fiber installed between a field device and a fiber termination cabinet. Insertion loss testing shall be performed at the 1310 nanometer wavelength in both directions.

Prior to commencing testing, the Contractor shall submit the manufacturer and model number of the test equipment along with certification that it has been calibrated within 6 months of the proposed test dates.

The following information shall be documented for each fiber test measurement:

1. Wavelength
2. Fiber type
3. Cable, tube and fiber IDs
4. Near end and far end test locations
5. End-to-end attenuation
6. Date, time and operator

OTDR Testing

An OTDR with recording capability shall be utilized to test the end-to-end transmission quality of each optical fiber. Quality tests shall consider both attenuation and discontinuities. The OTDR shall be equipped with 1310 nanometer and 1550 nanometer

light sources for single-mode optical fibers. The OTDR shall be capable of providing electronic and hard copy records of each test measurement.

The OTDR shall be equipped with sufficient internal masking to allow the entire cable section to be tested. This may be achieved by using an optical fiber pigtail of sufficient length to display the required cable section or by using an ODTR with sufficient normalization to display the required cable section.

Prior to commencing testing, the Contractor shall submit the manufacturer and model number of the OTDR test unit along with certification that it has been calibrated within the 6 months of the proposed test dates.

Each new mainline and lateral fiber shall be tested in both directions at the 1310 and 1550 nanometer wavelengths. Existing mainline and lateral fibers that are spliced to or re-spliced as part of this Contract shall also be tested in both directions and at both wavelengths.

The following information shall be documented for each fiber test measurement:

1. X-Y scatter plot for fiber length
2. Wavelength
3. Refraction index
4. Fiber type
5. Averaging time
6. Pulse width
7. Cable and fiber IDs
8. Near end and far end test locations
9. Date, time, and operator
10. Event table that includes: event ID, type, location, loss, and reflection

Fiber Optic Cable Testing Documentation

The Contractor shall submit one hard copy and one electronic copy of the fiber test results to the Engineer for approval. The Contractor shall take corrective actions on portions of the fiber installation determined to be out of compliance with these specifications.

Upon acceptance of the cable installation and test results, the Contractor shall submit three hard copies and one electronic copy of the fiber test results to the Engineer. Hard copy submittals shall be bound in 3-ring binders. The electronic submittal shall be on a compact disk and include one licensed copy of the applicable OTDR reader program.

The following information shall be included in each test result submittal:

1. Contract number, Contract name, Contractor name and address.
2. Dates of cable manufacture, installation, and testing.
3. Cable specifications.
4. Locations of all splices.
5. OTDR test results.
6. Attenuation test results.

8-20.3(11)A Traffic Signal System Testing ***(September 20, 2024 CFW GSP)***

Section 8-20.3(11)A is supplemented with the following:

The Contractor shall provide the Engineer a minimum of seven full business days advance written notice of the proposed traffic signal turn-on date for review and approval. System functional testing shall occur no later than the working day prior to the scheduled turn-on date.

The King County Signal Technician will deliver and install the plug-in devices for the signal cabinet, as needed. The technician will verify proper flash indications and will conduct functional tests to demonstrate that each part of the traffic signal system functions as specified. All required testing of the traffic signal system shall be conducted in the presence of a King County Signal Technician. Covers for the signal displays and pedestrian push buttons shall remain installed, with indications verified through the mesh portions of the covers. Alignment of vehicle and pedestrian signal heads shall be approved by the Engineer prior to final turn on of the new traffic signal.

If any part of the traffic signal system fails the functional testing, the Contractor shall make repairs or replace equipment as necessary, and then request a re-inspection. At the City of Federal Way's discretion, a new signal turn-on date may be required to be requested by the Contractor.

Traffic signal systems shall not be turned on until the sidewalk and curb ramps are completed and pedestrian traffic is able to use the system or an approved pedestrian detour is in place. Any cost associated with a proposed pedestrian detour for signal turn on purposes shall be the responsibility of the Contractor.

Traffic signal systems shall not be turned on if there are any utility wires in front of the signal heads, as determined by the Engineer.

8-20.3(11)B Traffic Signal System Turn-On
(September 20, 2024 CFW GSP)

Section 8-20.3(11)B is supplemented with the following:

It shall be the responsibility of the Contractor to ensure that existing traffic signal and control systems remain fully functional during all phases of the project, except as specified for signal changeovers. The Contractor shall provide a detailed work plan for the signal system changeover to be approved by the Engineer a minimum of five full business days in advance of any signal changeovers. They shall not deviate from the work plan without prior written approval from the Engineer. The work plan shall show the exact date of the signal system changeover.

Once the signal changeover workplan is approved by the City, the Contractor shall coordinate with King County Signal Technicians a minimum of three full business days in advance of any signal changeovers. The King County Signal Technicians will support the resetting of video detection zones and coordinating camera changes and aiming.

The changeover of the signal equipment shall commence after 8:30 am and be completed by 3:00 pm on the same day (unless as noted below). Changeovers must take place on Tuesday, Wednesday, or Thursday, unless otherwise approved by the Engineer. During changeover, traffic control shall be provided. The exact work plan and schedule for changeover shall be pre-approved by the Engineer.

Certain intersections may require a night-time changeover due to traffic volumes. If the City of Federal Way determines a night-time switchover is required, they will provide

direction as to the allowable hours of work. No additional payment will be made to the Contractor for a night-time switchover.

No traffic signal changeover shall occur until a preliminary inspection and flash out has been conducted by King County. All signing and pavement markings shall be installed in accordance with the Contract Documents or as approved by the City of Federal Way before the new signal control equipment is turned on. Stop lines and crosswalk lines at intersections that were unsignalized prior to the project shall not be installed until the day of signal turn on, unless authorized by the City of Federal Way.

Signal turn-ons require the Contractor to provide flaggers on the day of turn-on: before, during, and after the signal turn-on. A minimum of one flagger per leg of the intersection is required.

After power switch over, the signal system shall be put into operation by King County personnel. The Contractor shall be present during the turn-on with adequate equipment to repair any deficiencies in operation. The Contractor shall notify King County five working days in advance of power switch over.

All work necessary in keeping the existing traffic signal system fully-functional, as indicated in the Plans, and any installation or relocation of existing equipment or hardware necessary for maintaining such operation and protection of the traffic signal system, shall be considered incidental to the respective pay item. This includes the vehicle detection system; however, with approval of the Engineer, the existing traffic signal control may be placed on a fixed time program to facilitate signal changeover work for a period not to exceed fourteen calendar days.

8-20.3(11)C Uninterruptible Power Supply (UPS) Testing
(September 20, 2024 CFW GSP)

Section 8-20.3(11)C is supplemented with the following:

Battery backup systems shall be bench tested as detailed in Section 8-20.3(11).

8-20.3(11)C1 UPS Quality Control Testing
(September 20, 2024 CFW GSP)

Section 8-20.3(11)C1 is deleted.

8-20.3(11)C4 Operational Testing
(September 20, 2024 CFW GSP)

Section 8-20.3(11)C4 is a new Section as follows:

Prior to final acceptance, the following fully-operating systems shall be tested for the minimum time frames established by this Section and are as follows:

Traffic Signal System, 14 days;
Illumination System, 14 days;
Interconnect System, 14 days;
RRFB System, 14 days.

The operational testing periods are not intended to be charged working days, unless other Contract work is being performed.

During the operational testing, any parts that fail and were provided by the Contractor or were provided by the City of Federal Way and damaged by the Contractor shall be

immediately replaced. The Contractor shall replace the failed part with a new operable part of the same type and model as required by the Contract Documents. Passing the operational test does not reduce any manufacturer guarantees, if applicable, that are to be conveyed to the City of Federal Way after passing of the operational testing.

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. No new light standards shall be energized until a preliminary inspection has been conducted by King County.

8-20.3(13)A Light Standards

(September 20, 2024 CFW GSP)

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 City of Federal Way Standard Details.

(September 20, 2024 CFW GSP)

Section 8-20.3(13)A is supplemented with the following:

Each roadway and decorative luminaire shall be installed with an illumination control node, in accordance with Section 9-29.11(2). A node is required for each luminaire fixture.

8-20.3(14) Signal Systems

8-20.3(14)A Signal Controllers

(September 20, 2024 CFW GSP)

Section 8-20.3(14) is supplemented with the following:

The new signal controller and cabinet shall conform to all of the requirements of Section 9-29.13.

Signal controller and cabinet shall be tested by King County at their shop located at 155 Monroe Avenue NE in Renton, Washington. The Contractor shall deliver the controller and cabinet to the shop and shall pick up the units at the end of the test period, deliver to the job site, and install.

8-20.3(14)B Signal Heads

(September 20, 2024 CFW GSP)

Section 8-20.3(14)B is supplemented with the following:

Signal displays shall be installed no more than 30 days prior to scheduled signal turn on or changeover. Signal displays and reflectorized backplates when installed prior to signal turn-on or changeover shall be covered and not visible to vehicular traffic at any time. The signal head covering material shall be of sufficient size to entirely cover the display and back plate. The covering shall extend over all edges of the signal housing and shall be securely fastened at the back. New pedestrian push buttons shall be covered in a manner that communicates to the public that the buttons are not in service.

Signal heads shall be installed with back plates. Retroreflective sheeting, in accordance with Section 9-29.16, shall be applied to the outside border of the back plates in

accordance with the manufacturer's recommendations. The application surface of the back plate shall be cleaned and degreased.

Alignment of vehicular and pedestrian signal heads shall be approved by the Engineer prior to system turn-on.

The type of mounting hardware specified for mast arm mounted vehicle signals may require modification at the time of installation to accommodate as-built conditions. After the pole assembly has been installed and leveled, the Contractor shall measure the distance between each mounting point on the arm and the roadway. A type of mounting bracket different from that specified in the Plans shall be provided and installed by the Contractor if necessary to achieve the following criteria:

1. Red indications shall be in as straight a line as possible.
2. The bottom of the housing shall be between 16.5 feet and 19.0 feet above the pavement.

Unless otherwise noted in the Plans, each pedestrian signal head shall be provided and installed with Type E clamshell mounting hardware in accordance with Standard Plans, and as modified below, shall be utilized for all signal and light standard mounting, which shall consist of a two piece, cast aluminum alloy assembly joined together by stainless steel spring pins. The clamshell assembly shall be mounted on the pole using stainless steel 1/2 - 13 hex head cap screws and the pole drilled and tapped to accept the 1/2 - 13 mounting hardware. The clamshell is closed by rotating the pedestrian head assembly and securing with a flathead socket bolt. A signal power interface and three-position terminal block shall be provided in the pedestrian housing to allow for pedestrian pushbutton and pedestrian indication module wiring. Connections shall be made using conventional screw type terminals. The terminal block shall be sized to accept #12 AWG or #14 AWG wire.

8-20.3(14)C Induction Loop Vehicle Detectors **(September 20, 2024 CFW GSP)**

Item 2 is deleted.

Item 5 of this section is deleted and replaced with the following:

- 5) Each loop shall have 3 turns of loop wire.

Item 11 of this section is deleted and replaced with the following:

- 11) The detector loop sealant shall be a flexible traffic loop wire encapsulation. Encapsulation shall be designated to enable vehicular traffic to pass over the properly filled sawcut within five minutes after installation without cracking of material. The encapsulation shall form a surface skin allowing exposure to vehicular traffic within 30 minutes at 75 degrees F. and completely cure to a tough rubber-like consistency within two to seven days after installation. Properly installed and cured encapsulation shall exhibit resistance to defects of weather, vehicle abrasion, motor oil, gasoline, antifreeze solutions, brake fluid, deicing chemicals and salt normally encountered in such a manner that the performance of the vehicle detector loop wire is not adversely affected.

Section 8-20.3(14)C is supplemented with the following:

One-quarter-inch saw cuts shall be cleared of debris with compressed air before installing three turns of loop wire. All detector loops shall be 6-foot-diameter circle with diagonal

mini-cut corners (no 90 degree corners) of not more than 1-inch on the diagonal. From the loops to the junction box, the loop wires shall be twisted two turns per foot and labeled at the junction box in accordance with the loop schematics included in these Plans. A 3/8-inch saw cut will be required for the twisted pair. No saw cut will be within 3 feet of any manhole or utility risers located in the street. Loops and lead-ins will not be installed in broken or fractured pavement. Where such pavement exists it will be replaced in kind with minimum 12-foot sections. Loops will also not be sawed across transverse joints in the road. Loops to be placed in concrete will be located in full panels, a minimum 18 inches from any expansion joint.

Existing Traffic Loops

The Contractor shall notify the City Traffic Engineer a minimum of five working days in advance of pavement removal in the loop areas. The Contractor shall install and maintain interim video detection until the permanent systems are in place. The interim video detection shall be operational simultaneously with decommission of the existing pavement loops.

If the Engineer suspects that damage to any loop, not identified in the Plans as being replaced, may have resulted from Contractor's operations, the Engineer may order the Contractor to perform the field tests specified in Section 8 20.3(14)D. The test results shall be recorded and submitted to the Engineer. Loops that fail any of these tests shall be replaced by the Contractor.

Loops that fail the tests, as described above, and are replaced shall be installed in accordance with current City of Federal Way Design and Construction Standards and Standard Plans, as determined by the Engineer.

If traffic signal loops that fail the tests, as described above, are not replaced and operational within 48 hours, the Contractor shall install and maintain interim video detection until the replacement loops are operational. The type of interim video detection furnished shall be approved by the Engineer prior to installation.

8-20.3(14)D Test for Induction Loops and Lead-In Cable ***(March 31, 2012 CFW GSP)***

Section 8-20.3(14)D is supplemented with the following:

Test A – The resistance shall not exceed values calculated using the given formula.

Resistance per 1000 ft of 14 AWG, $R = 3.26 \text{ ohms} / 1000 \text{ ft}$

$$R = \frac{3.26 \times \text{distance of lead-in cable (ft)}}{1000 \text{ ft}}$$

Test B and Test C in this section are deleted and replaced with the following: Megger readings of the detection wire to ground shall read 200 megohms at the amplifier connection. The 200 megohms or more shall be maintained after the splices are tested by submerging them in detergent water for at least 24 hours. The tests will be conducted with King County personnel at the request of the Contractor. All costs incurred to meet this minimum standard will be the responsibility of the Contractor.

8-20.3(14)E Signal Standards ***(September 20, 2024 CFW GSP)***

Section 8-20.3(14)E is supplemented with the following:

Traffic signal standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans.

After delivering the poles or arms to the job site and before they are installed, they shall be stored outside of the clear zone in a place that will not inconvenience the public. All poles and arms shall be installed in compliance with Washington State Utility and Electrical Codes.

Terminal cabinets shall be installed on all Type II and Type III signal poles or where designated in the Plans and shall be in accordance with the material requirements of Section 9-29.25. Terminal cabinets shall be installed at a minimum height of 7 feet, to not impede pedestrians.

8-20.3(17) “As Built” Plans
(September 20, 2024 CFW GSP)

Section 8-20.3(17) is deleted and replaced with the following:

Upon completion of the project, the Contractor shall furnish an “as-built” drawing of the intersection showing all signal heads, pole locations, detectors, junction boxes, Illumination system showing luminaire locations, miscellaneous equipment, conductors, cable wires up to the signal controller cabinet, and with a special symbol identifying those items that have been changed from the original contract drawings. All items shall be located to within 1 foot horizontally and 6 inches vertically above or below the finished surface grade.

Fiber Optic As-Built Records

The Contractor shall provide the Engineer with a cable route diagram indicating the actual cable route and “meter marks” for all intersections, directional change points in the cable mounting, and all termination points. The Contractor shall record these points during cable installation. The Contractor shall provide cable system “as-built” drawings showing the exact cable route to the Engineer. Information such as the location of slack cable and its quantity shall also be recorded in the cable route diagram.

Documentation for each fiber optic system element shall consist of the manufacturer’s name and model number, serial number when available, materials and operating specifications, wiring schematic and parts list, owner’s manuals, factory service manuals, and procedures for factory testing and system acceptance testing specified elsewhere herein. The Contractor shall submit 3 copies of the documentation specified above prior to installation of the cable or components described in the submittal. In addition, the Contractor shall submit 3 copies of an overall system wiring schematic and termination chart for the installed elements (operation and maintenance manuals). All documentation for each individual element shall be neatly bound in a way for the information is secured together and is totally legible without removing the information from the binding. This documentation shall be in addition to any other data, shop drawings, etc. required to be submitted as specified in these Special Provisions.

Video, Voice, and Data Distribution and Transmission System As-Built Records

Documentation for each system element shall consist of the manufacturer’s name and model number, serial number when available, materials and operating specifications, wiring schematic and parts list, owner’s manuals, factory service manuals, and procedures for factory testing and system acceptance testing specified elsewhere herein. The Contractor shall submit 3 copies of the documentation specified above prior to installation of the cable

or components described in the submittal. In addition, the Contractor shall submit 3 copies of an overall system wiring schematic and termination chart for the installed elements (operation and maintenance manuals). All documentation for each individual element shall be neatly bound in a way for the information is secured together and is totally legible without removing the information from the binding. This documentation shall be in addition to any other data, shop drawings, etc. required to be submitted as specified in these Special Provisions.

8-20.4 Measurement

(*****)

Section 8-20.4 is replaced with the following:

"RRFB Location #: Streets Information", shall be measured per lump sum.

8-20.5 Payment

(*****)

Section 8-20.5 is deleted and replaced with the following:

Payment will be made in accordance with the following:

"RRFB Location #: Street Information", per lump sum, including the following:

"RRFB System Location 1: 1st Way S and S 34000 Block", per lump sum.

"RRFB System Location 2: Weyerhauser Way S at s 34400 block", per lump sum.

The lump sum price for "RRFB System Location #: Street Information", with the specific locations specified above, 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 furnishing and installing the RRFB assembly which includes all-in-one solar panel/cabinet (Carmanah Model R920-F), pedestrian push buttons, warning signs and modified warning signs (as detailed on the plans), rectangular beacons, pedestrian pushbuttons, FW RRFB, push button posts, and Type II or Type III standards, pole foundations, conduit, junction boxes, luminaires, connecting the illumination system to existing or new circuits, making modifications to the existing luminaires or illumination systems as noted, wiring, grounding, excavation, potholing for utility conflict with foundation, removal of equipment and excavated materials, and all necessary appurtenances as specified in Section 9-29.15, these special provisions, and in the plans. All items and labor necessary to supply, install, and test the conduit, junction boxes, service circuit breaker and connections, the photocell, electrical service and service cabinet electrical connections, connections with existing conduit and junction boxes, restoring facilities destroyed or damaged during construction, salvaging existing materials, 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.

The lump sum price for "Traffic Signal System" shall be full pay for furnishing all labor, equipment, materials and supplies necessary to complete the work as specified. All items and labor necessary to supply, install, and test the system including, but not limited to, conduit, junction boxes, service circuit breakers and connections, battery backup system, signal/service/battery backup system foundations, vehicular and pedestrian signal heads, pedestrian push buttons, emergency vehicle preemption, temporary and permanent vehicle detection systems, connections with existing conduit and junction boxes, mast arm-mounted traffic signs, restoring facilities destroyed or damaged during construction, removing and salvaging existing signal equipment, the installation of a temporary signal system as needed, relocation of temporary signal

equipment (vehicle heads, pre-emption, pedestrian heads, pedestrian push buttons, video detection) to accommodate construction phasing throughout the project, installation of non-slip MMA coating on new or existing lids located within accessible surfaces, and all other components necessary to make a complete traffic signal system shall be included within the lump sum measurement. The lump sum bid price shall include all costs associated with the construction of the cement concrete pad and pedestal for the controller and service cabinets as well as for the cement concrete pads around signal poles. All costs for installing signing on signal mast arms or temporary signal installations shall be incidental to the bid items in this section and no additional compensation will be made. Luminaires and luminaire arms positioned on signal poles will be considered a part of the traffic signal system lump sum measurement. Removal of an existing signal system or existing signal components shall be included within the lump sum measurement. After construction is complete, it is Contractor's responsibility to adjust, relocate, and reposition all traffic signal heads to their final position as shown on the Contract Documents, and shall be considered incidental to the lump sum measurement.

(February 14, 2025 CFW GSP)

Section 8-20.5 is supplemented with the following:

"In addition to the paragraph above, "RRFB System Location 1: 1st Way S and S 34000 Block" also includes all costs associated with installing a new electrical service and connecting the new luminaire to the new electrical service. This includes but is not limited to: service cabinets, foundations, trenching and conduit and backfill to new service point, junction boxes, secondary service box, wiring, grounding, excavation, removal of equipment and excavated materials, all necessary appurtenances, permitting, testing, and all other requirements included in these special provisions.

"RRFB System", per each.

The per each price for "RRFB System" is defined as per each location which includes the RRFB components located on both sides of the street and/or the median. The RRFB System may also include a luminaire attached to the RRFB pole. Standalone luminaires would be part of a separate "Illumination System" bid item. The per each price for "RRFB System" shall be full pay for furnishing all labor, equipment, materials, and supplies necessary to complete and test the work as specified, including, but not limited to: the RRFB assembly, solar panel/cabinet (if applicable), pedestrian push buttons and Type II or Type III standards, pole foundations, push button frame adapters and mounting hardware, warning signs, rectangular beacons, conduit, junction boxes, light standards and luminaires, new electrical service and fees, permitting, connecting the illumination system to existing or new circuits, making modifications to the existing illumination system as required, wiring, grounding, pull-tape, pole and bracket cables, conductors, epoxy splice kits, fused quick-disconnect kits, excavation, potholing, removal of equipment and excavated materials, and all necessary appurtenances. All items and labor necessary to supply, install, and test the conduit, junction boxes, service circuit breaker and connections, illumination control nodes, electrical service and service cabinet electrical connections, connections with existing conduit and junction boxes, restoring facilities destroyed or damaged during construction, salvaging existing materials, 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.

8-20.5 Payment

(September 20, 2024 CFW GSP)

Paragraph 2, 3, 4, and 5 of Section 8-20.5 are deleted and replaced with the following:

"Illumination System", per lump sum.

"Traffic Signal 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 and for making modifications to the existing systems as noted. All items and labor necessary to supply, install, and test the conduit, junction boxes, service circuit breaker and connections, the illumination control node, electrical service and service cabinet electrical connections, connections with existing conduit and junction boxes, restoring facilities destroyed or damaged during construction, salvaging existing materials, 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.

The lump sum price for "Traffic Signal System" shall be full pay for furnishing all labor, equipment, materials and supplies necessary to complete the work as specified. All items and labor necessary to supply, install, and test the system including, but not limited to, conduit, junction boxes, service circuit breakers and connections, battery backup system, signal/service/battery backup system foundations, vehicular and pedestrian signal heads, pedestrian push buttons, emergency vehicle preemption, temporary and permanent vehicle detection systems, connections with existing conduit and junction boxes, mast arm-mounted traffic signs, restoring facilities destroyed or damaged during construction, removing and salvaging existing signal equipment, the installation of a temporary signal system as needed, relocation of temporary signal equipment (vehicle heads, pre-emption, pedestrian heads, pedestrian push buttons, video detection) to accommodate construction phasing throughout the project, installation of non-slip MMA coating on new or existing lids located within accessible surfaces, and all other components necessary to make a complete traffic signal system shall be included within the lump sum measurement. The lump sum bid price shall include all costs associated with the construction of the cement concrete pad and pedestal for the controller and service cabinets as well as for the cement concrete pads around signal poles. All costs for installing signing on signal mast arms or temporary signal installations shall be incidental to the bid items in this section and no additional compensation will be made. Luminaires and luminaire arms positioned on signal poles will be considered a part of the traffic signal system lump sum measurement. Removal of an existing signal system or existing signal components shall be included within the lump sum measurement. After construction is complete, it is Contractor's responsibility to adjust, relocate, and reposition all traffic signal heads to their final position as shown on the Contract Documents, and shall be considered incidental to the lump sum measurement.

(February 14, 2025 CFW GSP)

Section 8-20.5 is supplemented with the following:

"RRFB System", per each.

The per each price for "RRFB System" is defined as per each location which includes the RRFB components located on both sides of the street and/or the median. The RRFB System may also include a luminaire attached to the RRFB pole. Standalone luminaires would be part of a separate "Illumination System" bid item. The per each price for "RRFB System" shall be full pay for furnishing all labor, equipment, materials, and supplies necessary to complete and test the work as specified, including, but not limited to: the RRFB assembly, solar panel/cabinet (if applicable), pedestrian push buttons and Type II

or Type III standards, pole foundations, push button frame adapters and mounting hardware, warning signs, rectangular beacons, conduit, junction boxes, light standards and luminaires, new electrical service and fees, permitting, connecting the illumination system to existing or new circuits, making modifications to the existing illumination system as required, wiring, grounding, pull-tape, pole and bracket cables, conductors, epoxy splice kits, fused quick-disconnect kits, excavation, potholing, removal of equipment and excavated materials, and all necessary appurtenances. All items and labor necessary to supply, install, and test the conduit, junction boxes, service circuit breaker and connections, illumination control nodes, electrical service and service cabinet electrical connections, connections with existing conduit and junction boxes, restoring facilities destroyed or damaged during construction, salvaging existing materials, 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.

(September 20, 2024 CFW GSP)

Section 8-20.5 is supplemented with the following:
"Flashing Beacon System", per each.

The per each price for "Flashing Beacon System" shall be full pay for furnishing all labor, equipment, materials, and supplies necessary to complete and test the work as specified, including, but not limited to: the flashing beacon assembly, solar panel/cabinet (if applicable), pole standards, pole foundations, warning signs, rectangular beacons, conduit, junction boxes, new electrical service and fees, permitting, connecting the system to existing or new circuits, wiring, grounding, pull-tape, pole and bracket cables, conductors, epoxy splice kits, fused quick-disconnect kits, excavation, potholing, removal of equipment and excavated materials, and all necessary appurtenances. All items and labor necessary to supply, install, and test the conduit, junction boxes, service circuit breaker and connections, illumination control nodes, electrical service and service cabinet electrical connections, connections with existing conduit and junction boxes, restoring facilities destroyed or damaged during construction, salvaging existing materials, 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. Per each is defined as per each location which includes the RRFB components located on both sides of the street and/or the median.

8-21 PERMANENT SIGNING

8-21.1 Description

(September 20, 2024 CFW GSP)

Section 8-21.1 is deleted and replaced with the following:

This work shall consist of furnishing and installing permanent signing, sign removal, and sign relocation 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.

Utility locates for sign locations must be completed prior to the installation or relocation of any signs.

8-21.2 Materials

(September 20, 2024 CFW GSP)

Section 8-21.2 is supplemented with the following:

Contractor-provided signal system-mounted overhead signs shall be single-sided and as detailed in the Plans, City of Federal Way Standard Details, and as approved by the City of Federal Way. Shop drawing submittals shall be required for all overhead signal system-mount signing in accordance with Section 8-20.2(1), prior to fabrication.

All signal system-mounted signs shall require installation as part of the signal work. Attach signal system-mounted signs in accordance with Standard Plans, unless otherwise noted.

Colors of all permanent signs shall be submitted to the City for approval prior to installation in the field. All new 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(1) Location of Signs

(September 20, 2024 CFW GSP)

Section 8-21.3(1) is supplemented with the following:

Post lengths shall be determined by the Contractor. Signs shall be installed in accordance with the MUTCD and City of Federal Way Standard Details. Posts shall not extend beyond the top of the installed sign, unless specifically called for in the Plans.

Sign installation and maintenance shall include maintaining proper visibility of all signs, including those part of an RRFB or signal, at all times. If vegetation trimming is required, it shall be completed by the Contractor and considered incidental to the bid item.

8-21.3(2) Placement of Signs

(September 20, 2024 CFW GSP)

Section 8-21.3(2) is supplemented with the following:

The Contractor shall be required to furnish the signs, sign posts, and mounting hardware. Unless otherwise noted in the Plans, the Contractor shall install all signs on metal posts.

Catalog cuts indicating fabrication material, layout, sign size, mounting type, mounting hardware, and specifications for the overhead sign type shall be submitted for approval prior to sign fabrication.

8-21.3(4) Sign Removal

(September 20, 2024 CFW GSP)

Section 8-21.3(4) is supplemented with the following:

This work shall consist of removing existing signs and guide posts within the construction project limits and delivering the signs and guide posts in a timely manner and in good condition to the King County Sign Shop.

The Contractor shall remove and dispose of sign posts, sign anchors, and associated concrete.

The existing signs and guide posts to be removed during this project are listed in the Plans.

No existing sign shall be removed until designated by the Engineer; all signs identified for removal are to be maintained in good condition until removed.

8-21.3(5) Sign Relocation

(September 20, 2024 CFW GSP)

Section 8-21.3(5) is supplemented with the following:

The sign relocation work shall consist of relocating an existing sign to the new designated location. New posts are to be furnished by the Contractor unless reuse of existing post is approved by the Engineer. The Contractor shall remove and dispose of sign posts, sign anchors, and associated concrete.

No existing sign shall be relocated until designated by the Engineer. All signs identified for relocation are to be maintained in good condition.

The Contractor shall coordinate with King County Metro or Pierce Transit personnel as necessary for removal and reinstallation of all existing bus stop signs and supports within the project limits.

8-21.3(12) Steel Sign Posts

(September 20, 2024 CFW GSP)

Section 8-21.3(12) is supplemented with the following:

All City of Federal Way signs mounted on roadside structures shall use steel posts, in accordance with City of Federal Way Standard Details.

8-21.5 Payment

(September 20, 2024 CFW GSP)

Section 8-21.5 is deleted and replaced with the following:

“Permanent Signing”, lump sum.

The lump sum price for “Permanent Signing” shall include all labor, materials, tools, and equipment necessary to furnish and install permanent signing, sign posts, sign removal, and sign relocation. Sign covering shall be incidental and shall not be measured.

All costs for furnishing and installing signs on traffic signal mast arms poles shall be included in the lump sum price for “Traffic Signal System – Complete”.

8-22 PAVEMENT MARKING

8-22.1 Description

(September 20, 2024 CFW GSP)

Section 8-22.1 is supplemented with the following:

Pavement markings shall conform to City of Federal Way Standard Details. Longitudinal striping patterns shall be as shown on Standard Plan M-20.20.

The Contractor shall perform all spotting and layout for all permanent pavement markings.

8-22.2 Materials

(September 20, 2024 CFW GSP)

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:

Glass beads and Reflective Elements for Type D plastic shall be in accordance with Section 9-34.4. Both glass beads and reflective elements are required to be installed with Type D pavement markings.

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

(September 20, 2024 CFW GSP)

Section 8-22.3(3)E is supplemented with the following:

Profiled Type D lines shall be installed in accordance with Standard Plan M-20.20.

All parallel double lines (narrow pattern and wide pattern) shall be placed in one pass.

All longitudinal pavement markings shall be applied, in cycle, in the direction of traffic, unless specifically approved by the City of Federal Way. The City of Federal Way shall designate in which direction to apply center line striping, as applicable.

For paint, the use of a pushcart or motorized cart is prohibited. A striping truck is required, unless otherwise approved by the Engineer for specific locations.

If Type B plastic markings are allowed, the material shall not overlap and there shall not be gaps between individual segments of the material.

For Type D, liquid cold applied methyl methacrylate, longitudinal line markings, Type D-3 or Type D-4 shall be used. Type D-3 or Type D-4 application method shall be defined as machine extrusion. Application by walk-behind carts is not allowed. Application of double center line by means that requires a separate pass for each line is not allowed.

8-22.3(3)G Glass Beads

(March 13, 2012, CFW GSP)

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

(September 20, 2024 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.

All existing, plastic pavement markings that are to be paved over, shall be removed prior to paving.

If, in the opinion of the Engineer, the pavement is materially damaged by pavement marking removal or raised pavement marker removal, such damage shall be repaired by the Contractor in accordance with Section 1-07.13(1).

If pavement markings are removed as a part of pavement grinding or removal, that removal will be considered incidental to that bid item and no additional payment will be made under the pavement marking removal bid item.

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

(February 14, 2025 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 are new bid items:

- "Painted Shared Lane Marking", per each.
- "Plastic Shared Lane Marking", per each.
- "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 Materials

(March 22, 2023 CFW GSP)

Section 8-23.2 is supplemented with the following:

The City of Federal Way does not allow Low VOC Waterborne Paint for temporary or permanent pavement markings.

8-23.3 Construction Requirements

8-23.3(1) General

(September 20, 2024 CFW GSP)

Section 8-23.3(1) is deleted and replaced with the following:

All work zone temporary pavement markings shall be paint, except for markings on the new asphalt or concrete wearing course. This includes lane shifts for construction stages.

All temporary pavement markings that are expected to remain in place for two months or more shall be paint, with raised pavement markers. This includes any work zone markings.

All temporary pavement markings that are installed prior to a winter suspension shall be paint with raised pavement markers. This includes any work zone markings.

Temporary pavement markings that are installed on the wearing course of new asphalt or concrete shall be tape.

Tape may be used for other short-term applications, as approved by the Engineer.

8-23.3(4) Pavement Marking Application

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.

8-23.3(4)A2 Temporary Pavement Marking Tape

(September 20, 2024 CFW GSP)

Section 8-23.3(4)A2 is supplemented with the following:

Black mask pavement marking tape shall not be used, unless specifically requested by the Engineer.

8-23.3(4)E Removal of Pavement Markings

(September 20, 2024 CFW GSP)

Section 8-23.3(4)E is supplemented with the following:

Raised pavement markers shall be removed prior to paving. This work shall be performed by the Contractor.

8-23.4 Measurement

(September 20, 2024 CFW GSP)

Section 8-23.4 is supplemented with the following:

All Temporary Pavement Marking bid items are inclusive of installation, maintenance, and removal.

Temporary 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 in accordance with the respective Traffic Control Bid Items. Traffic control associated with the subsequent maintenance and/or removal of Temporary Pavement Markings shall be incidental to the temporary pavement marking bid items and no additional payment will be made.

8-33 POTHOLING AND RESOLUTION OF UTILITY CONFLICTS

(September 20, 2024 CFW GSP)

Section 8-33 and it's subsections are new sections as follows:

8-33.1 Description

(September 20, 2024 CFW GSP)

Section 8-33.1 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.

8-33.3 Construction Requirements

(September 20, 2024 CFW GSP)

Section 8-33.3 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:

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.

8-33.4 Measurement

(September 20, 2024 CFW GSP)

Section 8-33.4 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.

8-33.5 Payment

(September 20, 2024 CFW GSP)

Section 8-33.5 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.

END OF DIVISION 8

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 (<i>light standards, signals, RRFBs, etc.</i>)	X	X	X	X
Cast-in-Place Foundations (<i>light standards, signals, RRFBs, etc.</i>)		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 (<i>retaining walls, junction box aprons, cabinet bases, barriers, etc.</i>)			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.

9-03 AGGREGATES

9-03.12 Gravel Backfill

9-03.12(6) Pit Run Sand **(April 12, 2018 CFW GSP)**

CITY OF FEDERAL WAY

SP-144

2025 PEDESTRIAN CROSSINGS
PROJECT #36254

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, 100 percent 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.

9-05 DRAINAGE STRUCTURES AND CULVERTS

9-05.13 Ductile Iron Sewer Pipe

(September 20, 2024 CFW GSP)

Section 9-05.13 is supplemented as follows:

All ductile iron pipe shall be epoxy lined.

9-05.23(1) Dual Wall HDPE Storm Sewer Pipe

(October 11, 2024 CFW GSP)

Section 9-05.23(1) is a new section as follows:

Dual wall HDPE storm sewer pipe shall meet the requirements of ASTM F2648.

9-05.15 Metal Castings

9-05.15(4) Heavy Duty Hinged Style Ductile Iron Frame and Cover

(December 2, 2019 CFW GSP)

Section 9-05.15(4) is a new section:

Heavy-Duty Hinged Style Frame & Cover shall be ERGO Assembly: Product Number 00104040L01, Manufactured by EJ Group, Inc., 301 Spring Street, PO Box 439, East Jordan, MI 49727, (800)626-4653, www.ejco.com

9-05.15(5) High Impact Multi-Purpose Rubber Composite Adjustment Risers

(December 2, 2019 CFW GSP)

Section 9-05.15(5) is a new section:

High Impact Adjustment Riser shall be Infra-Riser Multi-Purpose Rubber Composite Adjustment Riser, EJ Group, Inc., 301 Spring Street, PO Box 439, East Jordan, MI, 49727, (800)626-4653, www.ejco.com

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

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(4) Sod

(June 12, 2020 CFW GSP)

Section 9-14.7(4) is supplemented with the following:

Sod Lawn shall be three-way Tall Fescue Blend Sod, 33.33% Firecracker LS Tall Fescue, 33.33% Spyder LS Tall Fescue, 33.33% Raptor II Tall Fescue with degradable netting, or approved equal.

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.

9-17 FLEXIBLE GUIDE POSTS

9-17.1 General

(September 20, 2024 CFW GSP)

Section 9-17.1 is supplemented with the following:

Flexible guide post curb bases shall be NCHRP 350 and MASH 2009 compliant and shall be designed for use in traffic. Curb bases shall be yellow or white, to match the channelization color, and use a quick-release style base. Curb caps/nosing will be required for both sides of each delineator location, if the curb base is greater than 2 inches high.

The delineators used with the curb base shall be 3 inches in diameter, white with white sheeting, and tubular type.

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.

9-15.6 Gate Valves

(April 12, 2018 CFW GSP)

Section 9-15.6 is supplemented with the following:

Gate valves shall be heavy duty cast brass body and heavy cast iron handwheel, suitable for residential or commercial potable water applications, with screwed bonnet, non-rising stem, solid wedge disc and integral seats.

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.

9-15.13 Pressure Regulating Valves

(April 12, 2018 CFW GSP)

Section 9-15.13 is supplemented with the following:

Pressure regulating valve shall be designed to reduce incoming water pressure from up to 400psi to a range of 25-75psi. Valve shall be all bronze body construction, with thermal expansion bypass, serviceable in line, with internal stainless steel strainer.

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.

9-28 SIGNING MATERIALS AND FABRICATION

9-28.1 General

(September 20, 2024 CFW GSP)

Paragraph three is deleted and replaced with the following:

All regulatory (R series), school (S series), 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 Glass Bead Retroreflective Element Material sheeting in accordance with Section 9-28.12. All street name (D-3) sign sheeting 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, 3M 3990 series or approved equal. This sheeting has a retroreflection rating of 300 candelas per foot candle per square foot of material for white sheeting (250 for yellow sheeting) with an entrance angle of minus 5 degrees. 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. 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.

9-28.8 Sheet Aluminum Signs

(September 20, 2024 CFW GSP)

Section 9-28.8 table is deleted and replaced with the following:

Sign sheet thickness and material shall be in accordance with City of Federal Way Standard Details.

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

(September 20, 2024 CFW GSP)

Section 9-28.12 is replaced with the following:

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 City of Federal Way 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 IX. Overhead signs shall use Type IX.
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
(September 20, 2024 CFW GSP)

Section 9-28.14 is supplemented with the following:

Unless otherwise noted in the Plans or approved by the Engineer, all sign posts shall be steel sign posts. Sign post sizes will be shown on Plans or shall be sized in accordance with the WSDOT Design Manual. Sign supports (foundations) shall be in accordance with City of Federal Way Standard Details.

9-29 ILLUMINATION, SIGNAL, ELECTRICAL

9-29.1 Conduit, Innerduct, and Outerduct
(October 23, 2014 CFW GSP)

Fiber optic cable conduit shall be supplied as a system from a single manufacturer providing all of the conduit, all required fittings, termination and other installation accessories; all in accordance with the Contract Documents.

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
- Todol Duo Fill 400

9-29.2 Junction Boxes, Cable Vaults, and Pull Boxes
(September 20, 2024 CFW GSP)

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 requirements and be slip-resistant. Acceptable slip-resistant products shall be slip-resistant MMA coating and SlipNot Grade 3-Coarse. 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
(September 20, 2024 CFW GSP)

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 Plans. All Type 8 junction boxes shall be double hinged, double door, locking lids, with a concrete footing, and shall be in accordance with Standard Plans.

All junction boxes containing fiber optic cable or installed for future fiber optic cable shall be cable vaults or Type 8 junction boxes, as determined by the Engineer.

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
(September 20, 2024 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.

9-29.2(2) Cable Vaults and Pull Boxes
(September 20, 2024 CFW GSP)

Section 9-29.2(2)E is supplemented as follows:

Where fiber vaults are called for in the Plans, the Contractor shall provide pre-cast utility vaults meeting ASTM C 478 with 28-day 5500 psi minimum compressive strength concrete and designed for H-20 loading unless otherwise indicated in the Plans.

The communications/fiber vault, shall be a WSDOT pull box or cable vault in accordance with Standard Plans or, if approved by the Engineer, a Type 8 junction box in accordance with Standard Plans. The fiber vaults are to be provided with a racking hardware package for cable storage and mounting of the splice case. The vault cover shall have a bolt-down, slip-resistant surface and a ground strap.

Where required or as indicated in the Plans, fiber vaults shall contain a splice enclosure in accordance Section 9-29.3(1)C.

9-29.2(4) Cover Markings
(September 20, 2024 CFW GSP)

Section 9-29.2(4) is supplemented with the following:

Cover markings for cable vaults containing fiber optic cable or installed for future fiber optic cable shall be "TS", unless otherwise noted in the Plans.

9-29.3 Fiber Optic Cable, Electrical Conductors, and Cable

9-29.3(2) Electrical Conductors and Cable

9-29.3(2)A Single Conductor
(September 20, 2024 CFW GSP)

Section 9-29.3(2)A is supplemented as follows:

Conductors serving the luminaires shall be aluminum of the size shown in the Plans (minimum #8 AWG) and shall run to the service pole in separate conduit from the signal conductors. Top conductors from the pole base to the luminaire shall be pole and bracket cable, in accordance with Section 9-29.3(2)D. The grounding conductor shall be connected to the ground stud on the light standard.

9-29.3(2)A3 Equipment Grounding and Bonding Conductors
(September 20, 2024 CFW GSP)

Section 9-29.3(2)A3 is supplemented with the following:

All Ufer grounds shall be bare stranded copper.

9-29.3(2)B Multi-Conductor Cable
(September 20, 2024 CFW GSP)

Section 9-29.3(2)B is supplemented with the following:

Two-conductor through 20-conductor unshielded signal control cable shall have stranded copper conductors.

Multi-conductor cables for vehicle signal heads, pedestrian signal heads, and pedestrian push buttons shall meet IMSA Spec No. 20-1 (P.E. jacket and P.E. insulation) and shall be #14 AWG stranded cable.

9-29.3(2)F Detector Loop Wire
(September 20, 2024 CFW GSP)

Section 9-29.3(2)F is modified as follows:

Detector loop wire shall use #14 AWG stranded copper conductors, and shall conform to IMSA Specification 51-7, with cross-linked polyethylene (XLPE) insulation encased in a polyethylene outer jacket (PE tube).

9-29.3(2)H Three-Conductor Shielded Cable
(September 20, 2024 CFW GSP)

Section 9-29.3(2)H is supplemented with the following:

Lead-in cable back to the controller for pre-emption units shall be GTT detector 138 cable or equivalent.

9-29.3(2)K Video Detection Camera Cable
(September 20, 2024 CFW GSP)

Section 9-29.3(2)K is a new section as follows:

All video detection camera cable shall be in accordance with manufacturer specifications and shall be provided and installed by the Contractor.

9-29.3(2)L Copper Interconnect Cable
(September 20, 2024 CFW GSP)

Section 9-29.3(2)L is a new section as follows:

Copper interconnect cable shall be 12-pair #19 AWG communications cable, meeting IMSA Specification No. 40-20-1984.

9-29.6 Light and Signal Standards
(January 6, 2025 WSDOT GSP, OPTION 5)

Section 9-29.6 is supplemented with the following:

Traffic Signal Standards

Traffic signal standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans.

All welds shall comply with the latest AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. Welding inspection shall comply with Section 6-03.3(25)A Welding Inspection.

Hardened washers shall be used with all signal arm connecting bolts instead of lockwashers. All signal arm ASTM F 3125 Grade A325 connecting bolts tightening shall comply with Section 6-03.3(33).

Traffic signal standard types, applicable characteristics, and foundation types are as follows:

Type PPB

Pedestrian push button posts shall conform to Standard Plan J-20.15.

Type PS, Type I, Type RM, and Type FB

Type PS pedestrian signal standards, Type I vehicle signal standards, Type RM ramp meter signal standards, and Type FB flashing beacon standards shall conform to Standard Plan J-20.16, J-21.15, J-21.16, and J-22.15 respectively, or to one of the following pre-approved plans:

Fabricator	Pre-Approved Drawing No.
Valmont Ind. Inc.	DB01165 Rev. B (4 sheets)
Ameron Pole Products Division	WA15TR10-1 Rev. C (1 sheet) and WA15TR10-2 Rev. C (1 sheet)
Millerbernd Manufacturing, Co.	74514-WA-PED-FB Rev. J (2 sheets)
Millerbernd Manufacturing, Co.	74514-WA-PED-SB Rev K (2 sheets)

Foundations shall be as noted in Standard Plan J-21.10.

Type II

Type II signal standards are single mast arm signal standards with no luminaire arm or extension. Type II standards shall conform to one of the following pre-approved plans. Maximum arm length (in feet) and wind load (XYZ value, in cubic feet) is noted for each manufacturer.

Fabricator	Pre-Approved Drawing No.	Max. Arm Length (ft)	Max. Wind Load (XYZ) (ft³)
Valmont Ind., Inc.	DB01162 Rev. B (5 sheets)	65	3206
Ameron Pole Products Division	WA15TR3724-1 Rev. C (sheet 1 of 2), and WA15TR3724-2 Rev. D (sheet 2 of 2)	65	2935
Millerbernd Manufacturing, Co.	74516-WA-TS-II Rev. L (4 sheets)	65	3697

Foundations shall be as noted in the Plans and Standard Plan J-26.10. Type II signal standards with two mast arms installed 90 degrees apart may use these pre-approved drawings. Standards with two arms at any other angle are Type SD and require special design.

Type III

Type III signal standards are single mast arm signal standards with one Type 1 (radial davit type) luminaire arm. The luminaire arm has a maximum length of 16 feet and a mounting height of 30, 35, 40, or 50 feet, as noted in the Plans. Type III standards shall conform to one of the following pre-approved plans. Maximum arm length (in feet) and wind load (XYZ value, in cubic feet) is noted for each manufacturer. Wind load limit includes a luminaire arm up to 16 feet in length.

Fabricator	Pre-Approved Drawing No.	Max. Arm Length (ft)	Max. Wind Load (XYZ) (ft³)
Valmont Ind., Inc.	DB00162 Rev. B (5 sheets), with Type "J" luminaire arm	65	3259
Ameron Pole Products Division	WA15TR3724-1 Rev. C (sheet 1 of 2), and WA15TR3724-2 Rev. D (sheet 2 of 2), with Series "J" luminaire arm	65	2988
Millerbernd Manufacturing, Co.	74516-WA-TS-III Rev. L (5 sheets)	65	3750

Foundations shall be as noted in the Plans and Standard Plan J-26.10. Type III signal standards with two mast arms installed 90 degrees apart may use these pre-approved drawings. Standards with two arms at any other angle are Type SD and require special design.

Type IV

Type IV strain pole standards shall be consistent with the Plans and Standard Plan J-27.15 or one of the following pre-approved plans:

Fabricator	Pre-Approved Drawing No.
Valmont Ind. Inc.	DB01167 Rev. B (2 sheets)
Ameron Pole Products Div.	WA15TR15 Rev. A (2 sheets)
Millerbernd Manufacturing, Co.	74554-WA-SP-IV Rev H (2 sheets)

Foundations shall be as noted in the Plans and Standard Plan J-27.10.

Type V

Type V strain poles are combination strain pole and light standards, with Type 1 (radial davit type) luminaire arms. Luminaire arms may be up to 16 feet in length, and a mounting height of 40 or 50 feet, as noted in the Plans. Type V strain poles shall be consistent with the Plans and Standard Plan J-27.15 or one of the following pre-approved plans:

Fabricator	Pre-Approved Drawing No.
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Valmont Ind., Inc.	DB01167 Rev. B (2 sheets),
Ameron Pole Products Div.	WA15TR15 Rev. A (2 sheets)
Millerbernd Manufacturing, Co.	74554-WA-SP-V Rev J (3 sheets)

Foundations shall be as noted in the Plans and Standard Plan J-27.10.

Type CCTV

Type CCTV camera pole standards shall conform to Standard Plan J-29.15 or to one of the following pre-approved plans:

Fabricator	Pre-Approved Drawing No.
Valmont Ind. Inc.	DB01166 Rev. C (4 sheets)
Ameron Pole Products Div.	WA15CCTV01 Rev.B (2 sheets)
Millerbernd Manufacturing, Co.	74577-WA-LC1 Rev H (2 sheets)
Millerbernd Manufacturing, Co.	74577-WA-LC2 Rev. H (2 sheets)
Millerbernd Manufacturing, Co.	74577-WA-LC3 Rev H (3 sheets)

Foundations shall be as noted in the Plans and Standard Plan J-29.10.

Type SD

Type SD signal standards are outside the basic requirements of any pre-defined signal standard and require special design. All special design shall be based on the latest AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals and pre-approved plans and as follows:

1. A 115 mph wind loading shall be used.
2. The Mean Recurrence Interval shall be 1700 years.
3. Fatigue category shall be III.

Complete calculations for structural design, including anchor bolt details, shall be prepared by a Professional Engineer, licensed under Title 18 RCW, State of Washington, in the branch of Civil or Structural Engineering or by an individual holding valid registration in another state as a civil or structural Engineer.

All shop drawings and the cover page of all calculation submittals shall carry the Professional Engineer's original signature, date of signature, original seal, registration number, and date of expiration. The cover page shall include the contract number, contract title, and sequential index to calculation page numbers. Two copies of the associated design calculations shall be submitted for approval along with shop drawings.

Details for handholes and luminaire arm connections are available from the Bridges and Structures Office.

Foundations for Type SD standards shall be as noted in the Plans.

9-29.6(1) Steel Light and Signal Standards

(September 20, 2024 CFW GSP)

Section 9-29.6(1) is supplement with the following:

Traffic signal standards and illumination standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans. All welds shall comply with the latest AASHTO LRFD Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals. Welding inspection shall comply with Section 6-03.3(25)A, Welding Inspection.

All traffic signal standards and arms shall be round tapered.

After delivering the poles or arms to the job site and before they are installed, they shall be stored in a place outside of the clear zone and that will not inconvenience the public. All poles and arms shall be installed in compliance with Washington State Utility and Electrical Codes.

Terminal cabinets shall be installed on all mast arm signal poles or where designated on the wiring diagrams in the Plans in accordance with the material requirements of Section 9-29.25. Terminal cabinets shall be installed at a height of 7 feet minimum, to not impede pedestrians.

Galvanized steel light and signal standards shall not be painted.

Signal Standards (Mast Arm Type)

The structural design, including anchor bolt details with top and leveling nut and washer dimensions, shall be submitted for approval with the required shop drawings.

All signal standard dimensions including signal mast arm attachment points, davit luminaire arm, overhead sign attachment points and all orientations shall be verified by the Contractor and approved by the City of Federal Way prior to fabrication.

All pole entrances required for pole mounted vehicle signal heads (does not apply to mast arm entrances), pedestrian signal heads, and pedestrian push button assembly attachments shall be field drilled. All existing pole entrances that will not be used shall be repaired in a manner agreed to by the Engineer.

All raceway entrances within either the standard or mast arm shall be de-burred for wire protection prior to pulling any conductors.

Anchor bolts shall be in accordance with Section 9-29.6(5).

Type I Standards

The Contractor shall provide and install Type I vehicle head standards where shown in the Plans. The Type I vehicle head standards to be provided shall be in accordance with Standard Plans. See the Traffic Signal System Pole Sheet in the Plans and Sections 8-20.3(14)B and 9-29.19 for equipment mounting details. Where signal heads are not installed on the Type I standard, provide a steel pole cap with stainless steel set screws.

Anchor bolts shall be in accordance with Section 9-29.6(5).

PS Standards

PS standards are not used in the City of Federal Way. All pedestrian heads shall be side-mounted with clamshell hardware.

FW RRFB

The Contractor shall provide and install FW RRFB standards where shown in the Plans. The FW RRFB standards to be provided shall have a square 15-inch high aluminum Pelco-style break-away base with aluminum door and grounding lug (grounding lug may be field-installed), with a pole threaded into the base. The pole shall be steel, 4.50-inch outside diameter x 0.237-inch wall thickness, Schedule 40, with 10 pounds per foot, galvanized in accordance with ASTM A123. An aluminum dome type pole cap with set screws shall be provided and installed on the pole top. An aluminum pole and base collar for a square base shall be provided and installed by the Contractor. The bolt circle for the base shall be adjustable from a minimum of 12 inches to a maximum of 14.5 inches. See City of Federal Way Standard Details for more information and equipment mounting details.

Foundations shall conform to City of Federal Way Standard Details. Anchor bolts shall be in accordance with Section 9-29.6(5).

PPB Posts

The Contractor shall provide and install PPB posts where shown in the Plans. The PPB posts to be provided shall be in accordance with Standard Plans.

Anchor bolts shall be in accordance with Section 9-29.6(5).

Decorative Steel Light Standards

Decorative steel light standards shall be manufactured by Phillips Lumec or approved equal.

Phillips Lumec order shall include:

1. Philips Lumec luminaire fixture product number: CAND1-40W42LED4K-G2-PC-C-RLE3-240-GN8TX; including luminaire housing and driver modules, optical and electrical components, wiring and hardware.
2. Philips Lumec pole product number: SM6N-19-FS2-PSS16-GN8TX; including pole, banner arm access door, plant support, decorative base, ballast module, ballast tray, joint cover, and base cover.
3. Philips Lumec pole bracket product number: [CN1-042]-1A-90deg-BA-DRI-PH7/240-GN8TX; including lighting bracket, banner arm, and duplex receptacle.
4. Replacement pole cap with bracket: RETRO-137203-90-CN1-1A-[DECOCAP-007]-GN8TX.
5. Wiring Harness: RETRO-162776-60-[Wiring-001]

All decorative standards shall:

1. Be installed with anchor bolts in accordance with the City of Federal Way Standard Details and Section 9-29.6(5).
2. Be of the color dark forest green RAL6012 textured (GN8TX) and shall have polyester powder coating.

3. Have 120V built-in duplex receptacle installed at the top of the pole, centered 6 inches from the top of the light and banner bracket.
4. Have a 16-inch plant support, located at 12 feet 7 inches from ground level.
5. Have a hand hole for access to the tray-mounted ballasts.
6. Include an anchor plate with a 9- to 11-inch bolt circle diameter.

Lighting nodes shall be installed on each standard and shall be in accordance with Section 9-29.11(2).

All non-structural hardware shall be stainless steel and all poles shall be provided with matching pole caps and hand hole covers, as supplied by the manufacturer.

Anchor bolts shall be in accordance with Section 9-29.6(5).

9-29.6(1)B Aluminum Light Standards
(September 20, 2024 CFW GSP)

The following is a new Section:

Light standards shall be tapered round aluminum tube C-wall alloy 6063 satin ground finish with Davit arm, as shown in City of Federal Way Standard Details.

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 bracket 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 standards shall have a satin finish accomplished by mechanical rotary grinding techniques. All Davit arms shall have a satin-etched finish to match the light standard shaft.

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.

Foundations shall be in accordance with City of Federal Way Standard Details. For maintenance and asset management reasons, foundations differing from these requirements will not be allowed. Anchor bolts and bolt covers shall be in accordance with Section 9-29.6(5).

9-29.6(2) Slip Base Hardware
(September 20, 2024 CFW GSP)

Section 9-29.6(2) is supplemented with the following:

Slip base standards will not be allowed, unless specifically called for in the Plans.

9-29.6(5) Foundation Hardware
(January 13, 2021, WSDOT GSP, OPTION 1)

Section 9-29.6(5) is supplemented with the following:

Anchor bolt assemblies for light standards installed on top of barrier (median barrier mount) shall consist of the following:

- (4) 1-inch diameter threaded rods (bolts), minimum 36 inches in length
- (24) heavy hex nuts, six per anchor rod
- (24) flat washers, six per anchor rod
- Two anchor plates

Each anchor plate shall be constructed from 1/2" ASTM A36 plate and hot-dip galvanized in accordance with AASHTO M111. Each anchor plate shall be ring shaped, with an outside diameter of 16 inches and an inside diameter of 12 inches. Each anchor plate shall have four 1 1/8" diameter holes on a 13.89" bolt circle, with the holes positioned to match the anchor rod layout shown in the Standard Plans.

Anchor rods shall extend a minimum of five inches and a maximum of six inches above the top of the traffic barrier. The lower anchor plate shall be embedded 29 inches below the top of the traffic barrier. Each anchor plate shall be clamped with a heavy hex nut and washer above and below the anchor plate. The lower heavy hex nut for the pole base plate shall be no more than one inch from the top of the traffic barrier.

(September 20, 2024 CFW GSP)

Section 9-29.6(5) is supplemented as follows:

For PPB posts: Anchor bolts for PPB posts shall be in accordance with Standard Plans.

For Type I vehicle head standards: Anchor bolts for Type 1 vehicle head standards shall be in accordance with Fixed Base as shown in Standard Plans.

For Type FW RRFB standards: Anchor bolts for Type FW RRFB shall be as recommended by the base manufacturer and shall include square washers and both leveling and top nuts with washers.

For signal standards: All anchor bolts shall meet ASTM F1554 Grade 105 specifications, shall be consistent with the signal standard shop drawings submitted for approval, and shall be in accordance with Standard Plans.

For decorative steel light standards: All anchor bolts shall be in accordance with City of Federal Way Standard Details and the pole manufacturer's recommendations.

For aluminum light standards: Anchor bolts for aluminum light standards shall be in accordance with City of Federal Way Standard Details. For maintenance and asset management reasons, anchor bolts differing from these requirements will not be allowed.

For cabinet foundations: Anchor bolts shall be in accordance with the applicable City of Federal Way Standard Detail for the cabinet type called for in the Plans. If epoxy bolts are requested and allowed, anchor bolts for pad-mounted cabinets shall be a minimum 5/8-inch diameter and a minimum of 7 inches long, all-thread. Anchor bolts shall be hot dip galvanized or stainless steel and shall meet ASTM F1554 Grade 36 specifications. Supplied with each anchor bolt shall be one hex nut, meeting the requirements of ASTM A563-15, Grade C and one flat washer, meeting the requirements of ASTM F436.

Adhesive used to set the anchor bolts shall be Hilti, part number HIT-HY 200-R, HIT-HY 200-A, or approved equal.

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 **(September 20, 2024 CFW GSP)**

Section 9-29.7(2) is supplemented as follows:

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 or equivalent product meeting all of the following requirements:

- Shall hold a single fuse.
- Shall be rated for 600 volts.
- Shall be UL listed.
- Shall be compatible with both copper and aluminum stranded conductors.
- Shall be for wet, outdoor conditions.
- Conductors shall attach with a screw lug and be removable.

All fuses shall be rated for 600 volts.

9-29.10 Luminaires **(September 20, 2024 CFW GSP)**

Section 9-29.10 paragraph 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

9-29.10(1)B Light Emitting Diode (LED) Conventional Roadway Luminaires **(September 20, 2024 CFW GSP)**

Section 9-29.10(1)B is supplemented as follows:

New roadway luminaire installations shall be cobra-head style LED, wattage in accordance with the Plans, with 7-pin photocell receptacle. 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 or Type III as listed below.

All new roadway luminaire installations shall be Eaton Archeon LED luminaires. Part numbers differ depending on the designed wattage specified as follows:

40/60 W:	ARCH-S-PA1-50-740-U-T2R-AP-10MSP-PR7
80/90 W:	ARCH-M-PA2-80-740-U-T2R-AP-10MSP-PR7
120 W:	ARCH-L-PA3-120-740-U-T3-AP-10MSP-PR7

LED luminaires shall be furnished and installed by the Contractor. The units shall be in accordance with City of Federal Way Standard Details for wattage, average maintained footcandles, uniformity ratio, mounting height, and distribution pattern, spacing, and model. 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 Professional Engineer. The Contractor shall provide a photometric plot of the proposed illumination 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 UI1598 specifications for wet operation.

Decorative Luminaires

All new decorative luminaire installations shall be LED luminaires. LED luminaires shall be in accordance with City of Federal Way Standard Details for average maintained foot candles, uniformity ratio, mounting height, distribution pattern, and spacing. LED luminaires shall have a CCT of 4000K.

Retro-fit Existing Luminaires

LED luminaires shall be installed when existing luminaire replacement is required. Replacement LED luminaires shall meet the requirements of this Section.

Other Requirements

All luminaires shall have an illumination node installed. Illumination nodes shall be 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 Controls

(September 20, 2024 CFW GSP)

Section 9-29.11(2) is supplemented with the following:

Cobra Head Luminaires

One CIMCON control node, model #ISLC-3100-7P-277-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.

Decorative Luminaires

One CIMCON control node, model #ISLC-3300-240-A-IO-.5 shall be installed inside each decorative pole cap in place of the photocell or shorting cap.

9-29.12 Electrical Splice Materials

9-29.12(1) Illumination Circuit Splices

(September 20, 2024 CFW GSP)

Section 9-29.12(1) is supplemented as follows:

Underground illumination splices shall be rigid epoxy splice kits. Installation shall conform to City of Federal Way Standard Details.

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

(September 20, 2024 CFW GSP)

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

(September 20, 2024 CFW GSP)

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 meeting all of the following requirements:

- Shall be wye-splice type only.
- Shall be for use in weather-exposed and direct burial conditions.
- Shall use a two-part epoxy encapsulating and insulating resin.
- Shall have a gel time of 16 minutes or less at 73 degrees F.
- Shall have an adhesion to XLPE jacketing of 218 lb/in² or greater.

9-29.12(4) Re-Enterable Splice Enclosure

(September 20, 2024 CFW GSP)

Section 9-29.12(4) is supplemented with the following:

Re-enterable splice enclosures are not allowed on this project.

9-29.13 Control Cabinet Assemblies

9-29.13(2) Traffic Signal Controller Assembly Testing

(September 20, 2024 CFW GSP)

Section 9-29.13(2) is supplemented with the following:

Replace all references to "WSDOT Materials Laboratory", "WSDOT facility", and "WSDOT" with "King County Traffic Maintenance".

The traffic signal controller shall be tested in accordance with Section 8-20.3(11).

9-29.13(3) Traffic Signal Controller

(September 20, 2024 CFW GSP)

Section 9-29.13(3) is supplemented with the following:

The equipment to be included for each traffic signal system is as follows:

- One NEMA TS2 Type 1 cabinet with 16-position load bay.
- One TS2 Controller unit Siemens/Yunex M62.
- One Type 16 Malfunction Management Unit EDI 16LE.
- One TS2 Detector racks capable of 16 channels.
- One TS2 Power Supply.
- Auxiliary equipment so as to form completely functional eight-phase traffic signal control cabinets.
- Video Detection Equipment and Advanced Loop Detection Equipment.
- Fiber optic patch panel in accordance with the new Section, "Fiber Optic Equipment", added after Section 9-29.3(1)A.
- Fiber optic Ethernet switch in accordance with the new Section, "Fiber Optic Equipment", added after Section 9-29.3(1)A.
- Fiber optic patch cords in accordance with the new Section, "Fiber Optic Equipment", added after Section 9-29.3(1)A.

Documentation and Training

Contractor to supply complete technical information, shop drawings, schematic diagrams, photographs, circuit diagrams, programming and operation instruction manuals, and any other necessary documents to fully describe the proposed equipment.

Schematics and Manuals: The cabinets shall have a waterproof envelope with a side access attached to the inside of the door. At the time of delivery the envelope shall have two complete sets of schematics and manuals for all assemblies and sub-assemblies. In addition, the cabinet shall arrive with two sets of cabinet prints and one disk copy of the cabinet print in AutoCAD format including circuit schematics for each model of the following:

1. Controller
2. Conflict Monitor
3. Opticom Equipment
4. Video Detection Equipment
5. Fiber Optic Communication Equipment

9-29.13(5) Flashing Operations

(February 2, 2012 CFW GSP)

Section 9-29.13(5) is modified as follows:

Paragraph 2, Item 2 is deleted and replaced with the following:

Police Flash Switch - The switch shall have two positions, "Auto" and "Flash". The up position shall be "Auto" and result in normal signal operation. The down position shall be "Flash" and will put the signal into flashing operation and apply stop time to the controller. When the flash switch is returned to the "Automatic" position, the controller shall restart except when the conflict monitor has commanded flash operation. The effect shall be to disable the police panel when the conflict monitor has detected a malfunction and all controller and conflict monitor indications shall be available to the technician regardless of the position of the police panel flash. The controller shall restart with all-flash for a preset period of time.

(March 15, 2012 CFW GSP)

Section 9-29.13(5) is supplemented with the following:

All cabinets shall be wired to flash red for all phases. Flashing display shall alternate between Phases 1, 2, 5, 6 and Phases 3, 4, 7, 8.

9-29.13(6) Emergency Preemption

(September 20, 2024 CFW GSP)

Section 9-29.13(6) is supplemented with the following:

Preemption detectors shall be installed in a drilled and tapped hole in the top of the mast arm unless otherwise shown in the Plans. They shall be tightly fitted to point in the direction shown in the plan view.

Preemption system equipment shall be compatible with the operational requirements of the existing preemption system GTT brand emitters, detectors, phase discriminators, and confirmation lights owned by the City of Federal Way.

EPS equipment shall meet the following requirements:

1. Detector. The Contractor shall provide and install emergency preemption detectors at locations shown in the Plans. The emergency preemption detectors shall be solid-state devices consisting of photoelectric cells and an amplifier mounted in weather-resistant housings. The detectors (GTT Model 711 or 721) shall be capable of detecting an optical signal generated by a GTT brand emitter assembly. The detectors shall detect the optical signals from the emitter, amplify the signal, and transmit it to the phase discriminator. The detectors shall have a range control capable of being adjusted up to a maximum of 1/3 mile. Detectors shall be installed in a drilled and tapped hole in the top of the mast arm or luminaire arm, unless shown otherwise in the Plans. They shall be tightly fitted to point in the direction shown in the plan view.
2. Detector Lead-in Cable. The detector lead-in cable shall be in accordance with Section 9-29.3(2)H. No splicing will be allowed between the detector and the controller cabinet. All lead in cables shall be connected to terminals in the controller cabinet as shown in the wiring diagram. The shields shall be grounded to the grounding bar.

3. Confirmation Light. Mounted below the preemption detector there shall be placed a white, 100 watt (minimum), standard screw socket flood light which shall indicate, by being on, when the preemption interval is in effect and the desired phase is being held in a green display, unless otherwise noted in the Plans. Indicator lights shall be actuated by utilizing the unused yellow output of pedestrian signal switch packs.
4. Multimode Phase Selector. The phase selector shall be GTT Model 764 capable of communication both IR and GPS based systems.
5. Auxiliary Interface Panel, GTT Model 768 shall be provided and installed.

Maintenance and operation manuals shall be furnished for all emergency preemption equipment to the City of Federal Way or its designated agents by the Contractor.

9-29.13(10) NEMA and Type 2070 Controllers and Cabinets

9-29.13(10)A Auxiliary Equipment for NEMA Controllers **(September 20, 2024 CFW GSP)**

Paragraph 1, Item 1 of Section 9-29.13(10)A is supplemented with the following:

All flasher units shall as a minimum meet NEMA TS-2 1992, Section 6 requirements and shall be EDI Model 810 or approved equal.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 2 of Section 9-29.13(10)A is supplemented with the following:

All load switches shall as a minimum meet NEMA TS-2 1992, Section 6 requirements and shall be EDI Model 510 or approved equal.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 3a of Section 9-29.13(10)A is deleted and replaced with the following:

A 50-amp main breaker shall be supplied. This breaker shall supply power to the controller, MMU, signals, cabinet power supply, and auxiliary panels.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 3b of Section 9-29.13(10)A is deleted and replaced with the following:

A 15-amp auxiliary breaker shall supply power to the fan, light, and GFI outlet.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 3c of Section 9-29.13(10)A is supplemented with the following:

Spare neutral buss bars shall be provided on the bottom left and right of the cabinet.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 3 of Section 9-29.13(10)A is supplemented with the following:

g. A normally-open, 60-amp, solid-state device, "Crydom CWA 4850 relay", or approved equivalent.

h. The power panel shall be covered by an easily removable, clear Plexiglas cover.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 4 of Section 9-29.13(10)A is supplemented with the following:

Inside the police door there shall be a flash switch, which shall be the only switch on that panel. The switch shall have two positions, "Auto" and "Flash". The up position shall be

“Auto” and result in normal signal operation. The down position shall be “Flash” and will put the signal into flashing operation and apply stop time to the controller. The switch shall be a general-purpose bat style toggle switch with 0.688-inch-long bat. The switch shall have a protective cover, which must be lifted to operate the switch.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 6 of Section 9-29.13(10)A is supplemented with the following:

Cabinets shall be equipped with a NEMA TS2 Type 16 Malfunction Management Unit.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 7, sub-paragraph 1 of Section 9-29.13(10)A is deleted and the section is supplemented with the following:

The detector interface panel shall support up to 32 channels of detection and four channels of preemption devices.

Detector Racks

Two vehicle detector amplifier racks and two detector interface panels shall be provided in each cabinet. Each rack shall support up to 16 channels of loop detection, one 4-channel preemption device, and one BIU.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 8 of Section 9-29.13(10)A is supplemented with the following:

There shall be terminal strips for field wiring in the controller cabinet. The terminals shall be numbered in accordance to the field wiring chart included in these Specifications. A common buss bar with a minimum of 15 spare terminals shall be available after the cabinet is fully wired. In addition, a 15 terminal bar shall be provided for the pedestrian common and a terminal shall be provided for each signal head neutral. The buss bars shall be located on the left side wall of the cabinet. Only King County numbers shall be shown, as described in Section 8-20.3(8).

Pedestrian Detector Field Wiring

All pedestrian detectors shall be connected between logic ground and their appropriate field terminal. The terminals shall be grouped together and located in the lower left side panel.

Main Panel and Wire Terminations

All wires terminated behind the main panel and other panels shall be SOLDERED. No pressure or solderless connectors shall be used. Printed circuit boards shall **NOT** be used on main panels.

Field Terminal Locations

Field terminals shall be located at the bottom of the backboard. Their order shall be left to right beginning with phase one and following the order of the load switches. Field terminals shall be of the Screw type in accordance with NEMA TS2 5.3.6.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 9 of Section 9-29.13(10)A is supplemented with the following:

The cabinet shall be provided with a thermostatically-controlled (adjustable between 80-150 degrees F) ventilation fan and shall be installed in the top of the cabinet plenum.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 10 of Section 9-29.13(10)A is deleted and replaced with the following:

The cabinet shall have an incandescent lighting fixture that shall be mounted on the inside top of the cabinet near the front edge. An on/off switch that is turned on when the cabinet door is opened and off when it is closed shall activate the incandescent light. The lamp socket shall be placed on the circuit with convenience outlets which shall be protected by a circuit breaker rated at 25 amps. An incandescent 150-watt bulb shall be provided.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 11 of Section 9-29.13(10)A is supplemented with the following:

All Controller and Malfunction Management Unit cables shall be of sufficient length to access any shelf position. All cables shall be encased in a protective sleeve along their entire free length.

Color Coding

All cabinet wiring shall be color coded as follows:

Purple	=	MMU Wiring
Orange	=	Flash Color Programming
Brown	=	Green Signal Wiring
Yellow	=	Yellow Signal Wiring
Red	=	Red Signal Wiring
Blue	=	Controller wiring
Gray	=	DC ground
AC+	=	Black
AC-	=	White
Chassis Ground	=	Green

(September 20, 2024 CFW GSP)

Paragraph 1 of Section 9-29.13(10)A is supplemented with the following:

13. Main Panel Configuration - The main panel shall be fully wired in the following configuration:
 - a) 16 load sockets.
 - b) 6 flash-transfer-relay sockets.
 - c) 1 flasher socket.
 - d) 2 main panel rack slots for BIUs 1 and 2. Two rack slots for Terminal and Facilities BIU's 3 and 4 which shall be wired to numbered terminal strips.
 - e) Wiring for 2 detector racks and 1 Type-16 MMU.
14. Lightning Suppression - The cabinet shall be equipped with an Innovative Technologies Model HS-P-SP-120A-60A-RJ or approved equivalent surge arrester.
15. Convenience Outlets - One convenience outlet with a ground fault interrupter and a second convenience outlet without ground fault interrupter shall be furnished in each cabinet. The ground fault outlet shall be mounted one on right side of the cabinet, near the top shelf, and the non-ground fault outlet shall be mounted on the left side of the cabinet, near the top shelf. No outlets shall be mounted on the door. The convenience outlets shall be placed on the circuit with the lamp socket which shall be protected by a circuit breaker rated at 25 amps.
16. Loop Detector Units:
 - (a) Cabinets shall be supplied with eight 4-channel loop detectors minimum or sixteen 4-channel loop detectors maximum as shown in the Plans. Loop detectors shall meet TS2 Specifications.
 - (b) Equipment and loop detection for advanced loops shall be as shown in the Plans.

17. Telemetry Interface Panel - All cabinets shall be wired with a telemetry interface panel and telemetry connecting cable so as to work with the master cabinet. In addition, every cabinet shall also be wired for transient suppression (Model # EDCO PC642C-00-AD or approved equivalent).
18. Preemption - The cabinet shall be completely wired to accept and service calls from GTT Opticom Model 764 multimode phase-selector modules and their related optical-detector units.
19. Buss Interface Unit - Buss interface units (BIUs) shall meet all TS2-1992 Section 8 requirements. In addition, all BIUs shall provide separate front panel indicator LEDs for Valid Data.
20. Cabinet Power Supply - The cabinet power supply shall as a minimum meet all TS2-1992, Section 5.3.5 requirements. All power supplies shall also provide a separate front panel indicator LED for each of the four outputs. Front panel banana jack test points for 24 VDC and logic ground shall also be provided.
21. Fiber Optic Interconnect - The cabinet shall be furnished with equipment to accommodate the fiber optic interconnect cable including an IFS model D9130 fiber to serial modem or approved equal and a fiber optic transceiver and an Ethernet switch.
22. Inside Control Panel Switches - Service Panel Switches
 - (a) Power Switches: There shall not be a main power switch inside the cabinet(s) that shall render all control equipment electrically dead when turned off. There shall be a controller power switch that shall render the controller and load switching devices electrically dead while maintaining flashing operation for purposes of changing the controller or load switching devices. The switch shall be a general-purpose bat style toggle switch with .688-inch-long bat. The switch shall have a protective cover, which must be lifted to operate the switch.
 - (b) Stop Time Switch: There shall be a 3-position switch located inside the cabinet door identified as the Stop Time switch. Its positions shall be labeled "Normal" (up), "Off" (center), and "On" (down). With the switch in its Normal position, a stop timing command may be applied to the controller by the police flash switch or the conflict monitor unit. When the switch is in its "Off" position, stop-timing commands shall be removed from the controller. The "On" position of the switch shall cause the controller to stop timing. The switch shall be a general-purpose bat style toggle switch with .688-inch-long bat. The switch shall have a protective cover, which must be lifted to operate the switch.
 - (c) Technician Flash Switch: There shall be a switch inside the cabinet to place the signal in flashing operation while the controller continues to operate. This flash shall have no effect on the operation of the controller or conflict monitor. The switch shall be a general-purpose bat style toggle switch with .688-inch-long bat. The switch shall have a protective cover, which must be lifted to operate the switch.
 - (d) Detector Test Switches: All eight controller phase inputs shall have push button momentary test switches. Each switch shall be connected to the first channel of each detector card input to the BIU. All eight pedestrian phases shall have push button momentary test switches by phase. These switches shall be located inside the cabinet door and labeled by associated phase number. A see-through Plexiglas cover shall cover all detector disconnect/test switches.
 - (e) Preempt Test Switches: All Six preempt inputs shall have disconnect/test switches. These switches shall have three positions labeled "Normal" (up) which shall connect the controller to the Opticom output: "Off" (center) which shall isolate the controller from the Opticom output: and "Test" (down) which shall provide a momentary true input to the controller.

- (f) Switches shall be in groups of 8, matching the phase groupings of the intersection.

9-29.13(10)C NEMA Controller Cabinets

(September 20, 2024 CFW GSP)

Paragraph 1, Item 1 of Section 9-29.13(10)C is deleted and replaced with the following:

Cabinet Construction

A complete NEMA TS2 Type 1 eight-phase cabinet shall be supplied and installed by the Contractor. The size of the cabinet shall be Type P (55-inch high). Cabinets shall meet, as a minimum, all applicable sections of the NEMA Standard Publication No. TS2-1998. Where differences occur, this Specification shall govern. The cabinets shall meet the following criteria:

1. Material shall be 5052-H32 0.125-inch-thick aluminum.
2. The cabinet shall be supplied with a natural finish inside and out, unless otherwise specified.
3. The door hinge shall be of the continuous type with a stainless steel hinge pin.
4. All external fasteners shall be stainless steel.
5. The door handle shall be cast aluminum.
6. All seams shall be sealed with RTV sealant or equivalent material on the interior of the cabinet.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 2 of Section 9-29.13(10)C is deleted and replaced with the following:

The cabinet shall contain shelving, brackets, racks, etc., to support the controller and auxiliary equipment. All equipment shall set squarely on shelves or be mounted in racks and shall be removable without turning, tilting, rotating or relocating one device to remove another.

Shelf Height

The cabinet shall be supplied with two removable shelves manufactured from 5052-H32 aluminum. The shelves must have the ability of being removed and reinstalled WITHOUT the use of hand tools.

(September 20, 2024 CFW GSP)

Paragraph 1, Item 4 of Section 9-29.13(10)C is supplemented with the following:

Air Filter Assembly

The cabinet air filter shall be a one-piece removable, noncorrosive, vermin- and insect-proof air filter and shall be secured to the air entrance of the cabinet.

(September 20, 2024 CFW GSP)

Paragraph 1 of Section 9-29.13(10)C is supplemented with the following:

8. Additional Panel Space - Adequate space shall be left open for the addition of a master interface panel and an AVI interface panel.

(September 20, 2024 CFW GSP)

Section 9-29.13(10)C is supplemented with the following:

- “Plug and Play” cabinets are not acceptable.
- “Modular” main panels shall not be permitted.

9-29.15 Flashing Beacon Control

Rapid Flashing Beacons

(January 7, 2019 WSDOT GSP, OPTION 1)

Section 9-29.15 is supplemented with the following:

Rapid Flashing Beacon (RFB) indications shall comply with the dimensional, operational, and flash pattern requirements of Federal Highway Administration (FHWA) Interim Approval 21 (IA-21, Conditions 4, 5, and 6, excluding Condition 5f; https://mutcd.fhwa.dot.gov/resources/interim_approval/ia21/index.htm). RFB system shall be capable of providing, at a minimum, the following two-channel flashing patterns:

1. NEMA Standard 50-50:
 - Channel one is ON and channel two is OFF for 0.5 seconds.
 - Channel one is OFF and channel two is ON for 0.5 seconds.
 - (Cycle repeats; the total flashing pattern cycle length is 1.00 second.)
2. RFB "WW+S" Pattern (IA-21 Condition 5b):
 - Channel one is ON and channel two is OFF for 0.05 seconds.
 - Both channels are OFF for 0.05 seconds.
 - Channel one is OFF and channel two is ON for 0.05 seconds.
 - Both channels are OFF for 0.05 seconds.
 - Channel one is ON and channel two is OFF for 0.05 seconds.
 - Both channels are OFF for 0.05 seconds.
 - Channel one is OFF and channel two is ON for 0.05 seconds.
 - Both channels are OFF for 0.05 seconds.
 - Both channels are ON for 0.05 seconds.
 - Both channels are OFF for 0.05 seconds.
 - Both channels are ON for 0.05 seconds.
 - Both channels are OFF for 0.25 seconds.
 - (Cycle repeats; the total flashing pattern cycle length is 0.80 seconds.)

The flashing pattern shall be user-selectable in the field.

RFB system pushbuttons shall include a locator tone, but shall not include tactile arrows, speech messages, or vibrotactile indications. RFB system pushbuttons may include speech message and vibrotactile functionality, provided these features can be deactivated. RFB system pushbuttons shall use a 9" x 12" R10-25 sign. The R10-25 sign may include integral yellow warning lights.

(September 17, 2014 CFW GSP)

Section 9-29.15 is supplemented with the following:

Rectangular Rapid Flashing Beacon (RRFB) System

The RRFB System shall be a Carmanah R920 or JSF Technologies AB- 9400 with high performance RRFBs or approved equal system.

The controller with RRFBs shall meet all FHWA and MUTCD standards. The system shall be capable of activation by a variety of devices, including pushbuttons, microwave detectors, pedestrian-activated pads and passive activation bollards. The RRFB brightness and light emitting surface dimensions shall exceed the FHWA minimum standards and shall be capable of being viewed from distances of over 1000 feet during the day and over one mile at night. The system components shall mount quickly and easily to any pole, and construction shall be durable, corrosion-resistant and protect against wind, rain and vandalism.

The RRFB System shall consist of the following components:

1. Controller: The Controller shall be equipped with a GPS receiver attached to its antenna unit, and the system shall not require the installation or alteration of any other equipment or associated hardware.
2. RRFBs: The RRFB housing shall contain two primary light bars mounted in compliance with MUTCD requirements, but exceeding the minimum 5-inch W x 2-inch H size and MUTCD total light emission requirements. In addition to the primary light bars, the housing shall have smaller secondary light bars mounted on each end for pedestrian notification, arrayed in a minimum 0.4-inch wide x 2-inch high rectangle. The secondary light bars shall have optional opaque covers if pedestrian notification from either or both ends of the housing is not desired. The overall dimensions of the RRFB unit shall be approximately 24- to-29-inch wide x 3.5- to-4.5-inch high x 1.5- to-5-inch deep. The LEDs used in both the primary and secondary light bars shall be rated for a minimum 15-year life, and the light bars shall not protrude beyond the surface of the housing, shall not be mounted to the housing with exposed screws, and shall be covered with polycarbonate windows for durability and vandal resistance. The RRFB shall draw attention at distances greater than 1000 feet during the day and over 1 mile at night. The controller shall adjust RRFB brightness as outside light levels change between day and night, being brighter during the day and less bright at night.
3. Rectangular Rapid Flashing Beacon Housing: The RRFB housing shall be made of powder-coated aluminum with a minimum thickness of 0.125-inch, and shall provide a mounting mechanism allowing for directional rotation of the primary light bars toward oncoming traffic at curves, corners, and roundabouts.
4. Activation Devices: The controller shall be capable of being activated by a variety of devices, including push buttons, microwave detectors, pedestrian-activated pads and passive-activation bollards. Push buttons shall be APS style units with a directional arrow.
5. On-Demand Activation, Test and Reports: Each system shall provide on-demand activation of RRFBs for emergency or any other purposes; on-demand test of communication interruption (knockdown), battery health (solar only), Beacon outage, and activation reports through the user interface.
6. Enclosure: The controller shall be housed in a vandal-resistant, aluminum, NEMA 3R pole-mounted cabinet with a lockable, hinged door.
7. Power Options: The controller unit shall be available in solar 12 V DC, 35-36 Ah equipped with 10-40W solar panels, or in 120 VAC, 50W versions. Solar-powered systems shall provide a minimum of 15 days of back-up battery power in the absence of sunlight while operating at full brightness and at standard usage levels.

9-29.16 Vehicular Signal Heads, Displays, and Housings **(September 20, 2024 CFW GSP)**

Section 9-29.16 is modified as follows:

Paragraph 2, is deleted and replaced with the following:

All lenses shall meet ITE specifications for light output with 12-inch-diameter faces.

All vehicular signal heads shall be dark green baked enamel and shall be equipped with 5-inch wide black-polycarbonate back plates and black-polycarbonate tunnel visors of a length equal to the lens diameter. All hardware for attaching visors and back plates shall be non-corrosive stainless steel. Vehicle signal head polycarbonate materials shall not be

painted. A 2-inch-wide strip of yellow retro-reflective, Type IX prismatic sheeting, conforming to the requirements of Section 9-28, shall be applied around the perimeter of each backplate.

9-29.16(2) Conventional Traffic Signal Heads

9-29.16(2)A Optical Units

(September 20, 2024 CFW GSP)

Section 9-29.16(2)A is deleted and replaced with the following:

Lenses shall be of the color indicated, circular in shape, with a visible diameter of 12 inches, as specified in the Contract, and of such design as to give an outward and downward distribution of light with a minimum above the horizontal. The lenses shall be standard red, amber, and green, prisms traffic signal lenses and shall conform to the specifications of ITE Standards (Standards for Adjustable Face Vehicle Traffic Control Signal Heads, 1977 edition). The lenses shall fit into a red silicon gasket in a manner to render the interior of the lens and reflector weather- and dust-tight. Signal heads shall have hinged aluminum reflector rings. The lens and gasket shall be secured to the door with four noncorrosive lens clips.

LED Traffic Signal Modules

All traffic signal displays shall be the incandescent-look LED type and shall be from one of the following manufacturers:

Dialight Corporation
1501 Route 34 South
Farmingdale, NJ 07727
Telephone: (732) 919-3119
FAX: (732) 751-5778

Precision Solar Controls, Inc.
2960 Market Street
Garland, TX 75041
Telephone: (972) 278-0553
FAX: (972) 271-9583

GE Current
28525 Science Park Drive
Cleveland, OH 44122
Telephone: (216) 462-4700

Each LED signal module shall be designed to be installed in the doorframe of a standard traffic signal housing. The lamp socket, reflector, reflector holder, and lens used with an incandescent lamp shall not be used in a signal section in which a LED signal module is installed. The installation of an LED signal module shall not require any modification to the housing. The LED signal module shall be a single, self-contained device, not requiring on-site assembly for installation into an existing traffic signal housing.

All red LED signal modules shall be manufactured with a matrix of AlInGaP LED light sources and green LED signal modules shall be manufactured with a matrix of InGaN LED light sources. The LED traffic signal module shall be operationally compatible with controllers and conflict monitors on this Project. The LED lamp unit shall contain a disconnect that will show an open switch to the conflict monitor when less than 60 percent of the LEDs in the unit are operational.

Each LED signal module shall conform to the current standards in Institute of Transportation Engineers (ITE) VTSCH Part 2 and a Certificate of Compliance with these standards shall be submitted by the manufacturer for each type of signal head. The

certificate shall state that the lot of signal heads meets the current ITE specification. A label shall be placed on each LED signal module certifying conformance to this specification. The manufacturer's name, trademark, serial number and other necessary identification shall be permanently marked on the backside of the LED signal module. LED signal modules used on this Project shall be from the same manufacturer. A label shall be provided on the LED housing and the Contractor shall mark the label with a permanent marker to note the installation date.

LED signals shall show no evidence of illumination for input voltages below 35 volts. LED signals shall supply illumination current (unregulated) for all input voltages higher than 45 volts (and conform to appropriate intensity requirements specified above 80 volts).

The manufacturer shall provide a written warranty against defects in materials and workmanship for the LED signal modules for a period of 60 months after installation of the modules. All warranty documentation shall be given to the Engineer prior to installation.

9-29.16(2)B Signal Housing
(December 18, 2009 CFW GSP)

Section 9-29.16(2)B is supplemented with the following:

The signal housing shall be designed to withstand winds of 80 miles per hour with a 0.25-gust factor without permanent distortion or failing (torque at attachment of 6,000 pound-feet).

9-29.17 Signal Head Mounting Brackets and Fittings
(September 20, 2024 CFW GSP)

Section 9-29.17 is supplemented with the following:

Mast arm mounting hardware for vehicle signal heads shall be stainless steel band mount, Pelco AS-0116, or approved equal, and shall be field installed by the Contractor. Fittings shall be painted with two coats of factory-applied traffic-signal dark green baked enamel. A watertight seal shall be provided where the signal head mounting bracket attaches to the mast arm or signal pole.

Components for type D and type K mounting hardware shall be in accordance with Section 9-29.17. All components shall be painted with traffic signal dark green baked enamel.

9-29.18 Vehicle Detector

9-29.18(3) Video Detection System

Section 9-29.18(3) is a new section as follows:

All video detection system items and materials furnished shall be new current production models installed and operational in a user environment and shall be items currently in distribution. The products shall have a proven record of field use at other installations for at least two years of service not including prototype field trials prior to installation. Video detection systems shall meet the following requirements:

General

The detection of vehicles passing through the field-of-view of an image sensor shall be made available to a large variety of end user applications as simple contact closure outputs that reflect the current real-time detector or alarm state (on/off) or as summary traffic statistics that are reported locally or remotely. The contact closure outputs shall be

provided to a traffic signal controller and comply with NEMA type C or D detector rack file standards.

The system architecture shall fully support Ethernet networking of system components through a variety of industry standard and commercially available infrastructures that are used in the traffic industry. The data communications shall support direct connect, modem and multi-drop interconnects. Simple, standard Ethernet wiring shall be supported to minimize overall system cost and improve reliability, utilizing existing infrastructure and ease of system installation and maintenance. Both streaming video and data communications shall be capable of being interconnected over long distance through fiber optic, microwave or other commonly used digital communications transport configurations.

In terms of the software application side of the network, the system shall be integrated through a client-server relationship. A communications server application shall provide the data communications interface between as few as one to as many as hundreds of Machine Vision Processors (MVP) sensors (otherwise referred to as video detection cameras with built in processors) and a number of client applications. The client applications shall either be hosted on the same PC as the communications server or may be distributed over a local area network of PC's using the industry standard TCP/IP network protocol. Multiple client applications shall execute simultaneously on the same host or multiple hosts, depending on the network configuration. Additionally, a web-browser interface shall allow use of industry standard internet web browsers to connect to MVP sensors for setup, maintenance and playing digital streaming video.

Approved equal GRIDSMART systems shall track individual vehicles entering the field of vision through detection zones from one camera located in the intersection, collect 24-hour approach volume, turning movement, and vehicle classification count data, and signal performance metrics. Larger intersections may require 2 cameras to include all advanced detection zones.

System Hardware

The video detection system hardware shall consist of the following components:

1. A color, 22x zoom MVP sensor.
2. A modular cabinet interface unit.
3. A communication interface panel.
4. Surge suppresser/ lightning protection.
5. A portable color monitor to be permanently placed within the signal controller cabinet.
6. All other necessary equipment for setup, maintenance and operation of the video detection system including but not limited to programming device and specialty tools.

The real-time performance shall be observed by viewing the video output from the sensor with overlaid flashing detectors to indicate current detection state (on/off). The MVP sensor shall be capable of optionally storing cumulative traffic statistics internally in non-volatile memory for later retrieval and analysis.

The MVP shall communicate to the modular cabinet interface unit via the communications interface panel and the software applications using the industry standard TCP/IP network protocol. The MVP shall have a built-in, Ethernet-ready, Internet Protocol (IP) address and shall be addressable with no plug in devices or converters required. The MVP shall

provide standard MPEG-4 streaming digital video. Achievable frame rates vary from 5 to 30 frames per second as a function of video quality and available bandwidth.

The modular cabinet interface unit shall communicate directly with up to eight MVP sensors and shall comply with form factor and electrical characteristics to plug directly into a NEMA type C or D detector rack providing up to 32 inputs and 64 outputs to a traffic signal controller.

The communications interface panel shall provide four sets of three electrical terminations for three wire power cables for up to eight MVP sensors that may be mounted on a pole or mast arm with a traffic signal cabinet or junction box. The communication interface panel shall provide high-energy transient protection to electrically protect the modular cabinet interface unit and connected MVP sensors. The communications interface panel shall provide single-point Ethernet connectivity via RJ45 connector for communication to and between the modular cabinet interface module and the MVP sensors.

Approved Products

Contractor shall provide one of the following approved video detection systems:

1. **Iteris Vantage Next detection system:** The Iteris Vantage Next detection system shall consist of cameras with mounting brackets, video processor units, CCU, video detection camera cable, and any additional components necessary for a complete and functioning video detection system.
2. **Iteris Vantage Vector with Vantage Next Hybrid detection system:** The Iteris Vantage Vector with Vantage Next Hybrid detection system shall consist of cameras with integrated mounting brackets, video processor units, CCU, video detection camera cable, and any additional components necessary for a complete and functioning hybrid video/radar detection system.
3. **Trafficon detection system:** The Trafficon detection system shall consist of the following components:
 - Two vehicle presence detection and data collection module, single slot; FLIR/Trafficon, part number VIP3D.2s;
 - Four video detection cameras, wide dynamic range, with remote desktop protocol; Kar-Gor, part number CL54ZD65K;
 - Camera mounts, universal; Kar-Gor;
 - Outdoor camera housings and sunshields; Aigis, part number HS9384-6H-T/9388SS;
 - Port-1 interface module; Control Technologies, part number PIM;
 - Surge suppressor, traffic control/coaxial; HESCO/RLS, part number HE75CXR;
 - Camera mount utility box and lid with connectors, aluminum, PC sky white finish, size B; Kar-Gor, part number UB101A;
 - Camera cable (1000-foot roll), composite cable, 75-ohm RG 59/U+18/5 conductor 600V, UL/CM, PVC jacket; Kar-Gor, part number KG-9915;
 - 1-amp breakers on DIN rail;
 - BNC to 2-wire connectors;
 - Male BNC to 2-wire.

4. **Gridsmart detection system:** The GRIDSMART detection system shall consist of the following components:
- One or two GRIDSMART ultra-wide angle fisheye cameras with sealed enclosure (GS-3-CAM). The second camera may be required at larger intersections to provide adequate detection coverage of the intersection.
 - One GRIDSMART GS2 Processing Unit, rack or shelf mount with two camera interface and GRIDSMART software (GS-3-GS2).
 - One GRIDSMART TS2 Connector Kit for GS-3-GS2, includes SDLC connector to be used for TS2 environments (GS2-TS2-OPT).
 - One SDLC Patch Cable, 6 feet minimum (WPS-SDLC).
 - One Swivel Bracket Camera Mounting Hardware with junction box and connector (GS-3-SMC).
 - One Standard Cable Clamp, 66" cable length, natural aluminum finish (SBC66-SCK).
 - One Video Detection Camera Mounting Arm Pole, 90 degrees, 58" (GS-3-A58).
 - Up to 300 feet of Detection Comm Cable, Ethernet, Cat 5E 350Mhz, outdoor rated, direct burial, CMX, Shielded, Gel. (CAT5), and any additional components necessary for a complete and functioning video detection system.
5. **Approved equal detection system:** Approved equal video detection systems shall meet the requirements of this section.

System Software

The MVP sensor embedded software shall incorporate multiple applications that perform a variety of diagnostic, installation, fault tolerant operations, data communications, digital video streaming and vehicle detection processing. The detection shall be reliable, consistent and perform under all weather, lighting and traffic congestion levels. An embedded web server shall permit standard internet browsers to connect and perform basic configuration, maintenance, and video streaming services.

There shall be a suite of client applications that reside on the host client/server PC. The applications shall execute under Microsoft Windows 7, Vista or XP. Client applications shall include:

1. Master network browser: Learn a network of connected modular cabinet interface units and MVP sensors, display basic information and launch applications software to perform operations within that system of sensors.
2. Configuration setup: Create and modify detector configurations to be executed on the MVP sensor and the modular cabinet interface unit.
3. Operation log: Retrieve, display and save field hardware run-time operation logs of special events that have occurred.
4. Streaming video player: Play and record streaming video with flashing detector overlay.
5. Data retrieval: Fetch once or poll for traffic data and alarms and store on PC storage media.
6. Communications server: Provide fault-tolerant, real-time TCP/IP communications to/from all devices and client applications with full logging for systems integration.

The GRIDSMART software system shall consist of the following:

1. The latest version of the GRIDSMART Client Software with virtual pan-tilt-zoom functionality. Shall allow the Engineer to configure, view, and manage intersection detection in real time. The system shall be able to automatically email the Engineer reports and alerts.
2. The latest version of the GRIDSMART Performance module which provides counting, classification, turning movements, and signal performance metrics. (GS-3-PFM)

Additional GRIDSMART software modules requested by the City Traffic Engineer may include, but are not limited to the following:

1. Performance Plus module
2. Pedestrian module
3. STREETSMART congestion management technology

MVP Sensor

The MVP sensor shall be an integrated imaging color CCD array with zoom lens optics, high-speed, dual-core image processing hardware bundled into a sealed enclosure. The CCD array shall be directly controlled by the dual-core processor, thus providing high-quality video for detection that has virtually no noise to degrade detection performance. It shall be possible to zoom the lens as required for setup and operation. It shall provide JPEG video compression as well as standard MPEG-4 digital streaming video with flashing detector overlay. The MVP shall provide direct real-time iris and shutter speed control. The MVP image sensor shall be equipped with an integrated 22x zoom lens that can be changed using configuration computer software. The digital streaming video output and all data communications shall be transmitted over the three-wire power cable.

The MVP sensor shall operate on 110/220 VAC, 50/60Hz at a maximum of 25 watts. The camera and processor electronics shall consume a maximum of 10 watts and the remaining 15 watts shall support an enclosure heater.

Placement of detection zones shall be by means of a PC with a Windows 7, Vista or XP operating system with a keyboard and mouse. The detection zones shall be superimposed on images of the traffic scenes and viewable as such on the PC monitor. The detection zones shall be created by using a mouse to draw the detection zones on the PC monitor. Using the mouse and keyboard it shall be possible to place, size and orient detection zones to provide optimal road coverage for vehicle detection. It shall be possible to download detector configurations from the PC to the MVP sensor and cabinet interface module, to retrieve the detector configuration that is currently running in the MVP sensor and to back up detector configurations by saving them to a PC storage device.

The video detection system shall optimally detect vehicle passage and presence when the MVP sensor is mounted 30 feet or higher above the roadway, when the image sensor is adjacent to the desired coverage area and when the distance to the farthest detection zone locations are not greater than 10 times the mounting height of the MVP. The recommended deployment geometry for optimal detection also requires that there be an unobstructed view of each traveled lane where detection is required. Although optimal detection may be obtained when the MVP is mounted directly above the traveled lanes, the MVP shall not be required to be directly over the roadway. The MVP shall be able to view either approaching or receding traffic or both in the same field of view. The preferred MVP sensor orientation shall be to view approaching traffic since there are more high contrast features on vehicles as viewed from the front rather than the rear. The MVP

sensor placed at a mounting height that maximizes vehicle image occlusion shall be able to simultaneously monitor a maximum of six traffic lanes when mounted at the road-side or up to eight traffic lanes when mounted in the center with four lanes on each side.

Modular Cabinet Interface Unit

The modular cabinet interface unit shall provide the hardware and software means for up to eight MVP sensors to communicate real-time detection states and alarms to a local traffic signal controller. It shall comply with the electrical and protocol specifications of the detector rack standards. The card shall have 1500 Vrms isolation between rack logic ground and street wiring.

The modular cabinet interface unit shall be a simple interface card that plugs directly into a NEMA type C or D detector rack. The modular cabinet interface unit shall occupy only two slots of the detector rack. The modular cabinet interface unit shall accept up to 16 phase inputs and shall provide up to 24 detector outputs.

Communications Interface Panel

The communications interface panel shall support up to eight MVP sensors and shall accept 110/220 VAC, 50/60 Hz Power. The communications interface panel shall provide predefined wire termination blocks for MVP sensor power connections, a Broadband-over-Power-Line (BPL) transceiver to support up to 10Mb/s interdevice communications, electrical surge protectors to isolate the modular cabinet interface unit and MVP sensors and an interface connector to cable directly to the modular cabinet interface unit.

The communications interface panel shall provide power for up to eight MVP sensors, taking local line voltage 110/220 VAC, 50/60 Hz and producing 110/220 VAC, 50/60 Hz, at about 30 watts to each MVP sensor. Two 1.25-amp slow-blow fuses shall protect the communications interface panel.

Surge Suppressor

An EDCO CX06-BNCY or approved equal transient surge suppressor shall be provided for each MVP sensor.

Installation and Training

The product supplier of the video detection system shall supervise the installation and the testing of the video equipment. A factory certified representative from the manufacturer shall be on-site during installation. The factory representative shall install, make fully operational, and test the system as indicated on the intersection drawings and this specification.

One day of training shall be provided to personnel of the City of Federal Way and King County in the operation, set-up and maintenance of the video detection system. Instruction and materials shall be produced for a maximum of 7 persons and shall be conducted at the City of Federal Way City Hall or King County Signal Shop.

Warranty

The video detection system shall be warranted against manufacturing defects in materials and workmanship for a period of no less than three years from date of installation. The video detection supplier shall provide all documentation necessary to maintain and operate the system. The supplier shall maintain a program for technical support and software updates following the expiration of the warranty period.

9-29.19 Pedestrian Push Buttons
(September 20, 2024 CFW GSP)

Section 9-29.19 is deleted and replaced with the following:

The Contractor shall provide and install accessible pedestrian push buttons and signs, as shown in the Plans. The position of the pedestrian push buttons shall be located in a manner such that the tactile arrow is aligned parallel to the direction of travel for the crosswalk which the push button is intended to serve; however final positioning for the optimum effectiveness shall be approved by the Engineer. Accessible pedestrian push button units shall be Campbell Company Guardian accessible pedestrian station or approved equal. The station shall have a black body and face plate color and white actuator button and shall meet the following requirements:

Push buttons shall be mounted to the poles by means of stainless steel bolts. All mountings shall be securely fastened as approved by the Engineer.

The sign legend to be used shall be sign designation R10-3e and shall be 9 inches by 15 inches. Sign sheeting shall be engineer grade. All mounting bolts shall be non-corrosive stainless steel.

The pedestrian pushbutton housing shall be aluminum and shall be painted black. Units shall operate at a temperature range of -35C to 85C. Power requirements shall be 120 VAC, 60 Hz (100 ma, typical +/- 20%).

Pedestrian indicators shall include an audible speaker, call confirmation LED, and vibrotactile arrow. The audible speaker shall be programmable to have a button locator tone, acknowledgement tone/message, walk cycle tone/message and clearance tone/message. The units shall have automatic volume controls for message strength over ambient noise levels. The walk tone/message shall be programmable to stop with the walk signal or other user settable time. The units shall be user settable for Accessible Pedestrian Signal (APS) message initiation with an extended press or on call.

The call confirmation LED shall be red with 160 degree view ability and once activated shall remain illuminated until the corresponding walk indication is given. An audible acknowledgement message of "WAIT" shall accompany each activation of the call confirmation LED.

The locator tone shall be active for a time of 0.15 seconds or less and shall repeat at 1 second intervals. The locator tone shall be intensity responsive to ambient sound and be audible from 6 feet to 12 feet from the pushbutton with a maximum of 5 dBA louder than ambient sound.

A walk cycle audible message shall be set for each pushbutton unit indicated in the Plans and shall be patterned after the model: "Broadway. Walk sign is on to cross Broadway." The walk cycle message shall be intensity responsive to ambient sound with a volume 5 dBA above ambient sound up to a maximum volume of 100 dBA. The walk cycle message shall be audible from the beginning of the associated crosswalk during the walk interval only.

The vibrotactile arrow shall be located on the pushbutton and shall have high visibility contrast of either light on dark or dark on light. The push button units shall be installed in

a manner such that the vibrotactile arrow is aligned parallel to the direction of travel for the crosswalk which the push button is intended to serve. The vibrotactile arrow shall activate with the walk cycle.

Deliver pedestrian push button stations and pedestrian control unit to King County for testing.

9-29.20 Pedestrian Signals
(September 20, 2024 CFW GSP)

Section 9-29.20 is supplemented with the following:

The symbol message modules shall plug directly into the transformer or be solid-state modules.

Side mountings shall be clamshell mountings Type E, as shown on WSDOT Standard Plans unless otherwise noted in the Plans. All terminal compartments shall be painted in the same manner as specified for signal housings. All pedestrian head mounting bolts shall be noncorrosive stainless steel. Where pedestrian signal heads are to be fastened to the vehicle signal pole, the Contractor shall securely attach the clamshell mounting to the pole using stainless steel Allen-head bolts.

Pedestrian display housings shall have a minimum depth capable of accommodating a Campbell Advisor Pedestrian Pushbutton Controller in the rear of the housing.

Pedestrian signals shall be LED Countdown units as manufactured by Dialight Corporation or approved equal.

All pedestrian signal displays shall be the LED type with displays for "RAISED HAND", "WALKING PERSON" and a countdown timer. Each LED pedestrian signal module shall not require special tools for installation. The installation of an LED pedestrian module shall not require any modification to the housing. Each LED pedestrian module shall be a single, self-contained device, not requiring any on-site assembly for installation into any pedestrian signal housing. The power supply for the LED pedestrian module may be packaged as a separate module.

All pedestrian "RAISED HAND" modules and countdown timer display modules shall be Portland Orange and shall conform to current ITE Standards for size, chromaticity, and intensity. LED pedestrian "RAISED HAND" modules shall be manufactured with a matrix of AlInGaP LED light sources. All pedestrian "WALKING PERSON" modules shall be Lunar White and shall conform to current ITE Standards for size, chromaticity, and intensity. LED pedestrian "WALKING PERSON" modules shall be manufactured with a matrix of InGaN LED light sources. The "RAISED HAND" and "WALKING PERSON" message-bearing surfaces shall be filled (not outline) symbols. The LED pedestrian modules shall be operationally compatible with controller and conflict monitors on this Project.

The LED pedestrian module shall be rated for use in the ambient operating temperature range of minus 40 degrees C to 74 degrees C. Each LED pedestrian module shall be protected against dust and moisture intrusion in accordance with the NEMA Moisture Resistance STD 250-1991 for Type 4 enclosures to protect all internal components. The assembly, manufacturing, and mounting of the LED pedestrian module shall be designed to assure all internal LED and electronic components are adequately supported to

withstand mechanical shock and vibration from high winds and other sources. The manufacturer's name, trademark, serial number, and other necessary identification shall be permanently marked on the backside of the LED pedestrian module. LED signal pedestrian modules used on this Project shall be from the same manufacturer. A label shall be provided on the LED housing, and the Contractor shall mark the label with a permanent marker to note the installation date.

LED pedestrian modules shall operate at a maximum power consumption of 15W. Each LED pedestrian module shall be operated from a 60 plus 3-Hz AC line over a range of 80 VAC to 135 VAC. Nominal operating voltage for all measurements shall be 120 plus 3 volts rms. The LED circuitry shall prevent flicker at less than 100 Hz over the voltage range specified above. Fluctuations in the line voltage specified above shall not affect luminous intensity by more than plus 10 percent. The signal module on-board noise transients and low-repetition high-energy transients shall be as stated in Section 2.1.6, NEMA Standard TS-2, 1992. The individual LED light sources shall be wired so that catastrophic failure of any one LED light source will result in the loss of not more than 20 percent of the signal module light sources. LED pedestrian signal modules shall provide a power factor of 0.90, or greater, when operated at nominal operating voltage, and 25 degrees C. Total harmonic distortion induced into an AC power line by an LED pedestrian module shall not exceed 20 percent. Each LED pedestrian module and associated onboard circuitry shall meet Federal Communications Commission (FCC) Title 47, Subpart B, Section 15 regulations concerning the emission of electrical noise. Two secured, color-coded, 600V, 20AWG minimum, jacketed wires, conforming to the National Electric Code, rated for service at 105 degrees C, are to be provided for electrical connection.

LED signals shall show no evidence of illumination for input voltages below 35 volts. LED signals shall supply illumination current (unregulated) for all input voltages higher than 45 volts (and conform to appropriate intensity requirements specified above 80 volts).

The manufacturer shall provide a written warranty against defects in materials and workmanship for the LED signal modules for a period of 60 months and against loss of intensity below 50 percent of original values for a period of 36 months after installation of the modules. All warranty documentation shall be given to the Engineer prior to installation.

9-29.24 Service Cabinets

(September 20, 2024 CFW GSP)

Section 9-29.24 is supplemented with the following:

The service cabinet shall be aluminum, and shall conform to City of Federal Way Standard Details. The unit shall be modified as necessary to meet all current requirements of the Department of Labor and Industries and Puget Sound Energy or Tacoma Power, as applicable. 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 City of Federal Way Standard Details, unless otherwise indicated 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.

9-29.25 Amplifier, Transformer, and Terminal Cabinets **(September 20, 2024 CFW GSP)**

Section 9-29.25 is supplemented with the following:

Where noted in the Plans, terminal cabinets shall be furnished and installed on mast arm poles. Terminal cabinets shall be mounted at a minimum height of 7 feet to maintain accessible pathways for pedestrians.

Numbered terminal strips shall be installed in each cabinet with sufficient connections to accommodate all necessary wires and specs as shown on the Wiring Diagram in the Plans.

The unit shall be fastened to the pole shaft with a minimum of 3 self-tapping galvanized metal screws employing minimum 1-inch diameter flat washers on the inside of the cabinet.

Following installation, an epoxy sealant shall be used to provide a rain tight seal between the pole shaft and the cabinet back.

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
(September 20, 2024 CFW GSP)

Section 9-34.4 is supplemented with the following:

Methyl Methacrylate Pavement Markings Optics

Both glass beads and reflective elements are required for MMA application, unless otherwise noted.

Glass Beads

Surface-drop glass beads shall be the Swarco SwarcoFlex 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 3M Series 50M or 70M with a methacrylate-compatible coupling agent approved by the material manufacturer. Elements shall meet or exceed a minimum initial coefficients of retroreflected luminance value of 200 mcd/m²/lx for white and 150 mcd/m²/lx for yellow in accordance with ASTM E2832.

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 1.89 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 2.40 when tested using the liquid oil immersion method. The test method is described in ASTM E1967-98.

The gradation for the reflective elements shall be as follows:

US Mesh	Micron	Standard Elements
10	2000	95-100
14	1410	0-40
20	850	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 for 24 hours. After testing, no more than 15% of beads shall show a distinct opaque surface upon microscopic examination after the test.

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.

Reflectance

Typical initial retroreflectivity values are shown in the table below. Typical retroreflectivity is averaged over many readings. Minimum retroreflectivity results represent average performance for smooth pavement surfaces. 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.

Minimum Initial Retroreflectivity Values		
	White	Yellow
Dry (ASTM E1710)	700	525
Wet recovery (ASTM E2177)	275	225
Wet continuous (ASTM E2176)	200	150

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:

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

(November 4, 2024 WSDOT)

CITY OF FEDERAL WAY

SP-187

2025 PEDESTRIAN CROSSINGS
PROJECT #36254

The Washington State Department of Transportation Standard Plans M21-01, published September 2024, is made a part of this Contract with the following revisions:

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)"

A-40.20

Sheet 1, NOTES 1, 2, 3, and 4 are replaced with the following:

- (1) Use the 1/2 inch joint details for bridges with expansion length less than 100 feet and for bridges with L type abutments. Use the 1 inch joint details for other applications.
- (2) Use detail 5, 6, 7 on steel trusses and timber bridges with concrete bridge deck panels.
- (3) For details 1, 2, 3, and 4, the item "HMA Joint Seal at Bridge End" shall be used for payment. For details 5 and 6, the item "HMA Joint Seal at Bridge Deck Panel Joint" shall be used for payment. For detail 7, the item "Clean and Seal Bridge Deck Panel Joint" shall be used for payment.

Sheet 2, Detail 8 reference to "6-09.3(6)" is revised to read "6-21.3(7)".

A-50.40

Sheet 1, Plan View: The callout "BEAM GUARDRAIL TYPE 31 TRANSITION SECTION TYPE 21 OR TYPE 24 (SEE STANDARD PLAN C-25.20 OR C-25.30)" is revised to read "BEAM GUARDRAIL TYPE 31 TRANSITION SECTION TYPE 21, 24, OR 25 (SEE STANDARD PLAN C-25.20, C-25.30, OR C-25.32)"

A-60.40

Note 2 reference to "6-09.3(6)" is revised to read "6-21.3(7)".

B-90.40

Valve Detail – DELETED

C-23.70

Sheet 2, ANCHOR BRACKET ASSEMBLY DETAIL, dimension, "R. 5/16" is revised to read; R. 15/16"

ANCHOR PLATE DETAIL, weld callout (fillet), 1/4" is revised to read; 3/16"

C-60.20

Sheet 1, Plan view, callout – "1/2" (IN) DIAMETER X 6 1/2" (IN) LONG ANCHOR BOLT ~ PER STD. SPEC. SECT. 9-06.5(4) (TYPICAL) (SEE NOTE 7)" is revised to read: "5/8" DIAMETER x 6 1/2" (IN) LONG ANCHOR BOLT ~ PER STD. SPEC. SECT. 9-06.5(4) (TYPICAL) (SEE NOTE 7)"

C-81.15

Sheet 1, General Notes, Add Note 7, to read; "7. The concrete class for the moment slab shall be class 4000 typically and class 4000A when the top of the slab is used as the roadway, or sidewalk, surface. The concrete class for the barrier is defined in Standard Specification Section 6-10.3."

C-85.11

On Section B, the callout “3” EXPANDED POLYSTYRENE AROUND COLUMN (TYP.)” is revised to read “3” POLYSTYRENE OR POLYETHYLENE FOAM AROUND COLUMN (TYP.)”

D-3.09

Sheet 1, Geosynthetic Wall with 2 FT Traffic Surcharge detail, callout – “BARRIER ON WALL ~ SEE Standard Plan D-3.15 or D-3.16” is revised to read: “BARRIER ON WALL ~ SEE Standard Plan C-81.10 and/or C-81.15”

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

Note 7, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 1 and 1SW”.

D-10.15

Note 7, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 2 and 2SW”.

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

Note 5, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 7”.

D-10.45

Note 5, "If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30" is revised to read "Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 8".

F-10.18

General Note 1; "Construct curb joints at concrete pavement transverse joint locations. If all adjacent pavement is HMA, see Standard Plan F-30.10 for Curb Expansion and Contraction Joint Spacing." Is revised to read – "See Standard Plan F-30.10 and Standard Specification Section 8-04.3 for Curb Expansion and Contraction Joint details and spacing."

F-30.10

All five instances of the "2.0% MAX." are replaced with "2.1% MAX."

F-40.12

The one instance of "2.0% MAX." is replaced with "2.1% MAX."

Note 7 is replaced with the following:

7.The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement. When a ramp is constructed on a radius, the Curb Ramp length is measured on the inside radius along the back of the walkway.

Section B is amended as follows:

Delete: "15'-0" MAX. (TYP.)"

Section C is amended as follows:

Delete: "15'-0" MAX. (TYP.)"

F-40.14

The one instance of "2.0% MAX." is replaced with "2.1% MAX."

Note 7 is replaced with the following:

7.The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement. When a ramp is constructed on a radius, the Curb Ramp length is measured on the inside radius along the back of the walkway.

Section A is amended as follows:

Delete: "15'-0" MAX. (TYP.)"

Section C is amended as follows:

Delete: "15'-0" MAX. (TYP.)"

F-40.15

The one instance of "2.0% MAX." is replaced with "2.1% MAX."

Note 7 is replaced with the following:

7.The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement.

Section A is amended as follows:
Delete: "15'-0" MAX. (TYP.)"

F-40.16

The one instance of "2.0% MAX." is replaced with "2.1% MAX."

Note 8 is replaced with the following:

7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement.

Section A is amended as follows:

Delete: "15'-0" MAX. (TYP.)"

Section B is amended as follows:

Delete: "15'-0" MAX. (TYP.)"

F-80.10

The one instance of "2.0% MAX." is replaced with "2.1% MAX."

Note 6 is replaced with the following:

The running slope of the Pedestrian Ramp shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk.

Section A is amended as follows:

Delete: "15" Max."

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

DELETED

J-20.11

DELETED

J-20.26

Add Note 1, "1. One accessible pedestrian pushbutton station per pedestrian pushbutton post."

Add General Note 2, to read: "Signs shown are for locations with pedestrian signal displays (Accessible Pedestrian Signals/APS). Accessible information device (AID) pushbuttons signs not shown."

Revise View Titles (Both Sheets) to read: "ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY"

J-20.16

View A, callout, was – LOCK NIPPLE, is revised to read; CHASE NIPPLE

J-21.10

Sheet 1, Anchor Bolt Template, callout; "9" (IN) BOLT CIRCLE" is revised to read: "9" (IN) DIA. BOLT CIRCLE"

Base Plate Detail, callout; "3/4" (IN) STEEL PLATE WITH HOLE = POLE BASE + 1/6" (IN)" IS REVISED TO READ; "3/4" (IN) STEEL PLATE WITH HOLE = POLE BASE + 1/16" (IN)"

Flat Foundation Detail – Elevation, 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"

Flat Foundation Detail – Elevation, dimension; 4'-0" is revised to read; "4'-0" ROUND OR 3'-0" SQUARE"

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-28.30

General Note 13 – "See Standard Plans C-8b and C-85.14 for steel light standards on traffic barrier" is revised to read; "See Standard Plan C-85.15 for steel light standards on traffic barrier."

J-40.10

Sheet 2 of 2, Detail F, callout, "12 – 13 x 1 1/2" S.S. PENTA HEAD BOLT AND 12" S. S. FLAT WASHER" is revised to read; "12 – 13 x 1 1/2" 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-75.55

Notes, Note A1, Revise reference, was – G-90.29, should be -G-90.20.

L-5.10

Add new general Note 9 on sheet 1 – “9. The top of wall in Section A on Sheet 1 shall be located as follows: 1) flush with the finished grade when placed within the deflection distance of the long span guardrail system (Std. Plan C-20.40), 2) Two inches maximum above finished grade when placed behind a box culvert guardrail steel post system (Std. Plan C-20.41 or C-20.43), 3) Six inches minimum for all other applications. The bottom rail shall be located at mid height between the top rail and the top of structure.”

M-20.30

Wide Dotted Lane Line Detail, reference below title, (SEE NOTE 6) is revised to read: (SEE NOTE 5)

M-40.10

Guide Post Type ~ Reflective Sheeting Applications Table, remove reference – “(SEE NOTE 5)”

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-50.10-02.....7/18/24
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-40.50-03.....9/12/23	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-75.50-02.....3/15/22
B-5.60-02.....1/26/17	B-30.40-03.....2/27/18	B-70.60-01.....1/26/17
B-10.20-03.....8/23/23	B-30.70-04.....2/27/18	B-75.60-00.....6/8/06
B-10.40-02.....8/17/21	B-30.80-01.....2/27/18	B-80.20-00.....6/8/06
B-10.70-03.....8/23/23	B-30.90-02.....1/26/17	B-80.40-00.....6/1/06
B-15.20-01.....2/7/12	B-35.20-00.....6/8/06	B-85.10-01.....6/10/08
B-15.40-01.....2/7/12	B-35.40-01.....8/23/23	B-85.20-00.....6/1/06
B-15.60-02.....1/26/17	B-40.20-00.....6/1/06	B-85.30-00.....6/1/06
B-20.20-02.....3/16/12	B-40.40-02.....1/26/17	B-85.40-00.....6/8/06
B-20.40-04.....2/27/18	B-45.20-01.....7/11/17	B-85.50-01.....6/10/08
B-20.60-03.....3/15/12	B-45.40-01.....7/21/17	B-90.10-00.....6/8/06
B-25.20-02.....2/27/18	B-50.20-00.....6/1/06	B-90.20-00.....6/8/06
B-25.60-03.....8/23/23	B-55.20-03.....8/17/21	B-90.30-00.....6/8/06
B-30.05-00.....9/9/20	B-60.20-02.....9/9/20	B-90.40-01.....1/26/17
B-30.10-03.....2/27/18	B-60.40-01.....2/27/18	B-90.50-00.....6/8/06
B-30.15-00.....2/27/18	B-65.20-01.....4/26/12	B-95.20-02.....8/17/21
B-30.20-04.....2/27/18	B-65.40-00.....6/1/06	B-95.40-01.....6/28/18

B-30.30-03.....2/27/18	B-70.20-01.....3/15/22	
C-1.....9/8/22	C-23.70-01.....10/16/23	C-70.10-04.....10/16/23
C-1b.....10/12/23	C-24.10-05.....7/21/24	C-70.15-01.....7/21/24
C-1d.....10/31/03	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.....8/20/21
C-7a.....9/8/22	C-25.26-05.....8/20/21	C-80.10-03.....10/16/23
C-20.10-09.....10/12/23	C-25.30-01.....8/20/21	C-80.20-01.....6/11/14
C-20.14-05.....9/8/22	C-25.32-00.....7/29/24	C-80.30-02.....8/20/21
C-20.15-03.....10/12/23	C-25.80-05.....8/12/19	C-80.40-01.....6/11/14
C-20.18-04.....9/8/22	C-60.10-04.....7/21/24	C-85.10-00.....4/8/12
C-20.40-10.....10/12/23	C-60.15-01.....7/21/24	C-85.11-01.....9/16/20
C-20.41-05.....7/18/24	C-60.20-01.....9/8/22	C-85.15-03.....10/17/23
C-20.43-01.....7/18/24	C-60.30-02.....7/21/24	C-85.18-03.....9/8/22
C-20.44-00.....8/13/24	C-60.40-01.....7/21/24	C-81.10-00.....9/12/23
C-20.45.03.....9/8/22	C-60.45-01.....7/21/24	C-81.15-00.....9/12/23
C-20.55-00.....7/30/24	C-60.50-01.....7/21/24	
C-22.16-08.....10/17/23	C-60.60-01.....7/21/24	
C-22.40-11.....7/21/24	C-60.70-01.....9/8/22	
C-22.45-07.....7/21/24	C-60.80-02.....7/21/24	
D-2.36-03.....6/11/14	D-3.11-03.....6/11/14	D-10.25-01.....8/7/19
D-2.46-02.....8/13/21	D-4.....12/11/98	D-10.30-00.....7/8/08
D-2.84-00.....11/10/05	D-6.....6/19/98	D-10.35-00.....7/8/08
D-2.92-01.....4/26/22	D-10.10-01.....12/2/08	D-10.40-01.....12/2/08
D-3.09-00.....5/17/12	D-10.15-01.....12/2/08	D-10.45-01.....12/2/08
D-3.10-01.....5/29/13	D-10.20-01.....8/7/19	D-20.10-00.....10/9/23
E-1.....2/21/07	E-4.....8/27/03	E-20.10-00.....9/12/23
E-2.....5/29/98	E-4a.....8/27/03	E-20.20-00.....10/4/23
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-10.18-04.....6/28/24	F-30.10-04.....9/25/20	F-45.10-05.....6/4/24
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-24.50-05.....8/7/19	G-90.10-03.....7/11/17
G-20.10-03.....8/20/21	G-24.60-05.....6/28/18	G-90.20-05.....7/11/17
G-22.10-04.....6/28/18	G-25.10-05.....9/16/20	G-90.30-04.....7/11/17
G-24.10-00.....11/8/07	G-26.10-00.....7/31/19	G-95.10-02.....6/28/18
G-24.20-01.....2/7/12	G-30.10-04.....6/23/15	G-95.20-03.....6/28/18
G-24.30-02.....6/28/18	G-50.10-03.....6/28/18	G-95.30-03.....6/28/18
G-24.40-07.....6/28/18		
H-10.10-01.....6/2/24	H-30.10-00.....10/12/07	H-70.10-02.....8/17/21
H-10.11-00.....6/2/24	H-32.10-00.....9/20/07	H-70.20-02.....8/17/21
H-10.15-01.....6/2/24	H-60.10-01.....7/3/08	
H-10.16-00.....6/2/24	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-50.20-02.....7/6/22
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-26.10-03.....7/21/16	J-50.05-00.....7/21/17
J-10.....7/18/97	J-26.15-01.....5/17/12	J-50.10-01.....7/31/19
J-10.10-04.....9/16/20	J-26.20-01.....6/28/18	J-50.11-02.....7/31/19
J-10.12-00.....9/16/20	J-27.10-01.....7/21/16	J-50.12-02.....8/7/19
J-10.14-00.....9/16/20	J-27.15-00.....3/15/12	J-50.13-01.....8/30/22
J-10.15-01.....6/11/14	J-28.01-00.....8/30/22	J-50.15-01.....7/21/17
J-10.16-02.....8/18/21	J-28.10-02.....8/7/19	J-50.16-01.....3/22/13
J-10.17-02.....8/18/21	J-28.22-00.....8/07/07	J-50.18-00.....8/7/19
J-10.18-02.....8/18/21	J-28.24-02.....9/16/20	J-50.19-00.....8/7/19
J-10.20-04.....8/18/21	J-28.26-01.....12/02/08	J-50.20-00.....6/3/11
J-10.21-02.....8/18/21	J-28.30-04.....6/18/24	J-50.25-00.....6/3/11
J-10.22-03.....10/4/23	J-28.40-02.....6/11/14	J-50.30-00.....6/3/11
J-10.25-01.....6/21/24	J-28.42-01.....6/11/14	J-60.05-01.....7/21/16
J-10.26-00.....8/30/22	J-28.43-01.....6/28/18	J-60.11-00.....5/20/13
J-12.15-00.....6/28/18	J-28.45-03.....7/21/16	J-60.12-00.....5/20/13
J-12.16-00.....6/28/18	J-28.50-03.....7/21/16	J-60.13-00.....6/16/10
J-15.10-01.....6/11/14	J-28.60-03.....8/27/21	J-60.14-01.....7/31/19
J-15.15-02.....7/10/15	J-28.70-04.....8/30/22	J-75.10-02.....7/10/15
J-20.01-01.....6/21/24	J-29.10-02.....8/26/22	J-75.20-01.....7/10/15
J-20.05-00.....6/21/24	J-29.15-01.....7/21/16	J-75.30-02.....7/10/15
J-20.10-05.....10/4/23	J-29.16-02.....7/21/16	J-75.50-00.....8/30/22
J-20.11-03.....7/31/19	J-30.10-01.....8/26/22	J-75.55-00.....8/30/22
J-20.15-04.....6/21/24	J-40.01-00.....8/30/22	J-80.05-00.....8/30/22
J-20.16-02.....6/30/14	J-40.05-00.....7/21/16	J-80.10-01.....8/18/21
J-20.20-02.....5/20/13	J-40.10-04.....4/28/16	J-80.12-00.....8/18/21
J-20.26-01.....7/12/12	J-40.20-03.....4/28/16	J-80.15-00.....6/28/18
J-21.10-05.....6/21/24	J-40.30-04.....4/28/16	J-81.10-02.....8/18/21
J-21.15-01.....6/10/13	J-40.35-01.....5/29/13	J-81.12-00.....9/3/21
J-21.16-02.....6/21/24	J-40.36-02.....7/21/17	J-84.05-00.....8/30/22
J-21.17-01.....6/10/13	J-40.37-02.....7/21/17	J-86.10-00.....6/28/18
J-21.20-01.....6/10/13	J-40.38-01.....5/20/13	J-90.10-03.....6/28/18
J-22.15-03.....6/21/24	J-40.39-00.....5/20/13	J-90.20-03.....6/28/18
J-22.16-03.....7/10/15	J-40.40-02.....7/31/19	J-90.21-02.....6/28/18
J-22.17-00.....6/21/24	J-45.36-00.....7/21/17	J-90.50-00.....6/28/18
K-70.20-01.....6/1/16	K-80.32-00.....8/17/21	K-80.35-01.....9/16/20
K-80.10-02.....9/25/20	K-80.34-00.....8/17/21	K-80.37-01.....9/16/20
L-5.10-02.....6/5/24	L-20.10-03.....7/14/15	L-40.20-02.....6/21/12
L-5.15-00.....9/19/22	L-30.10-02.....6/11/14	L-70.10-01.....5/21/08
L-10.10-02.....6/21/12	L-40.15-01.....6/16/11	L-70.20-01.....5/21/08
M-1.20-04.....9/25/20	M-9.60-00.....2/10/09	M-24.66-00.....7/11/17
M-1.40-03.....9/25/20	M-11.10-04.....8/2/22	M-40.10-04.....10/17/23
M-1.60-03.....9/25/20	M-12.10-04.....6/28/24	M-40.20-00.....10/12/07

CITY OF FEDERAL WAY

SP-195

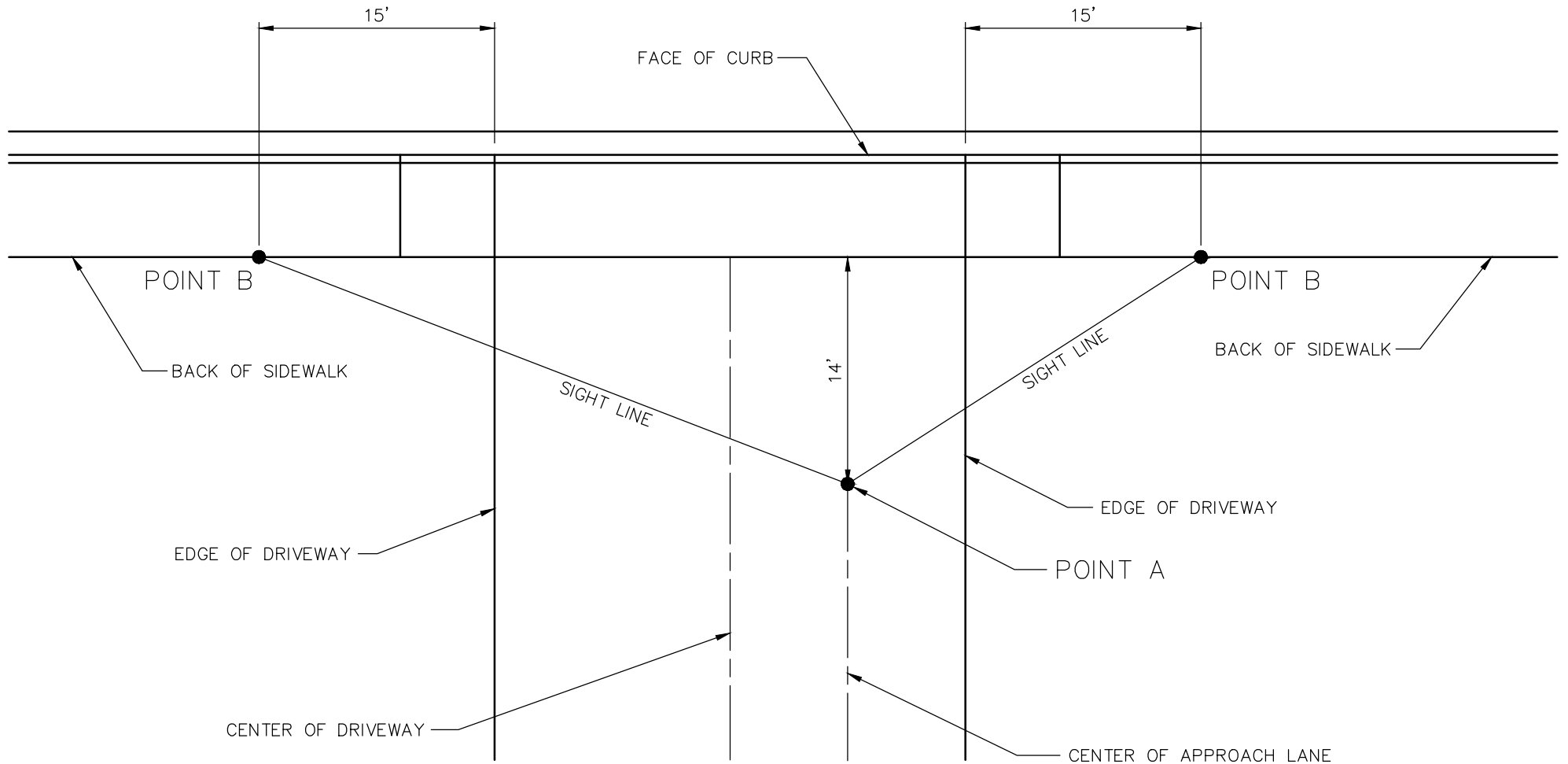
2025 PEDESTRIAN CROSSINGS
PROJECT #36254

CFW SPECIAL PROVISIONS VER. 2025.02

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

M-1.80-03.....6/3/11	M-15.10-02.....7/17/23	M-40.30-01.....7/11/17
M-2.20-03.....7/10/15	M-17.10-02.....7/3/08	M-40.40-00.....9/20/07
M-2.21-00.....7/10/15	M-20.10-04.....8/2/22	M-40.50-00.....9/20/07
M-3.10-04.....9/25/20	M-20.20-02.....4/20/15	M-40.60-00.....9/20/07
M-3.20-04.....8/2/22	M-20.30-05.....6/28/24	M-60.10-01.....6/3/11
M-3.30-04.....9/25/20	M-20.40-03.....6/24/14	M-60.20-03.....8/17/21
M-3.40-04.....9/25/20	M-20.50-02.....6/3/11	M-65.10-03.....8/17/21
M-3.50-03.....9/25/20	M-24.20-02.....4/20/15	M-80.10-01.....6/3/11
M-5.10-03.....9/25/20	M-24.40-02.....4/20/15	M-80.20-00.....6/10/08
M-7.50-01.....1/30/07	M-24.60-04.....6/24/14	M-80.30-00.....6/10/08
M-9.50-02.....6/24/14	M-24.65-00.....7/11/17	

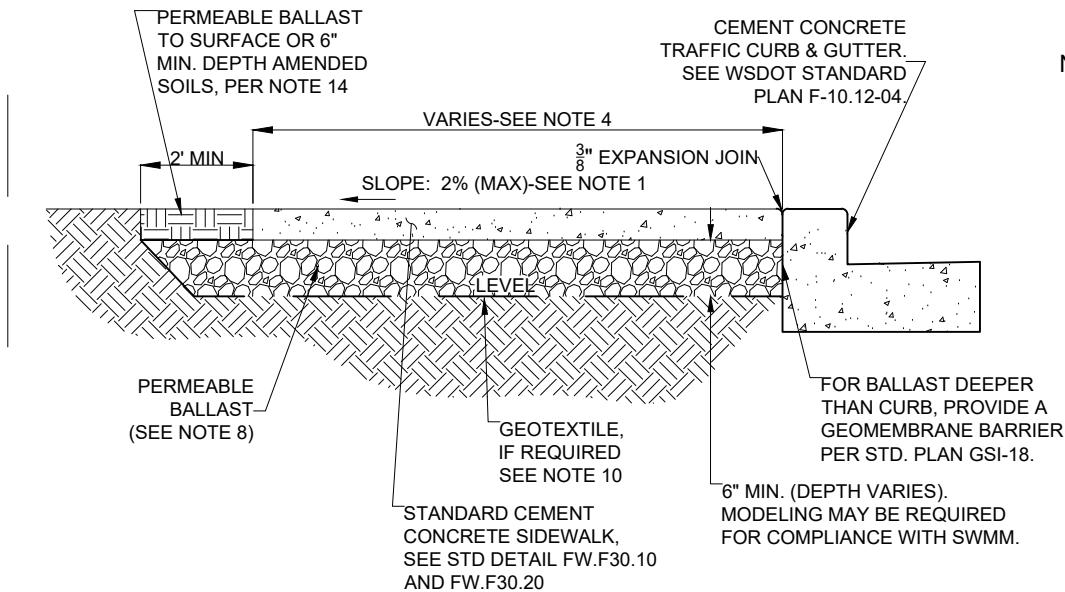
END DIVISION 9



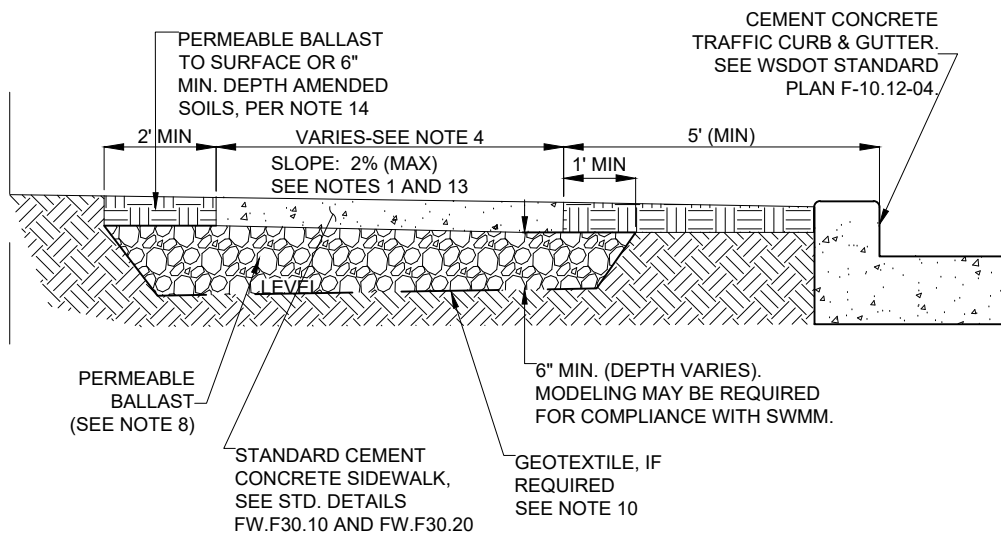
NOTES:

1. THE MINIMUM SIGHT DISTANCE SHOWN SHALL BE MAINTAINED AT ALL DRIVEWAYS, BUILDINGS OR GARAGE ENTRANCES WHERE STRUCTURES, WING WALLS, ETC. ARE LOCATED ADJACENT TO OR IN CLOSE PROXIMITY TO PEDESTRIAN WALKWAY.
2. PEDESTRIAN SIGHT DISTANCE SHALL BE DETERMINED AS FOLLOWS: THE DRIVER OF AN EXISTING VEHICLE SHALL BE ABLE TO VIEW A ONE-FOOT HIGH OBJECT 15 FEET AWAY FROM THE EDGES OF EXIT LANE, MEASURED AT THE BACK OF SIDEWALK, WHEN DRIVERS EYE IS 14 FEET BEHIND THE BACK OF SIDEWALK.

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COMBINATION WALK SECTION

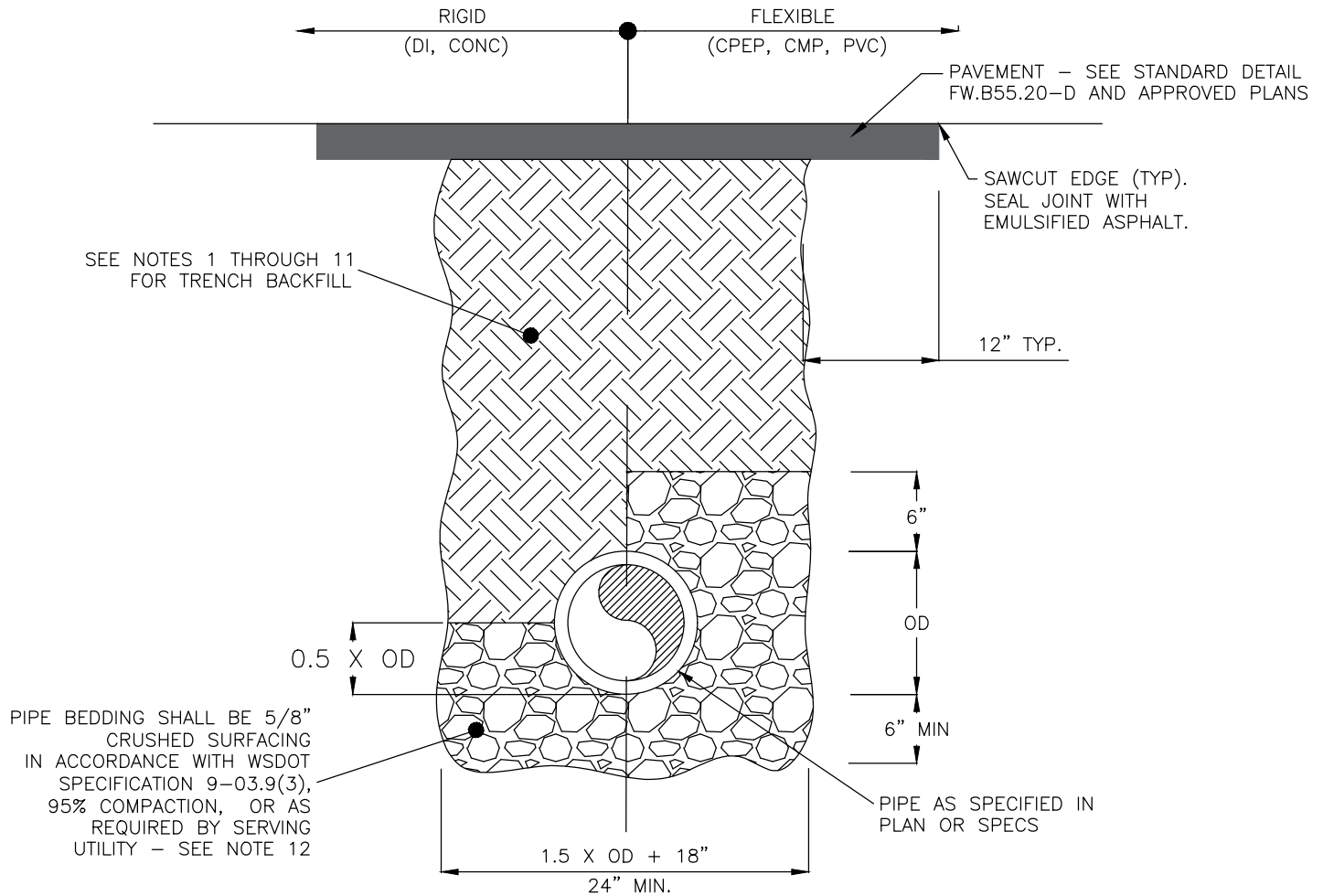


SIDEWALK WITH PLANTER STRIP SECTION

NOTES:

1. Sidewalks shall be designed and constructed in accordance with ADA standards for accessible design, 28 CFR, Part 35 and as supplemented by the Public Right of Way Accessibility Guidelines (PROWAG). The City of Federal Way prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%.
2. When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk in accordance with the Right-of-Way Restoration Policy.
3. Staking is required where no curb is present.
4. Combination walk shall be 7 feet min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5 feet on non-arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
5. All expansion joints shall be full depth with $\frac{3}{8}$ -inch premolded joint filler.
6. All joints shall be cleaned and edged. External edges shall be $\frac{1}{2}$ -inch radius.
7. Subgrade preparation shall meet APWA GSP 2-06.3(3) Subgrade for Permeable Pavements.
8. Permeable ballast shall meet WSDOT 9-03.9(2).
9. All soft and yielding foundation material shall be removed and replaced with ballast per WSDOT 9-03.9(2). Opt1 Permeable Ballast
10. Geotextile fabric may be required between native soils or amended soils and permeable ballast per the recommendation of the geotechnical professional. Geotextile shall be per WSDOT 9.33.2(1), Tables 1 and 2, nonwoven, moderate survivability.
11. For plan view, refer to City of Federal Way Standard Details FW.F30.10 and FW.F30.20.
12. Sidewalk with planter strip may slope in either direction.
13. Planting strip soils shall be per BMP S613 (KCSWDM Reference 4-C), if applicable; or scarify or till subgrade to 3-inch depth. Place 3 inches of topsoil on surface and till into 5-inches of site soil. Install 3 inches of arborist wood chip mulch or as specified on plans. Topsoil layer with a minimum organic matter content of 10% dry weight in planting beds, and 5% in turf areas, and a pH of the original undisturbed soil.
14. All disturbed areas not covered with hard surfaces shall be stabilized by planting or mulching.
15. Where needed, adjust ballast in planting strip to accommodate plants. Keep permeable ballast a minimum 2 feet from trunk of tree.

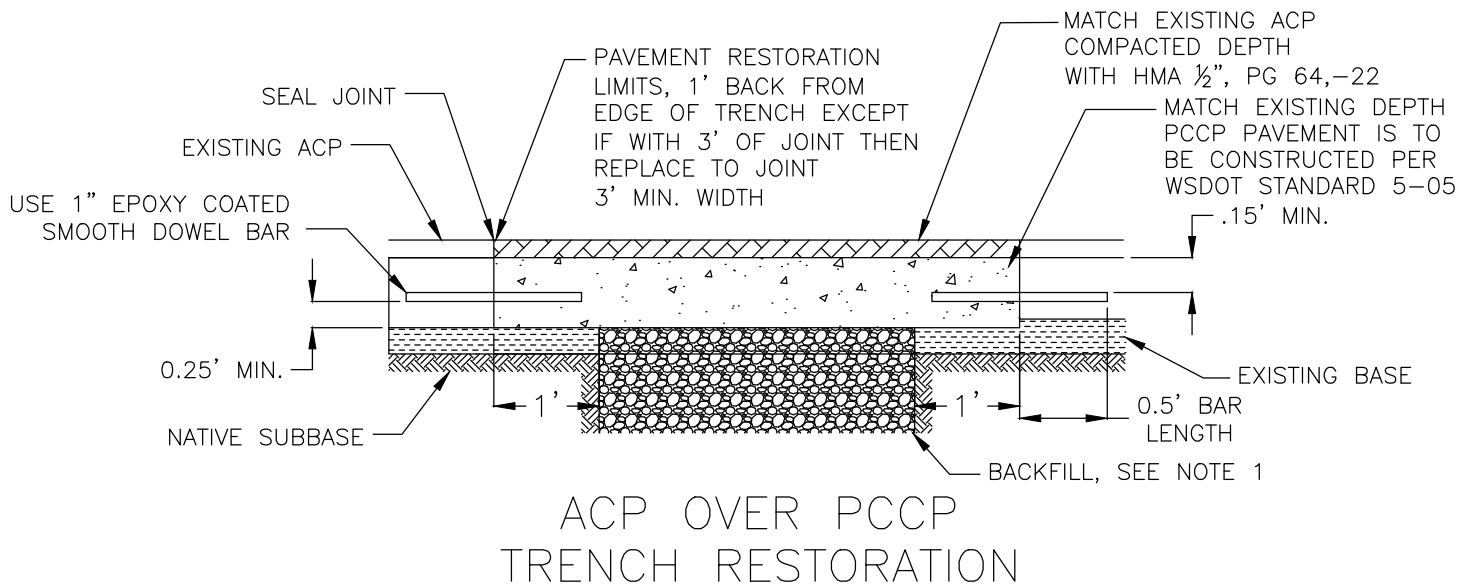
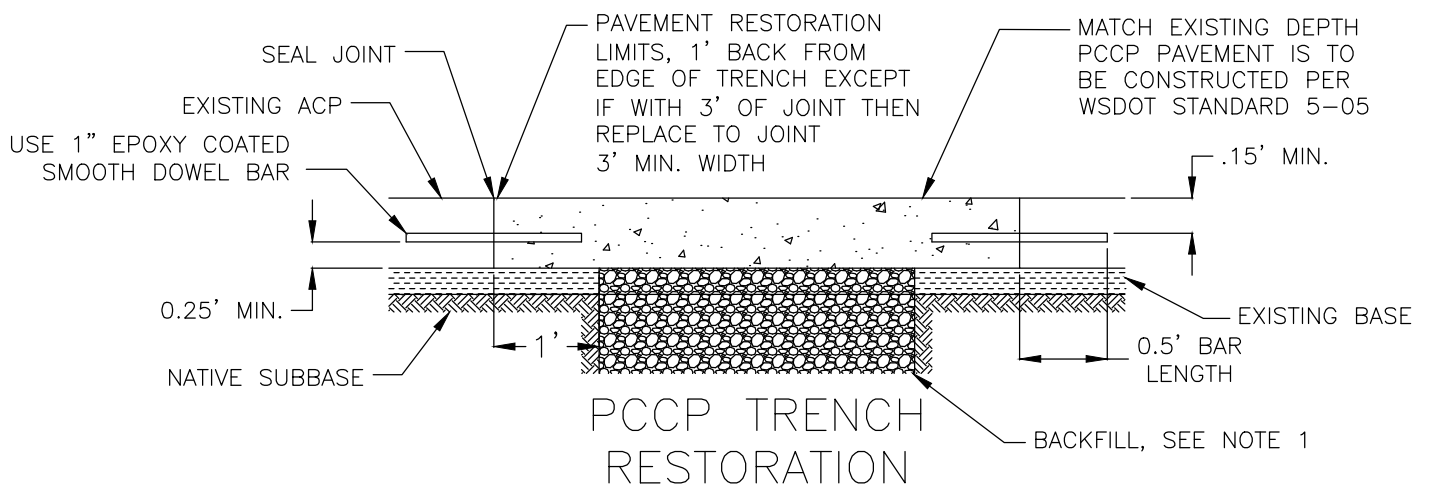
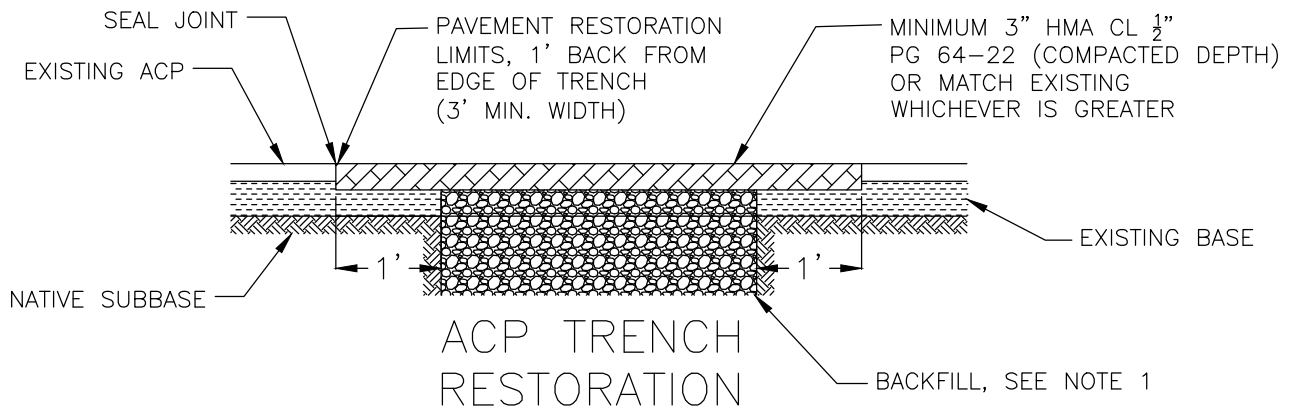
REV: JUL 2024



NOTES:

1. FOR TRENCHES GREATER THAN 18" WIDE IN PAVED AREAS, BACKFILL UTILITY TRENCHES WITHIN PAVED AREAS WITH 5/8" CRUSHED SURFACING PER WSDOT 9-03.9(3), COMPACT TO A MINIMUM OF 95%.
2. FOR TRENCHES LESS THAN 18" WIDE IN PAVED AREAS, BACKFILL UTILITY TRENCHES WITHIN PAVED AREAS WITH 100% CDF TO BE PER WSDOT SPECIFICATION 2-09.3(1) E BACKFILLING.
3. IN UNPAVED AREAS, TRENCHES MAY BE BACKFILLED WITH NATIVE MATERIAL AND COMPACTED TO 90% WITH THE CITY'S ENGINEER OR DESIGNEE PRIOR TO APPROVAL.
4. NATIVE MATERIAL MUST HAVE PRIOR APPROVAL FOR USE IN TRENCH BACKFILL.
5. NATIVE MATERIALS MUST BE CAPABLE OF ACHIEVING REQUIRED COMPACTION AS EVIDENCED FROM APPROVED SOILS ANALYSIS AND TESTING.
6. IF NATIVE MATERIALS ARE PROPOSED, THEY MUST MEET WSDOT SPECIFICATION 9-03.19. ONSITE PROCESSING OF THE NATIVE MATERIAL IS REQUIRED TO VERIFY SIZING AND THAT UNSUITABLES ARE REMOVED. THIS WORK SHALL BE CERTIFIED BY A GEOTECHNICAL ENGINEER.
7. IF NATIVE MATERIAL IS USED FOR TRENCH BACKFILL, AN APPROVED GEOLOGICAL TECHNICIAN (THIRD PARTY INSPECTOR) SHALL BE ON-SITE DURING THE TRENCH BACKFILLING TO DOCUMENT AND CERTIFY MATERIAL AND COMPACTION MEETS SPECIFICATIONS. COSTS TO BE INCIDENTAL TO TRENCH BACKFILL OPERATION.
8. NO RECYCLED MATERIAL WILL BE ALLOWED IN THE TRENCH BACKFILL.
9. IF MATERIAL IS IMPORTED, PROVIDE DELIVERY TICKETS AND SOURCE FOR ALL MATERIALS.
10. TRENCH SHALL BE BACKFILLED AND COMPACTED IN 6-INCH LIFTS IN ACCORDANCE WITH WSDOT 2-09.3(1).
11. TEST METHOD FOR AGGREGATES SHALL MEET WSDOT SPECIFICATION 9-03.20.
12. FOR CITY STORM: PIPE BEDDING, PIPE ZONE BACKFILLS, AND TRENCH BACKFILL SHALL FOLLOW WSDOT SPECIFICATION 7-08.3(3).
13. THIS DETAIL IS NOT APPLICABLE TO CITY OF FEDERAL WAY CONDUIT BEDDING. COORDINATE WITH THE TRAFFIC DIVISION FOR CONDUIT INSTALLATION DETAILS.
14. THIS DETAIL IS NOT APPLICABLE TO WSDOT DESIGNATED ROUTES. FOR TRENCHES ON WSDOT DESIGNATED ROUTES, SEE STANDARD DETAIL FW.B55.20-E.

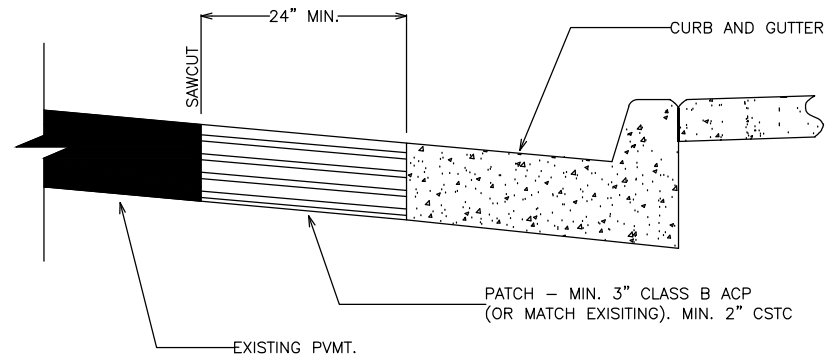
REV: JUN 2024



NOTES:

- 1) BACKFILL SHALL BE IN ACCORDANCE WITH STANDARD DETAIL FW.B55.20-A.
- 2) THIS DETAIL IS APPLICABLE TO TRANSVERSE AND LONGITUDINAL TRENCHES.
- 3) THIS DETAIL DOES NOT APPLY TO WSDOT DESIGNATED STATE ROUTES. FOR TRENCHES ON WSDOT DESIGNATED STATE ROUTES, SEE STANDARD DETAIL FW.B55.20-E.

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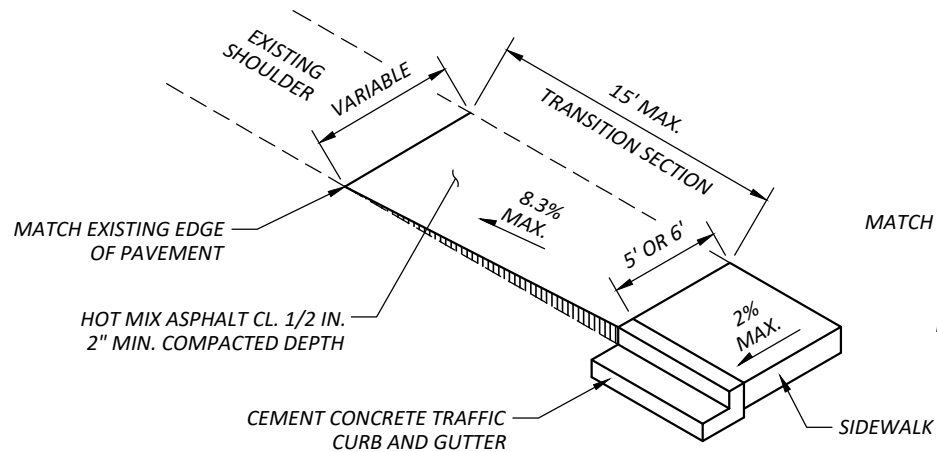


CEMENT CONCRETE CURB & GUTTER REPLACEMENT¹

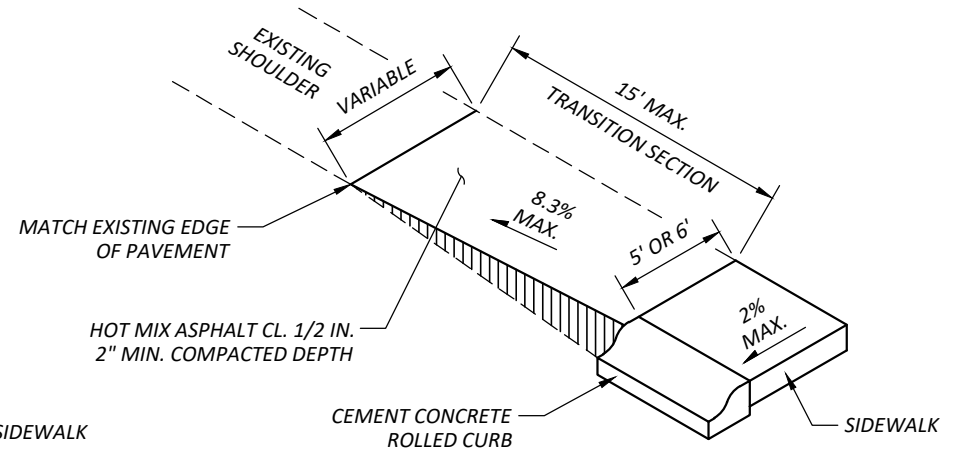
NOTES:

1. EXISTING CURB REPLACEMENT WILL REQUIRE REMOVAL OF ASPHALT A MINIMUM OF 24" FROM FACE OF GUTTER.

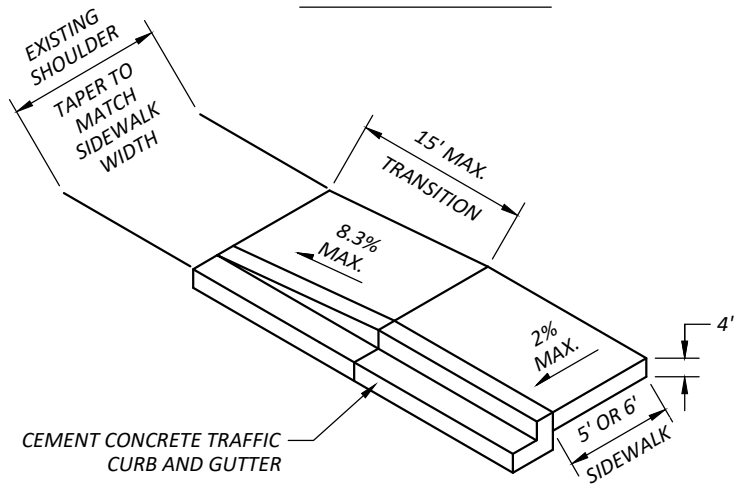
REV: JUN 2024



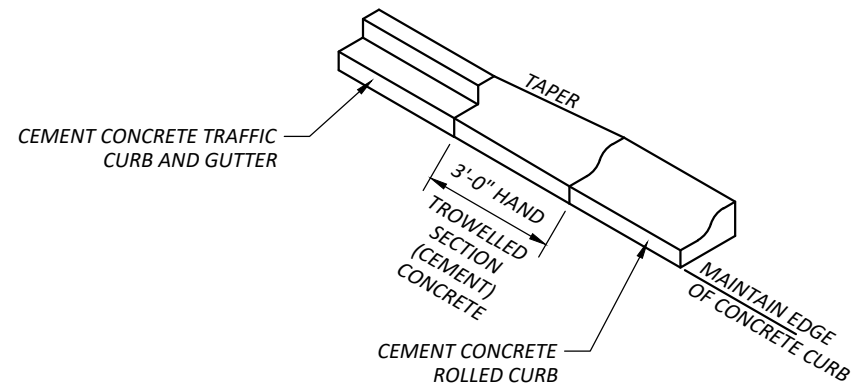
A. CEMENT CONCRETE TRAFFIC CURB AND GUTTER, SIDEWALK TO ASPHALT CONCRETE EDGE WITH GRAVEL SHOULDER



B. CEMENT CONCRETE ROLLED CURB, SIDEWALK TO ASPHALT CONCRETE EDGE WITH GRAVEL SHOULDER

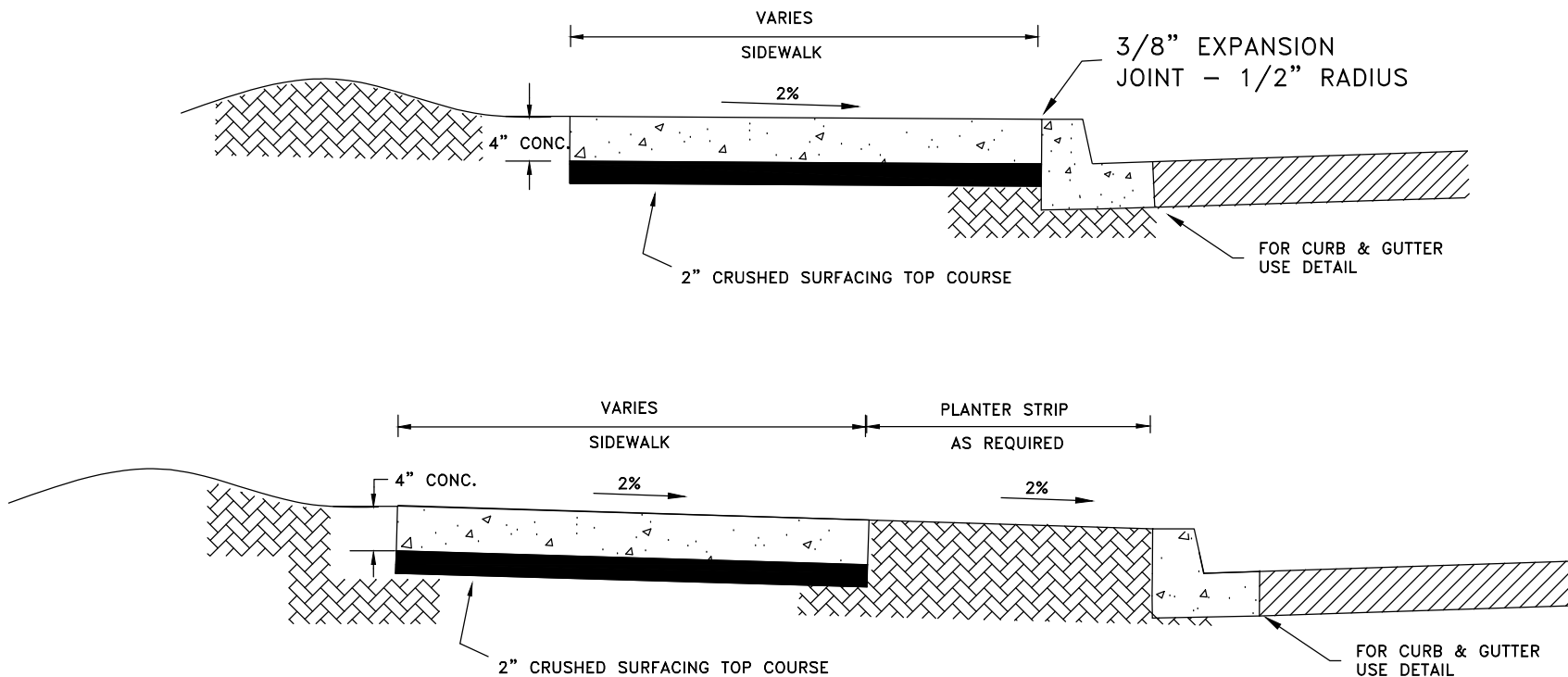


C. CEMENT CONCRETE TRAFFIC CURB AND GUTTER, SIDEWALK TO ASPHALT CONCRETE EDGE WITH GRAVEL SHOULDER



D. CEMENT CONCRETE TRAFFIC CURB AND GUTTER TO CEMENT CONCRETE ROLLED CURB TRANSITION

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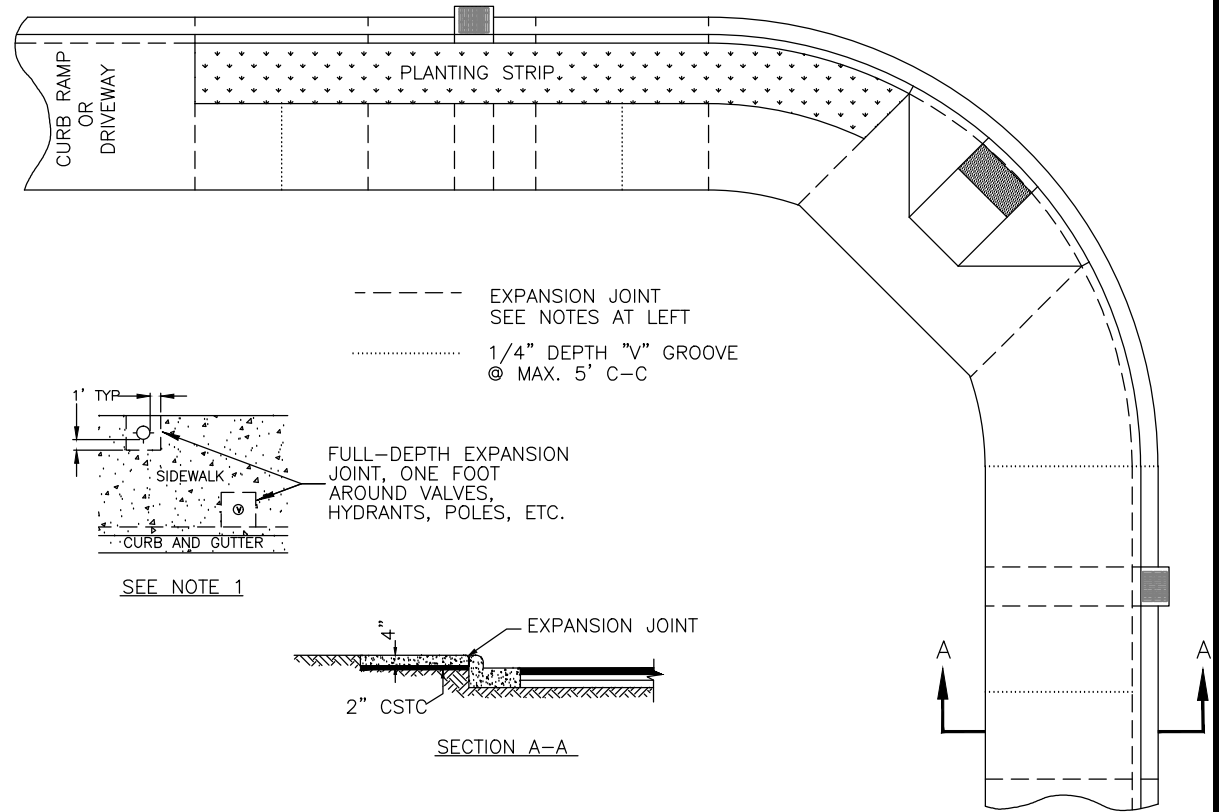
NOTES:

1. FOR JOINTS AND SCORING, SEE FEDERAL WAY STANDARD DETAIL FW.F30.20 FOR SIDEWALK SPACING, EXPANSION JOINTS, AND SCORE MARKS.
2. SEE WSDOT STANDARD DRAWING 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 5000, WSDOT STANDARD SPECIFICATION, SECTION 8-14.

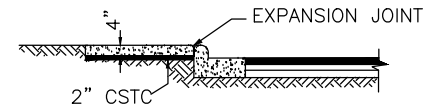
REV: JUN 2024

NOTES:

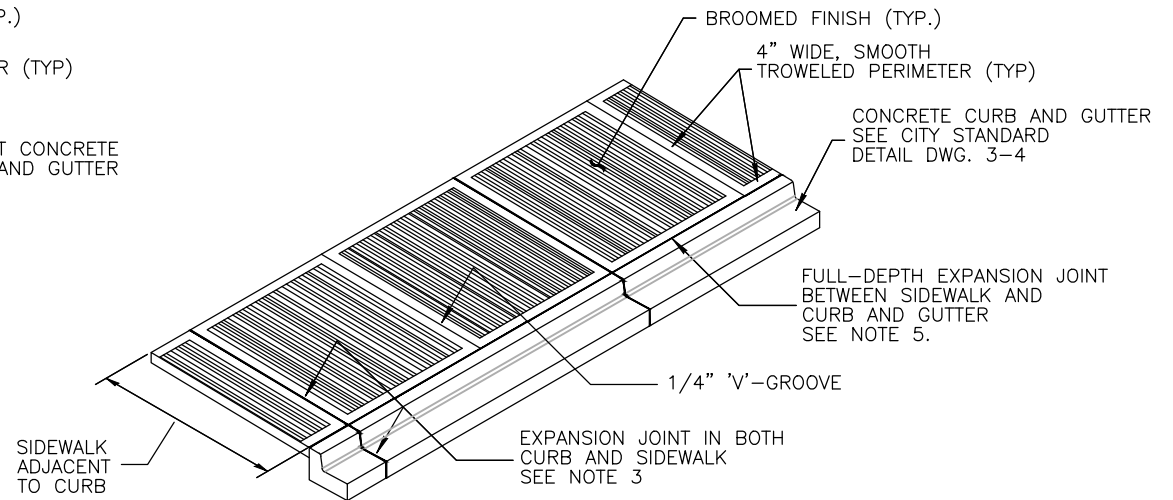
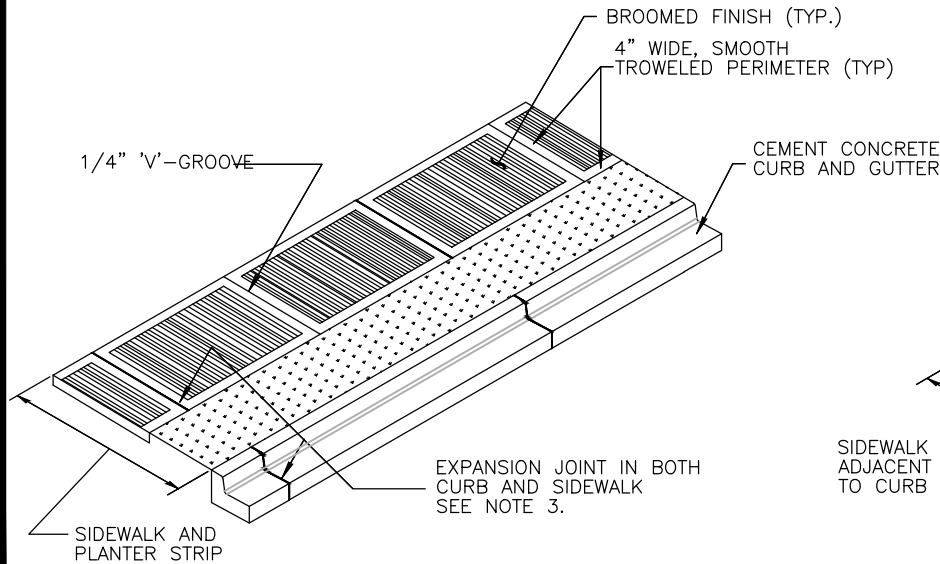
1. AN EXPANSION JOINT CONSISTING OF 3/8" PRE-MOLDED JOINT MATERIAL SHALL BE PLACED FULL DEPTH AROUND HYDRANTS, POLES, JUNCTION BOX, POSTS, AND UTILITY CASTINGS. SEE DETAIL AT RIGHT.
2. AN EXPANSION JOINT CONSISTING OF 3/8" PRE-MOLDED JOINT MATERIAL SHALL BE PLACED IN THE UPPER 2 INCHES OF CURBS AND SIDEWALKS AT 10 FOOT INTERVALS AND AT SIDES OF DRAINAGE INLETS. (JOINT MATERIAL OF 2½" 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 SLIP RESISTANT LIDS.



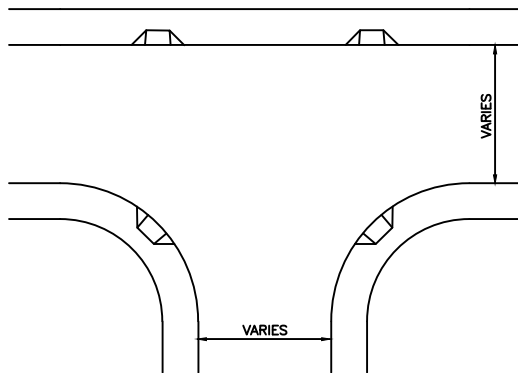
SEE NOTE 1



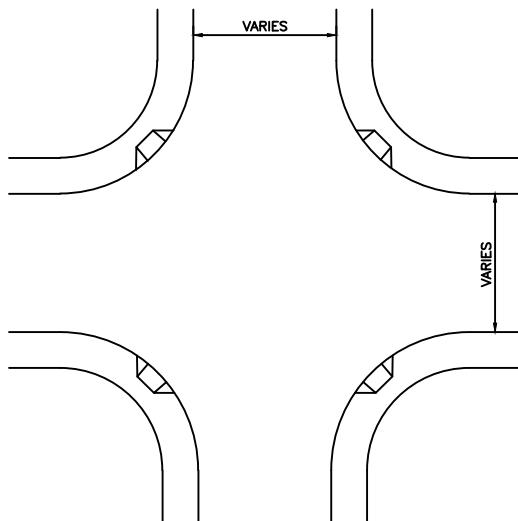
SECTION A-A



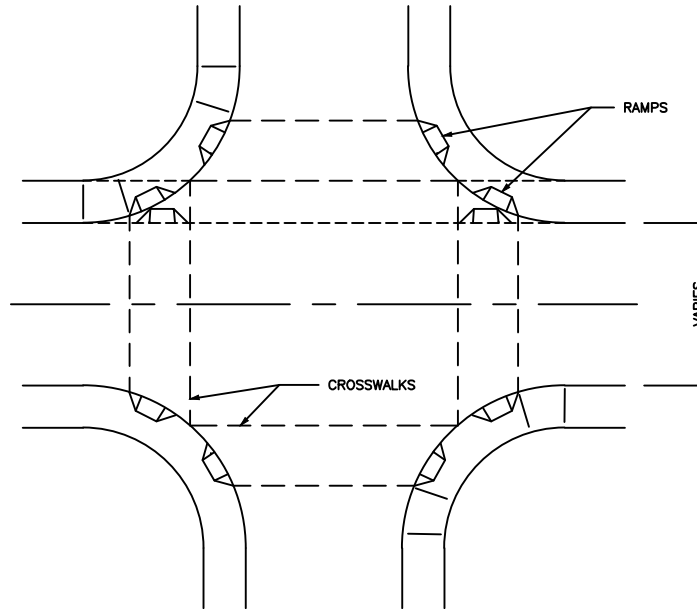
REV: JUN 2024



ACCEPTABLE
RAMP LOCATIONS
FOR RETROFIT OR ALTERATION



FOR ALTERATION
RETROFIT OR REBUILD



RAMP LOCATIONS
FOR NEW CONSTRUCTION
OR STANDARD RECONSTRUCTION

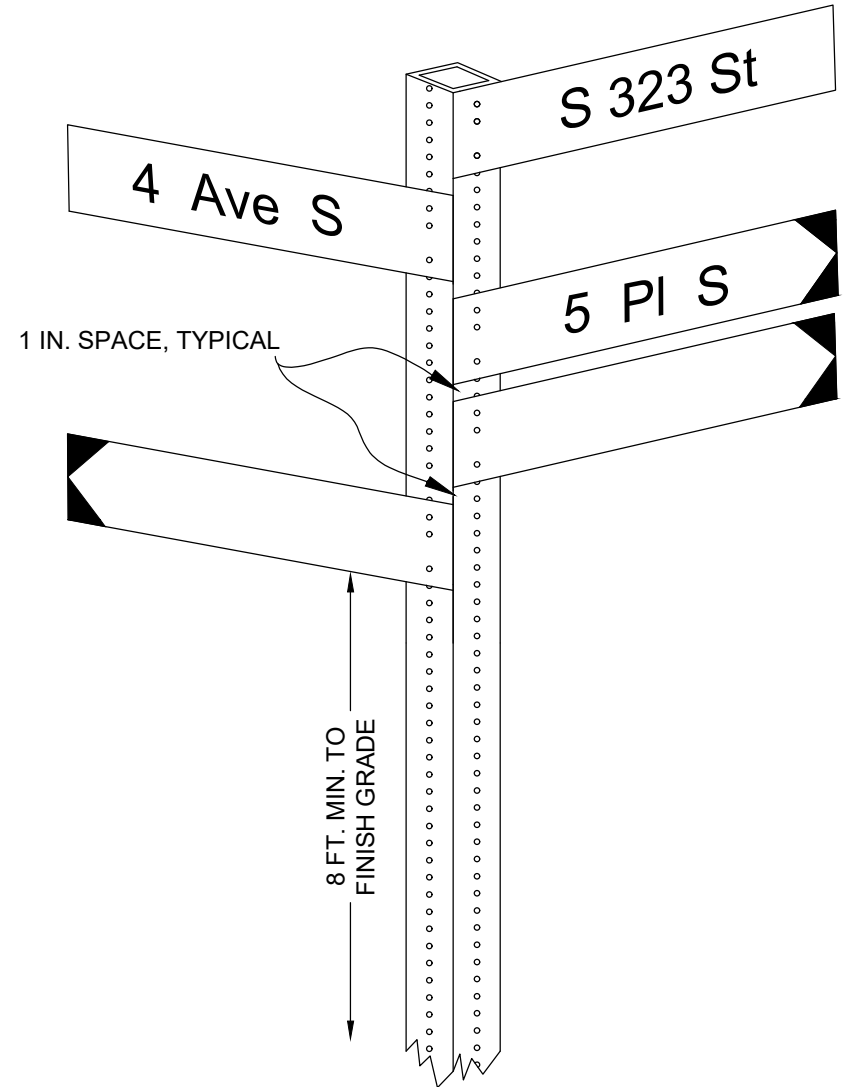
NOTES:

1. CATCH BASIN AND INLETS SHALL BE OUTSIDE THE CURB RAMP (24" MIN. CLEARANCE FROM RAMP).
2. CARE SHALL BE TAKEN TO KEEP THE RAMP FROM CONFLICTING WITH HYDRANTS, POLES, INLETS, AND OTHER UTILITIES.
3. CONSTRUCT RAMP IN ACCORDANCE WITH WSDOT STANDARD PLANS F-40.12-03, F-40.14-03, F-40.15-04, F-40.16-05 AND F-45.10-03
4. CROSSWALKS ARE NOT ALWAYS MARKED.
5. WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF STREET, RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING LOCATIONS ON OPPOSITE SIDE OF STREET.

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NOTES

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-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 APPROVED SIGN MOUNTING BRACKETS.
4. STREET NAME SHALL BE ON BOTH SIDES OF ONE SIGN.
5. SEE STANDARD DETAIL FW.G24.50 FOR SIGN POST INSTALLATION AND DETAILS.



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SIGN FACE MATERIALS

All permanent sign faces shall be constructed from aluminum sign blanks. Sign blanks shall be made from 6061-T6 aluminum alloy chemically conversion coated in accordance with ASTM B449-67 Class 3 (alodine). Sign blank minimum thickness, based on maximum dimensions, are as follows, except as noted below:

<u>Maximum Dimension</u>	<u>Sign Blank Thickness</u>
Less than 30 inches	0.080 inches
30 inches to less than 48 inches	0.100 inches
48 inches and larger	0.125 inches

All edges, corners, and holes shall be smooth and free of burrs and snags. All signs except Stop signs shall have rounded edges.

All street name signs shall have a silver legend on a green background. Do not include ordinals (th, st, etc.) on street name signs (i.e., S 320 St, not S 320th St).

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.

All regulatory (R-series), school (S-series), and warning (W- and X-series) signs, except for parking regulation and parking prohibition signing shall be constructed with Type III or Type IV sheeting, in accordance with Section 9-28.12 of the Standard Specifications. This high-intensity sheeting shall be 3M Series 3800 or its equivalent. All street name (D-3) sign sheeting shall meet this specification.

All overhead signing shall be constructed with Type IX sheeting. All fluorescent yellow-green signs (all pedestrian/non-motorized related W-series and all school warning signs) shall meet the following requirements of Type IX sheeting. This sheeting has a minimum retro-reflection rating of 800 candelas/lux/square foot for white-silver sheeting with a divergence angle of 0.2E and an incidence angle of -4E. This standard applies to all signs mounted above the roadway - on span wire or signal mast arms.

Motorist information and parking signs shall be constructed with Type I sheeting, in accordance with Section 9-28.12 of the Standard Specifications. These signs include guide signing (D-series, except D-3), corporate limit signing (I-series), and motorist information signing (K-series).

The reflectivity standard of supplemental plates shall match that of the primary sign.

SIGN INVENTORY

The City of Federal Way shall be contacted (253-835-2700) within two working days of completion of the permanent signing installation to inspect, inventory, and log all new and relocated signs. Any signs removed shall be returned to the King County Sign Shop in Renton.

OTHER SIGNS

Refer to the current adopted edition of the MUTCD or equivalent approved source. This includes pavement markings as a supplement to signing.

ADDITIONAL QUESTIONS/REQUESTS SHALL BE DIRECTED TO:

Design - City Traffic Engineer - 253-835-2740
Installation/Removal - Public Works Inspector - 253-835-2700
Sign Fabrication - King County Sign Shop - 253-477-8100
Street Addressing - Building Division - 253-835-2607

**STREET NAME SIGN
ABBREVIATIONS**

ROADWAY DESIGNATIONS

Ave	-	AVENUE
St	-	STREET
Ct	-	COURT
Blvd	-	BOULEVARD
Dr	-	DRIVE
Hwy	-	HIGHWAY
Pkwy	-	PARKWAY
Pl	-	PLACE
Ln	-	LANE
Rd	-	ROAD
Way	-	WAY

GEOGRAPHICAL AREAS

S	-	SOUTH
SW	-	SOUTHWEST

REV: JUN 2024



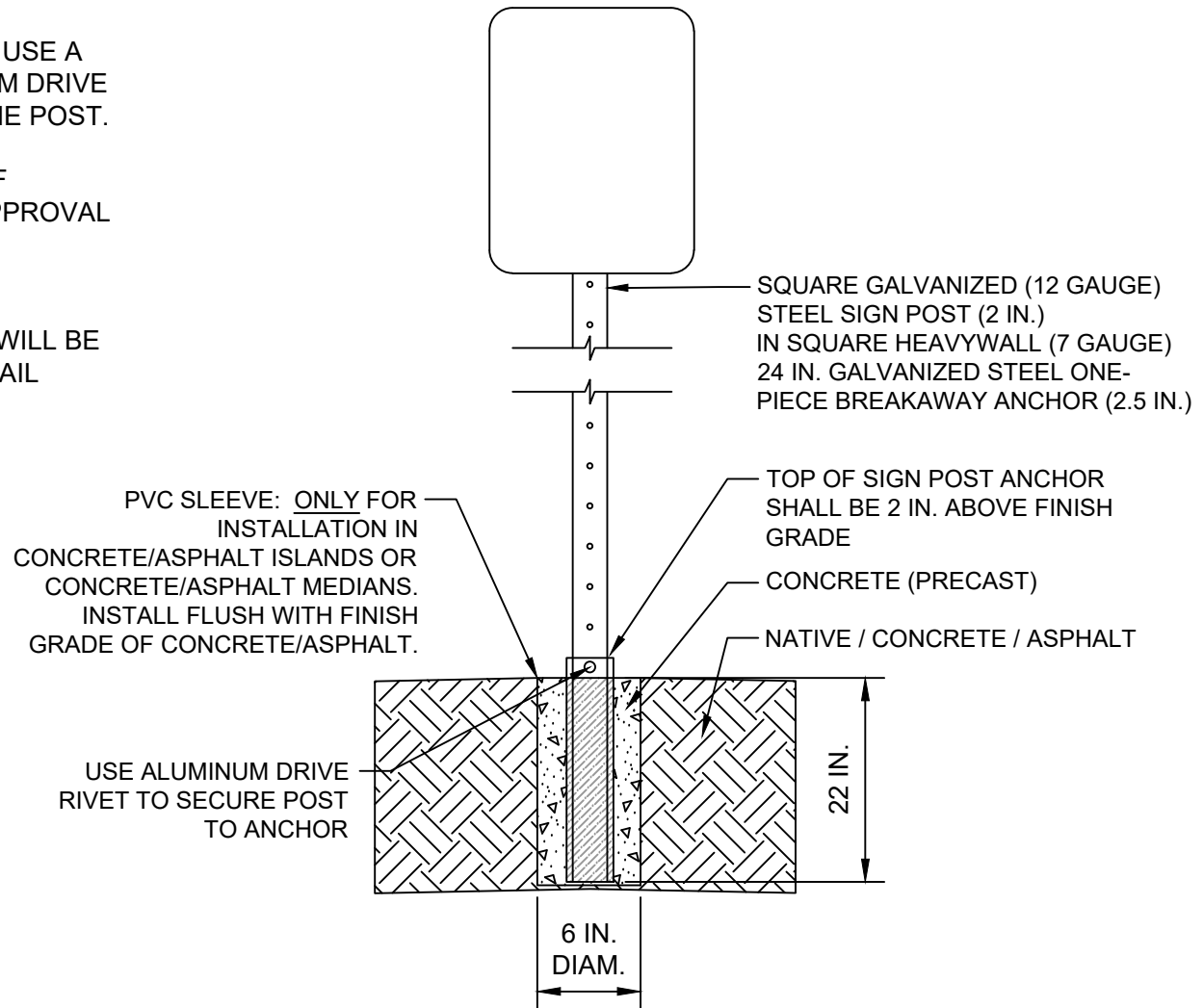
PUBLIC
WORKS

SIGNING NOTES AND SPECIFICATIONS

**STD. DETAIL
FW.G20.30**

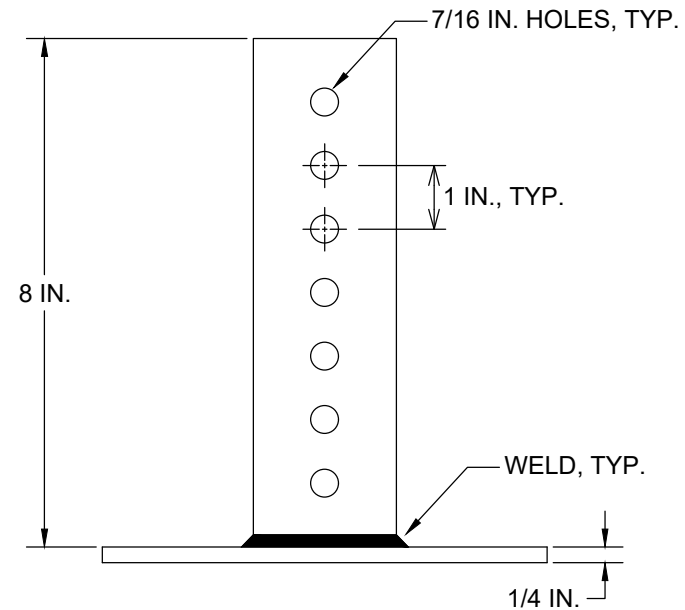
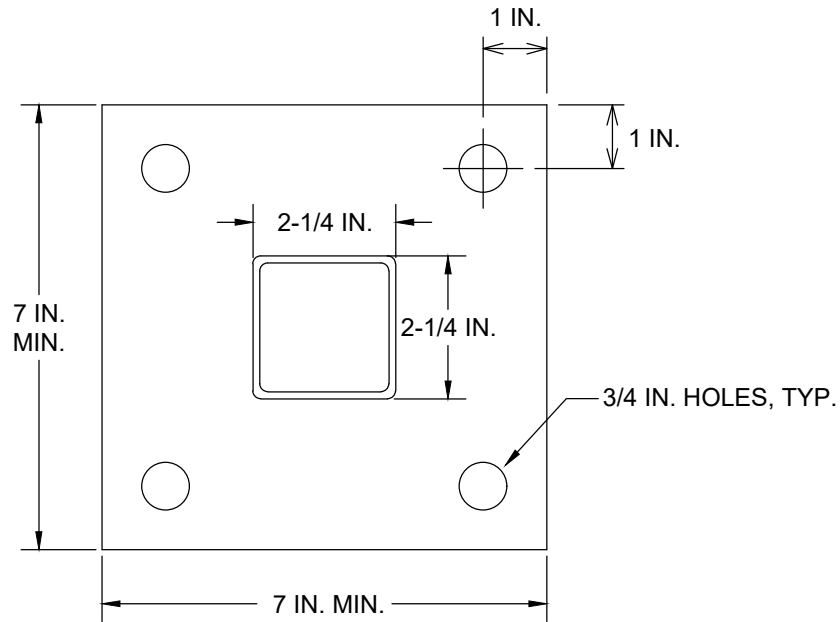
NOTES

- 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.
- 4) FOR SIGNS IN CITY CENTER THAT WILL BE IN SIDEWALK, SEE STANDARD DETAIL FW.G24.55.



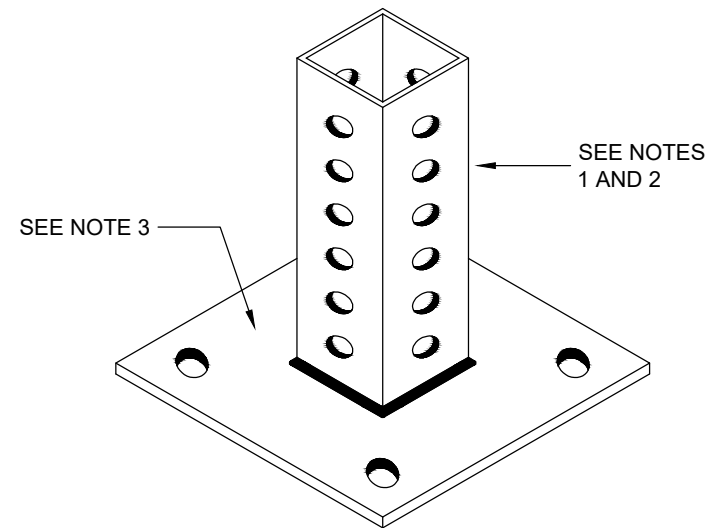
GALVANIZED SIGN POST DETAIL

REV: MAR 2025

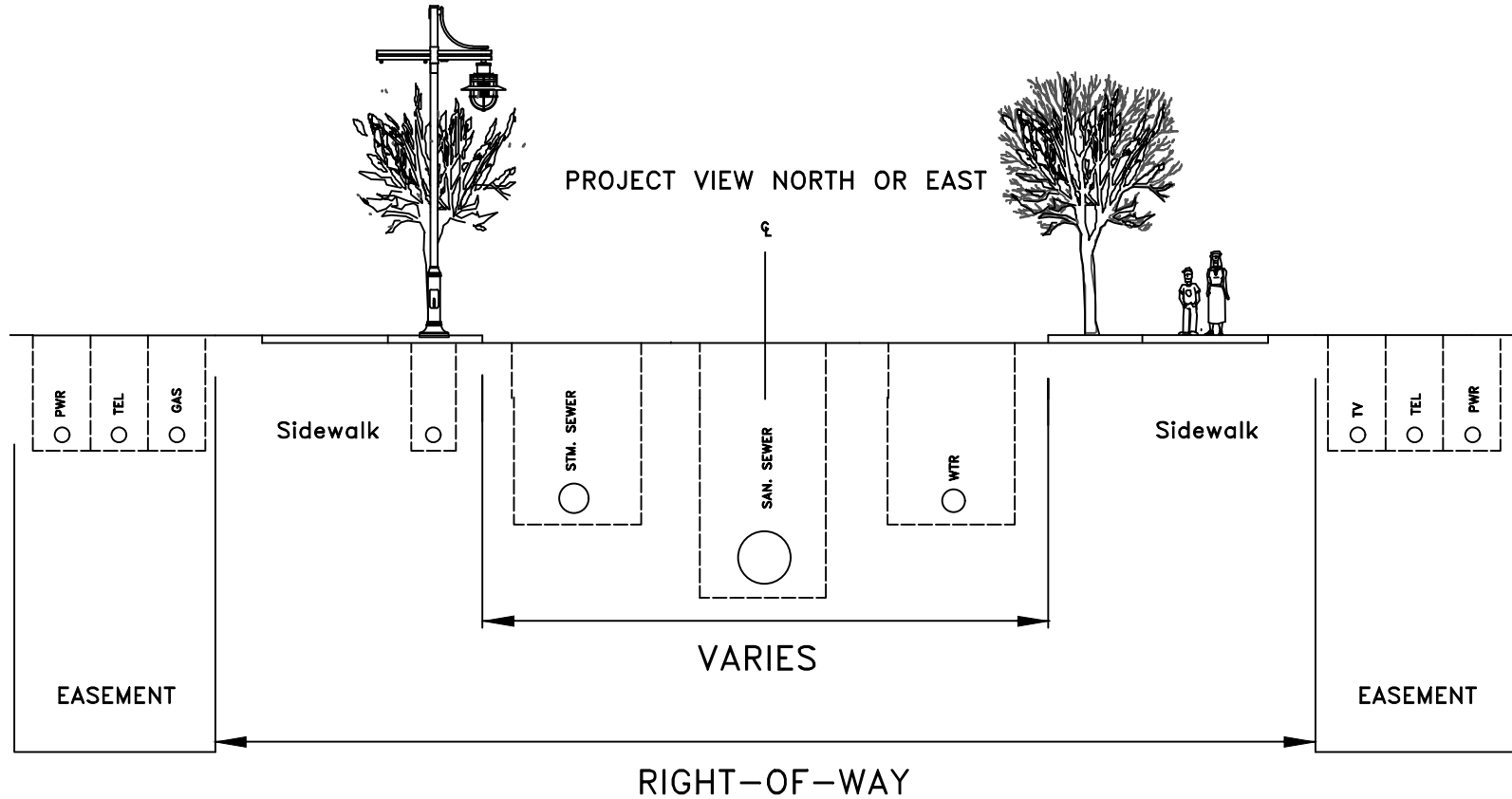


NOTES

1. THIS METHOD OF INSTALLATION SHALL ONLY BE USED IN CITY CENTER UNLESS OTHERWISE APPROVED.
2. PREGALVANIZED PERFORATED SQUARE TUBING SHALL BE COLD-FORMED TO SIZE FROM LOW-CARBON 12 GAUGE, ASTM A653 GRADE 33.
3. PLAIN STEEL BOTTOM PLATE; ASTM A1011 SS GRADE 33.
4. FINAL ASSEMBLED PIECE SHALL BE PAINTED GRAY FOR WEATHER RESISTANCE.
5. LOCATE SIGN IN ACCORDANCE WITH PLAN OR AS DIRECTED BY CITY TRAFFIC ENGINEER. IN CITY CENTER, THIS IS TYPICALLY ALIGNED WITH TREE WELLS AND STREET LIGHTS, NEAR THE STREET.
6. LOCATE BASE PLATE TO MAINTAIN ACCESSIBLE PATH ON SIDEWALK (MIN. 4-FOOT PASSAGE WIDTH).



REV: JUN 2024



NOTES:

1. SEE APPROPRIATE STREET CROSS-SECTION FOR DIMENSIONS.

REV: JUN 2024

**CONTRACTOR TO VERIFY REQUIREMENTS
AND ACCEPTABILITY WITH SERVING UTILITY**

COMPONENT SCHEDULE

METERBASE: UP TO 200 AMP, 4 JAW, MANUAL BYPASS, B-LINE U264, 5TH JAW AT 9:00 POSITION

PANELBOARD: 120/240 VAC, 125-AMP, 1-PHASE, 3-WIRE, COPPER BUS, 18 CKT MINIMUM
EATON BAB BOLT-ON BREAKERS (SEE NOTE):

- 1-125/2 MAIN
- 1-15/2 SIGNAL ILLUM BRANCH
- 2-15/2 ILLUMINATION BRANCH 1, 2
- 1-50/1 SIGNAL BRANCH
- 1-20/1 GROUND FAULT RECEPTACLE BRANCH
- 1-15/1 CONTROL CKT BRANCH

CONTACTORS (SEE NOTE): LIGHTING RATED, 2-POLE OR 4-POLE, 120 VAC COIL, 3 REQUIRED

TERMINAL BLOCK: THREE-POINT FOR REMOTE PHOTOCELL

PHOTOCELL BYPASS SWITCH: SPST, 15 AMP, 277 VAC, FED THROUGH TERMINAL BLOCK

GROUND FAULT RECEPTACLE: 120 VAC, DUPLEX, 20A

CABINET

NEMA 3R, OUTDOOR PADMOUNT, 1/8TH INCH ALUMINUM CONSTRUCTION, TYPE 5052-H32, OPEN BOTTOM, 2 SCREENED AND GASKETED VENTS, REMOVABLE EQUIPMENT PAN, GROUND AND BOND CABINET

DOORS: HEAVY DUTY WELDED HINGES (LIFT-OFF TYPE), STAINLESS STEEL VAULT HANDLES

METER DOOR IS REMOVABLE, PADLOCKABLE, AND SHALL BE HINGED ON THE RIGHT SIDE
POLISHED WIRE GLASS WINDOW IN METER DOOR

DISTRIBUTION DOOR SHALL BE HINGED ON THE LEFT SIDE, SHALL HAVE A BEST CX LOCK
(BLUE CORE), AND CLOSED CELL NEOPRENE GASKET AND CARD HOLDER

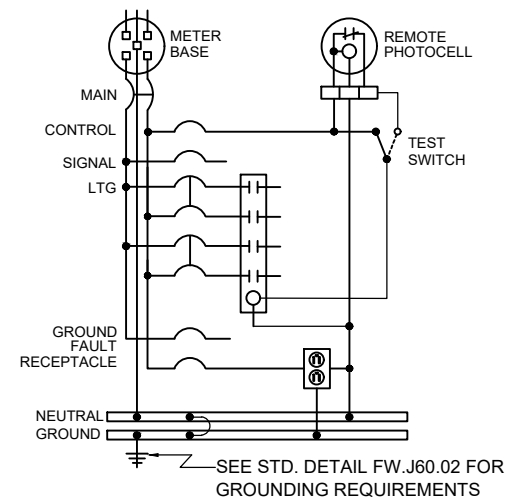
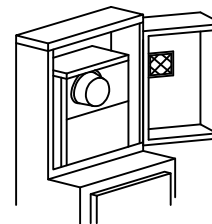
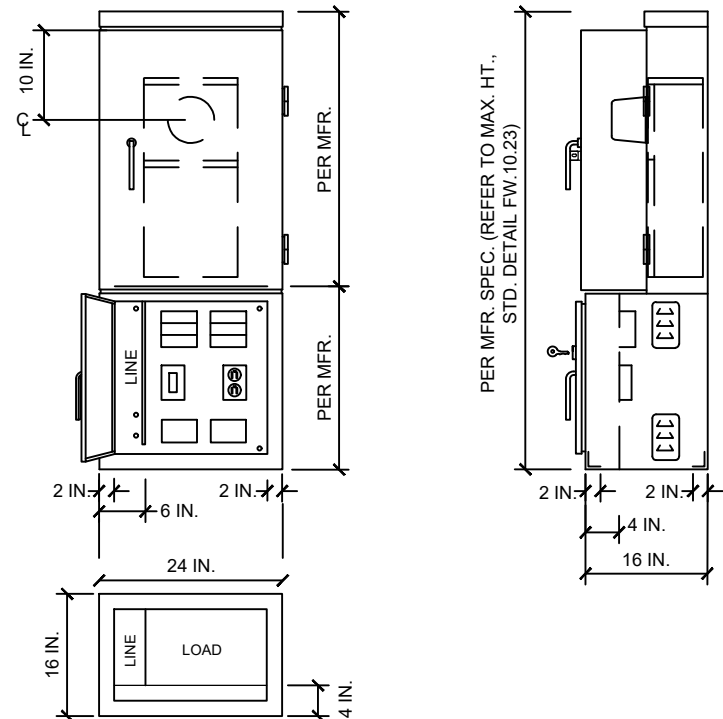
FINISH: BARE ALUMINUM (MILL FINISH) OUTSIDE, WHITE INSIDE

**WIRED AND LABELED IN ACCORDANCE WITH UL STANDARD #508A, SUITABLE
FOR USE AS A SERVICE ENTRANCE.**

SHALL MEET EUSERC SPECIFICATIONS.

NOTE

BREAKERS AND CONTACTORS NOTED ABOVE ARE MINIMUM REQUIREMENTS. SEE ELECTRICAL
PLANS FOR DETAILS AND UPDATE AS NECESSARY PRIOR TO FABRICATION.

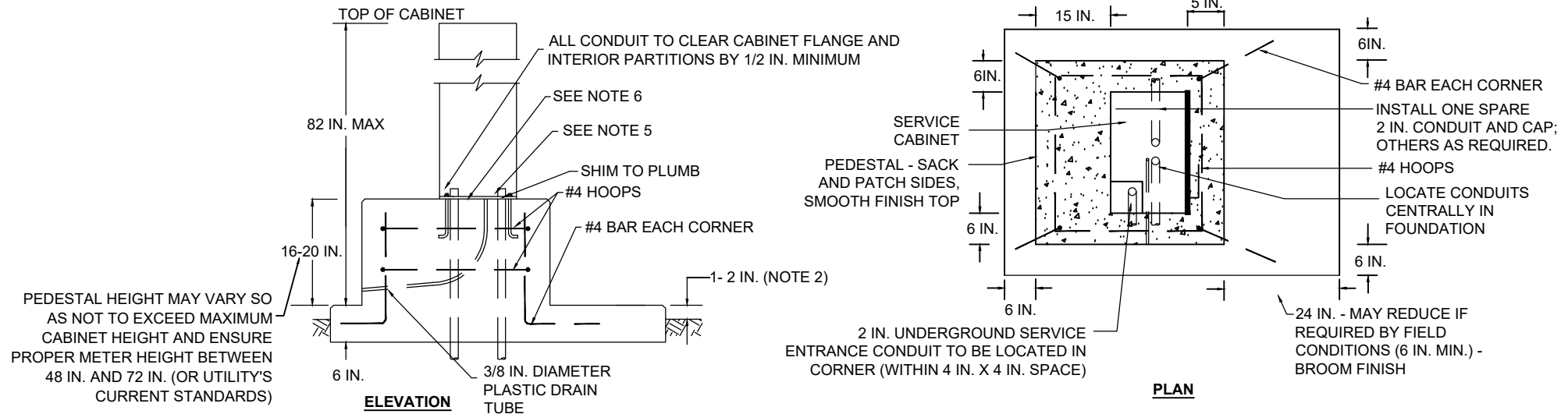


WIRING DIAGRAM

120/240 VAC, SINGLE PHASE, 3 WIRE

(NOT TO SCALE)

REV: JUL 2024

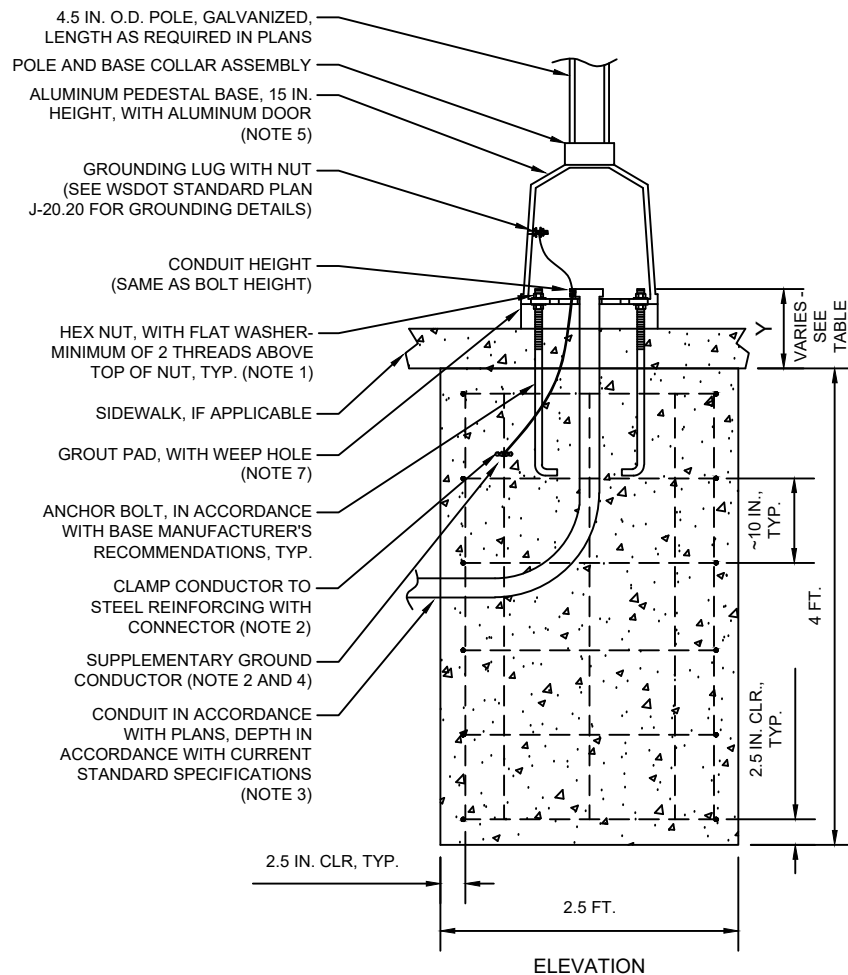


SERVICE CABINET FOUNDATION DETAIL
(NOT TO SCALE)

NOTES

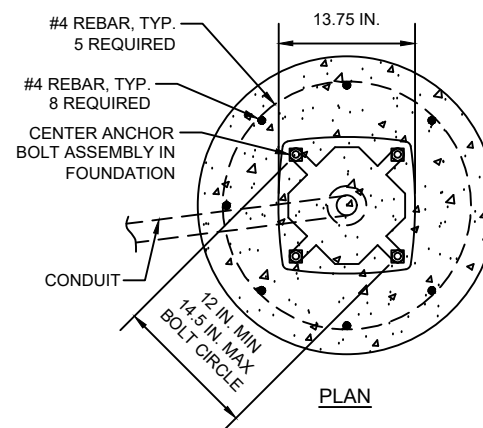
1. FOUNDATION SHALL BE CONSTRUCTED WITH CLASS 4,000 CONCRETE WITH CRYSTALLINE WATERPROOFING AND CORROSION PROTECTION ADMIXTURE (PENETRON OR APPROVED EQUAL) OR CLASS 5,000 CONCRETE, UNLESS OTHERWISE NOTED IN THE PLANS.
2. WHERE FOUNDATION IS LOCATED IN OR ADJACENT TO SIDEWALK, TOP OF BASE PAD SHALL BE 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 FOUNDATION WITH RESPECT TO CONDUIT PLACEMENT. CONTRACTOR SHALL SUBMIT FOR APPROVAL A PROPOSED DESIGN WITH PLAN, ELEVATION, AND RELEVANT SECTION VIEWS.
5. ANCHOR BOLTS SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN J-10.10. EPOXY BOLTS ARE ALLOWED ONLY WITH APPROVAL FROM THE CITY TRAFFIC ENGINEER.
6. PLACE SILICONE SEAL BETWEEN THE CABINET AND CABINET FOUNDATION.
7. ORIENT FACE OF CABINET DOORS AS SHOWN IN PLANS OR IN ACCORDANCE WITH UTILITY REQUIREMENTS. TYPICALLY, THE METER WILL FACE THE STREET.
8. CONTRACTOR SHALL COORDINATE WITH THE SERVING POWER COMPANY REGARDING SERVICE CONNECTION AND ALL UTILITY COMPANY REQUIREMENTS.
9. CONTRACTOR SHALL OBTAIN AN ELECTRICAL PERMIT FROM THE CITY BUILDING DEPARTMENT.
10. WHEN SIGNAL CABINET, SERVICE CABINET, OR BBS CABINETS ARE INSTALLED NEXT TO EACH OTHER, REFER TO STANDARD DETAIL FW.12.40 FOR FOUNDATION DETAIL. METER DOOR MUST OPEN 180 DEGREES.
11. PUGET SOUND ENERGY OR OTHER FRANCHISE UTILITY POWER PROVIDER'S STANDARDS MAY CHANGE PERIODICALLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE FOUNDATION AND CABINET MEET THOSE STANDARDS.

REV: JUL 2024



NOTES

1. CLAMPING BOLTS SHALL BE TIGHTENED TO 50 FT-LBS MAX TORQUE. DO NOT OVER TIGHTEN.
 2. SUPPLEMENTAL GROUNDING CONDUCTOR SHALL BE NON-INSULATED #4 AWG STRANDED COPPER, PROVIDE 3 FT. MINIMUM SLACK. CLAMP TO VERTICAL STEEL REINFORCING BAR WITH LISTED CONNECTOR SUITABLE FOR USE EMBEDDED IN CONCRETE.
 3. JUNCTION BOX SERVING THE STANDARD SHALL PREFERABLY BE LOCATED 5 FT. FROM THE STANDARD (10 FT. MAXIMUM).
 4. EQUIPMENT GROUNDING CONDUCTOR SHALL ATTACH TO GROUNDING LUG WITH A FULL CIRCLE CRIMP-ON CONNECTOR (CRIMPED WITH A MANUFACTURER-RECOMMENDED CRIMPER).
 5. HAND HOLE/DOOR LOCATED AT 180 DEGREES FROM MAJOR ROADWAY.
 6. FOUNDATION MAY BE CONSTRUCTED USING METHOD 1 OR METHOD 2, UNLESS OTHERWISE SHOWN IN THE PLANS. FULL-DEPTH PAPERBOARD FORM IS NOT ALLOWED. SEE WSDOT STANDARD PLAN J-28.30.
 7. WEEP HOLE TO BE PLACED ON DOWNHILL SIDE OF FOUNDATION.
- * CONTRACTOR IS RESPONSIBLE FOR VERIFYING BELOW DIMENSIONS, AFTER CITY APPROVAL OF SHOP DRAWINGS AND PRIOR TO ANCHOR BOLT INSTALLATION.



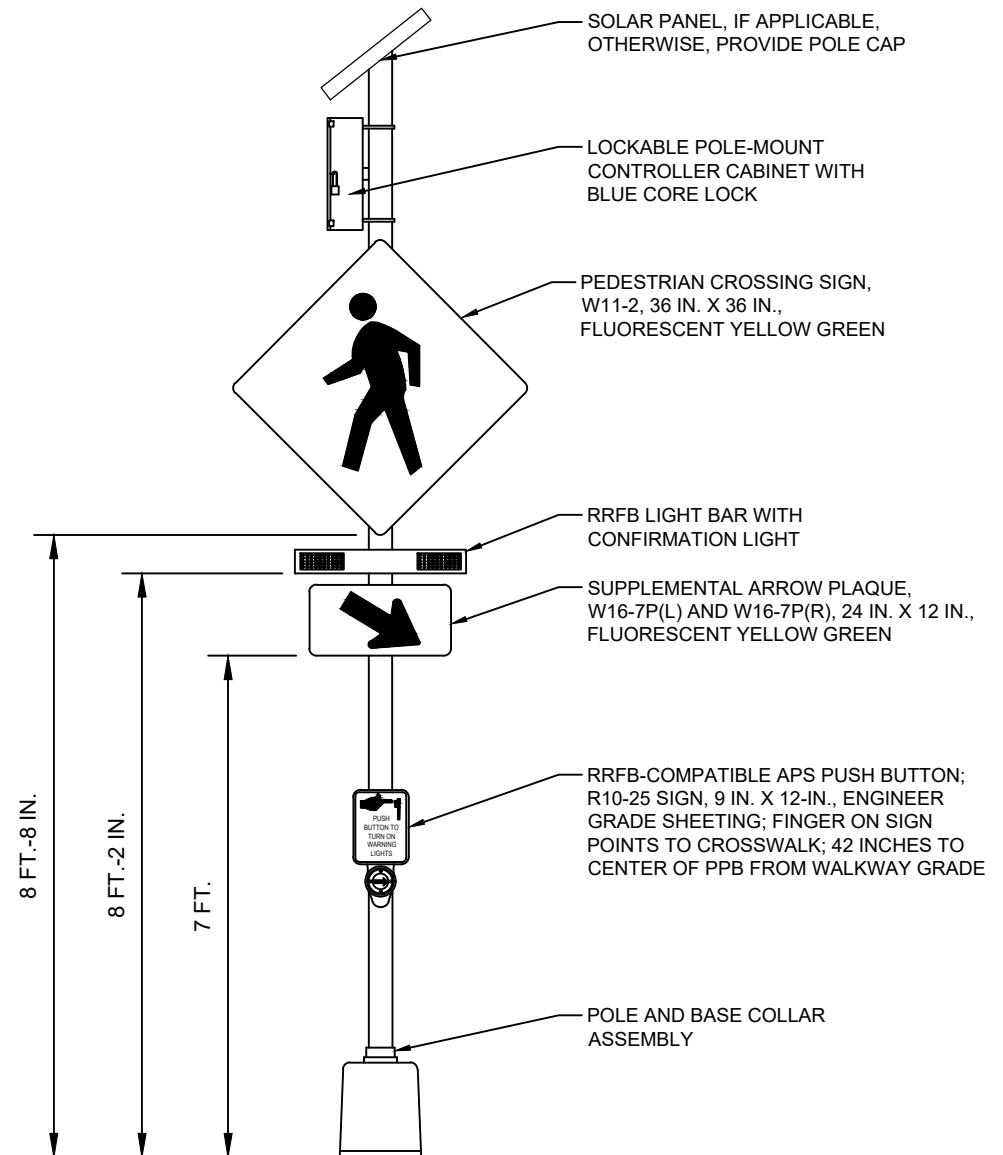
INSTALLED IN SIDEWALK AREA*

ASSUMPTIONS	ANCHOR BOLT Ø
TOP THREADS	0.75 IN. Ø BOLT
NUT HEIGHT X 2	0.5 - 1.0 IN.
WASHER X 2	1.5 IN.
BASE	0.5 IN.
LEVELING THREADS	1.0 IN.
SIDEWALK DEPTH	4.0 IN.
Y	8 - 8.5 IN.

GROUT PAD HEIGHT SHALL BE ~ 1.5 IN.

(NOT TO SCALE)

REV: JUL 2024



FW RRFB STANDARD ASSEMBLY

NOTES

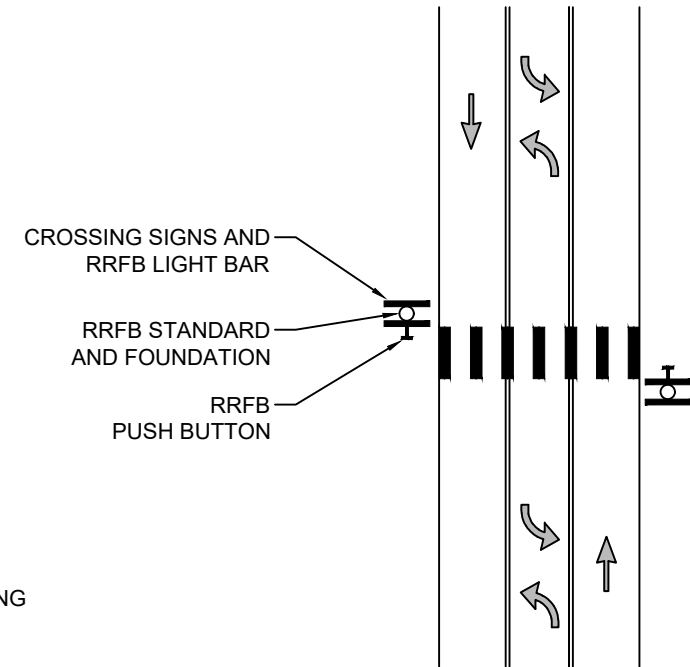
1. RRFB SHALL BE POWERED AS SHOWN IN PLANS.
2. SEE STANDARD DETAILS FW.J24.10, FW.J24.30, AND FW.J24.40 FOR ADDITIONAL DETAILS.
3. USE STAINLESS STEEL MOUNTING CLAMPS AND BRACKETS TO MOUNT SIGNS, RRFB, LIGHT BARS, AND CONTROLLER CABINET TO STANDARD.

(NOT TO SCALE)

REV: JUL 2024

NOTES

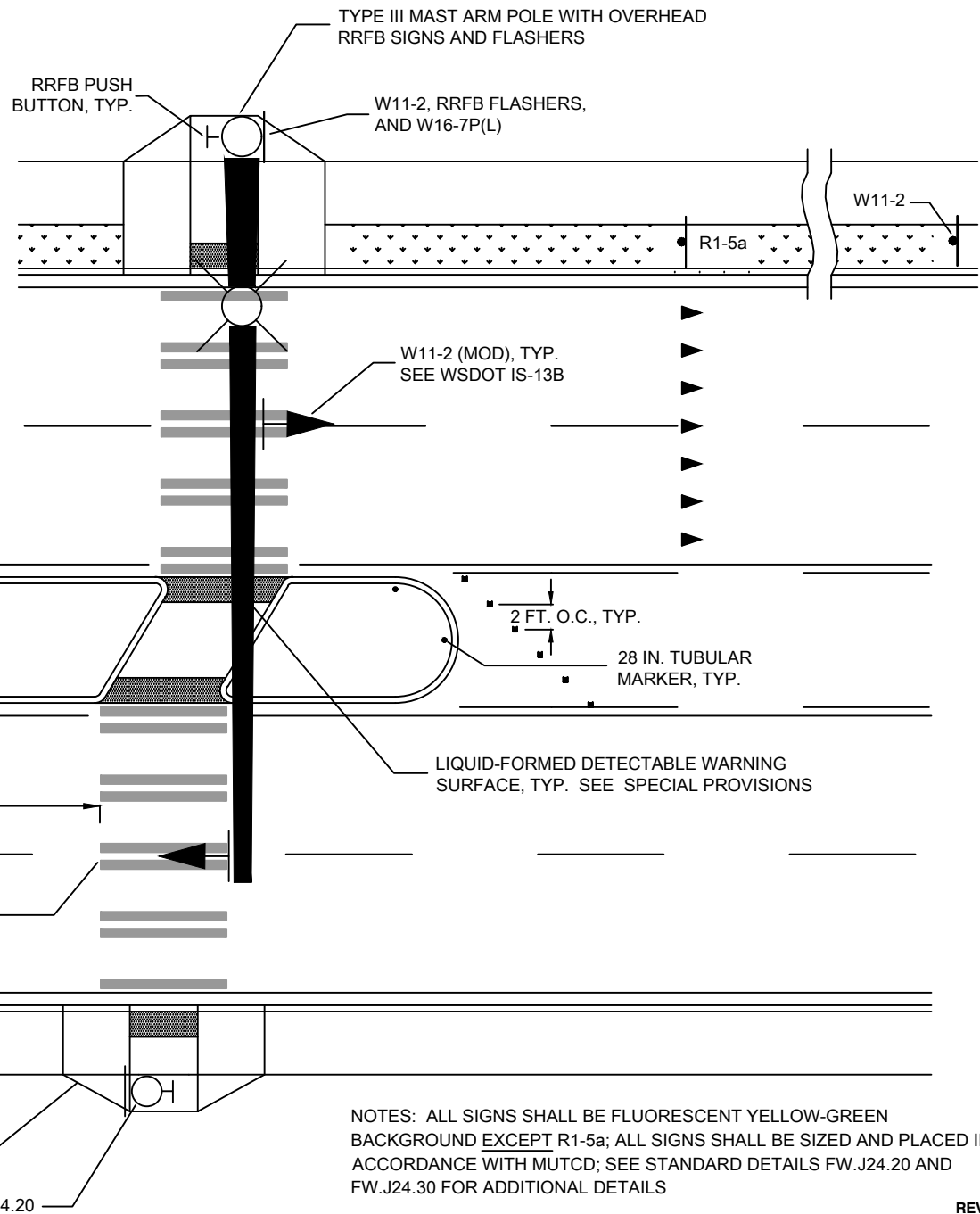
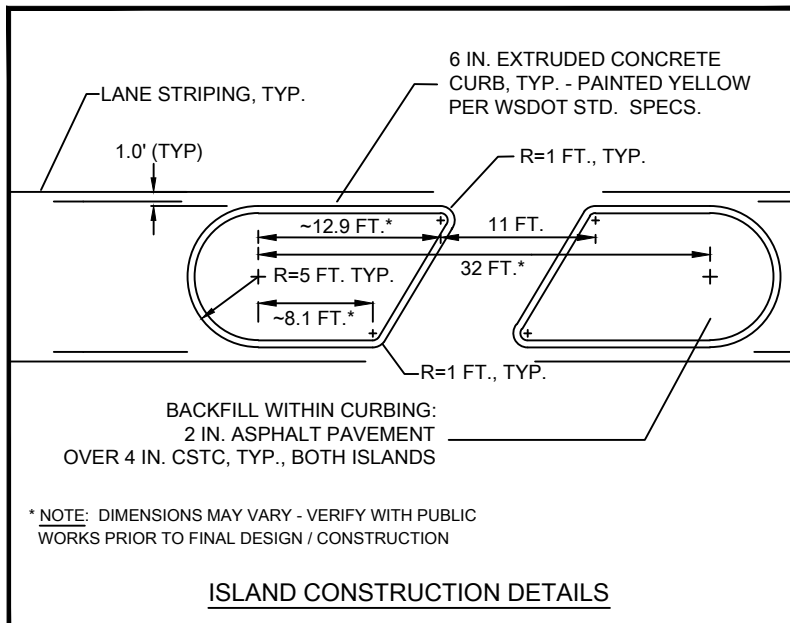
1. THIS IS A DETAIL FOR RRFB STANDARD PLACEMENT. THIS SHEET IS NOT INTENDED TO BE USED AS A ROADWAY DESIGN OR REPRESENT ALL POSSIBLE CASES FOR INSTALLATION.
2. SEE FW.J24.20 AND FW.J24.40 FOR ADDITIONAL DETAILS.
3. STREETS WITH MEDIANS SHALL NOT HAVE AN RRFB STANDARD OR SIGNS INSTALLED IN THE MEDIAN.
4. RRFB PUSH BUTTONS SHALL BE PLACED SUCH THAT THE PEDESTRIAN IS FACING CONFLICTING TRAFFIC WHEN PUSHING THE BUTTON.
5. CURB RAMP SHOULD BE CAREFULLY DESIGNED - PUSH BUTTON EXTENDERS ARE NOT DESIRED. ACCESSIBILITY GUIDELINES FOR REACH AND BUTTON LOCATION SHALL BE MET. THIS MAY REQUIRE ADDITIONAL RRFB STANDARDS, IN LOCATIONS WITH LARGE MEDIANS OR SPLITTER ISLANDS.
6. ROADWAY STRIPING MAY REQUIRE MODIFICATION WHEN THE RRFB SYSTEM IS INSTALLED. COORDINATE WITH TRAFFIC DIVISION.
7. RRFB SYSTEMS SHALL BE REQUIRED FOR ALL LEGS OF A ROUNDABOUT WITH ANY APPROACH THAT IS MULTILANE.
8. FOR ROUNDABOUTS, ROTATE SIGNS AND LIGHT BARS TO FACE TRAFFIC; ROTATE PUSH BUTTONS TO LINE UP WITH CROSSWALKS (PUSH BUTTON STATION SIGN SHALL BE PARALLEL WITH CROSSWALK).



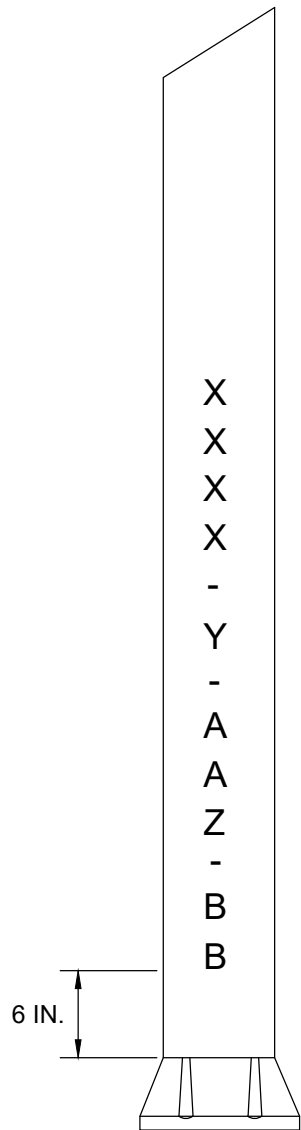
RRFB STANDARD PLACEMENT

(NOT TO SCALE)

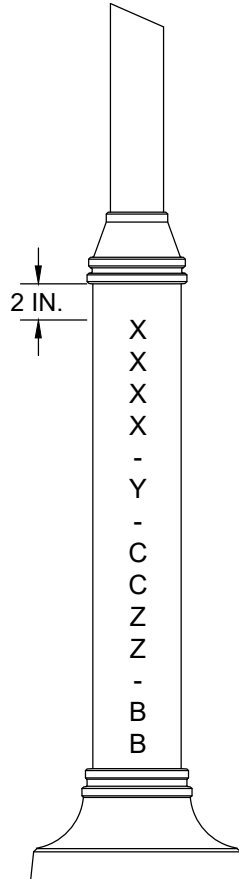
REV: JUN 2024



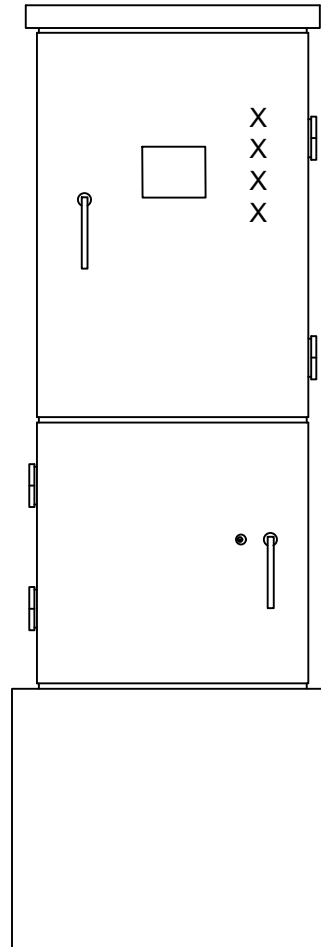
REV: JUN 2024



LIGHT
STANDARD



DECORATIVE
LIGHT STANDARD



SERVICE
CABINET

NOTES

ALL LIGHT STANDARDS AND SERVICE CABINETS INSTALLED SHALL BE MARKED/IDENTIFIED IN ACCORDANCE WITH THIS DETAIL. IF THIS INFORMATION IS NOT IN THE PLANS, CONTACT THE TRAFFIC DIVISION.

XXXX = SERVICE CABINET LOCATION NUMBER BASED UPON A CITY-DEFINED COORDINATE SYSTEM

Y = THE SERVICE NUMBER, TYPICALLY 1

AAZ = CIRCUIT NUMBER, TYPICALLY SL1, SL2, OR SL3

CCZZ = CIRCUIT NUMBER FOR DECORATIVE LIGHTS, TYPICALLY PL11, PL12, OR PL13

BB = POLE NUMBER WITHIN CIRCUIT

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 AND DECORATIVE LIGHT STANDARDS:

ALL NUMBERS SHALL BE 1-INCH HIGH WITH 0.5-INCH VERTICAL SPACING.

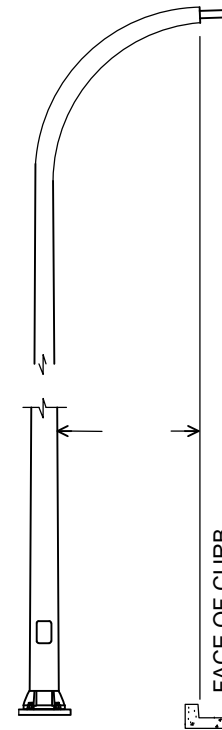
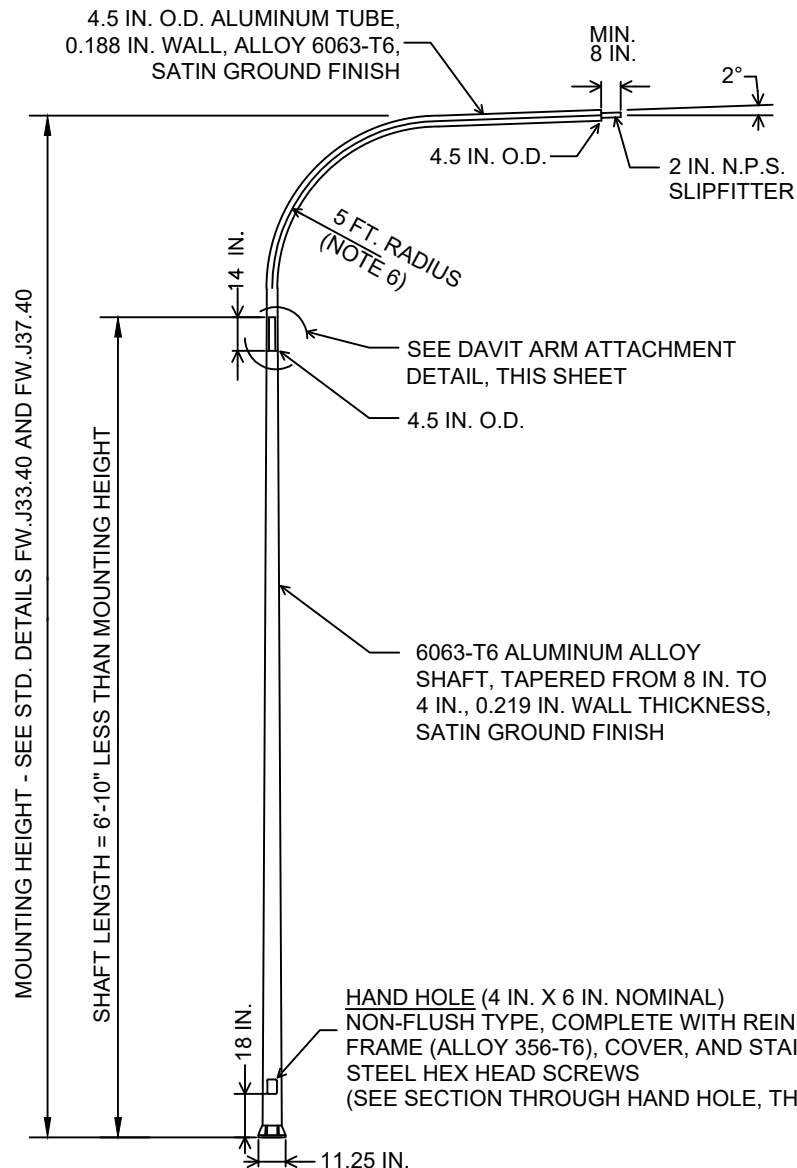
ALL NUMBERS SHALL BE PAINTED ON THE METER DOOR OF THE SERVICE CABINET.

ALL NUMBERS/LETTERS SHALL BE PAINTED ON THE POLE FACE NEAREST THE STREET.

(NOT TO SCALE)

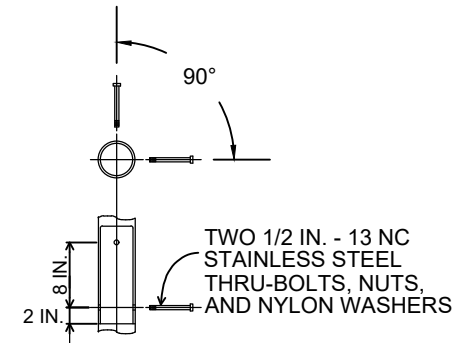
REV: JUL 2024

RTA SERIES POLES TYPICALLY
MEET THIS STANDARD

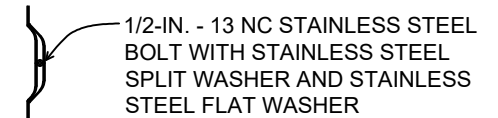


MAST ARM LENGTH

LENGTH OF MAST ARM SHALL BE DESIGNED SO THAT
A 2-FOOT OVERHANG (MIN.) FROM FACE OF CURB IS
PROVIDED, AFTER LUMINAIRE HAS BEEN INSTALLED



DAVIT ARM ATTACHMENT DETAIL



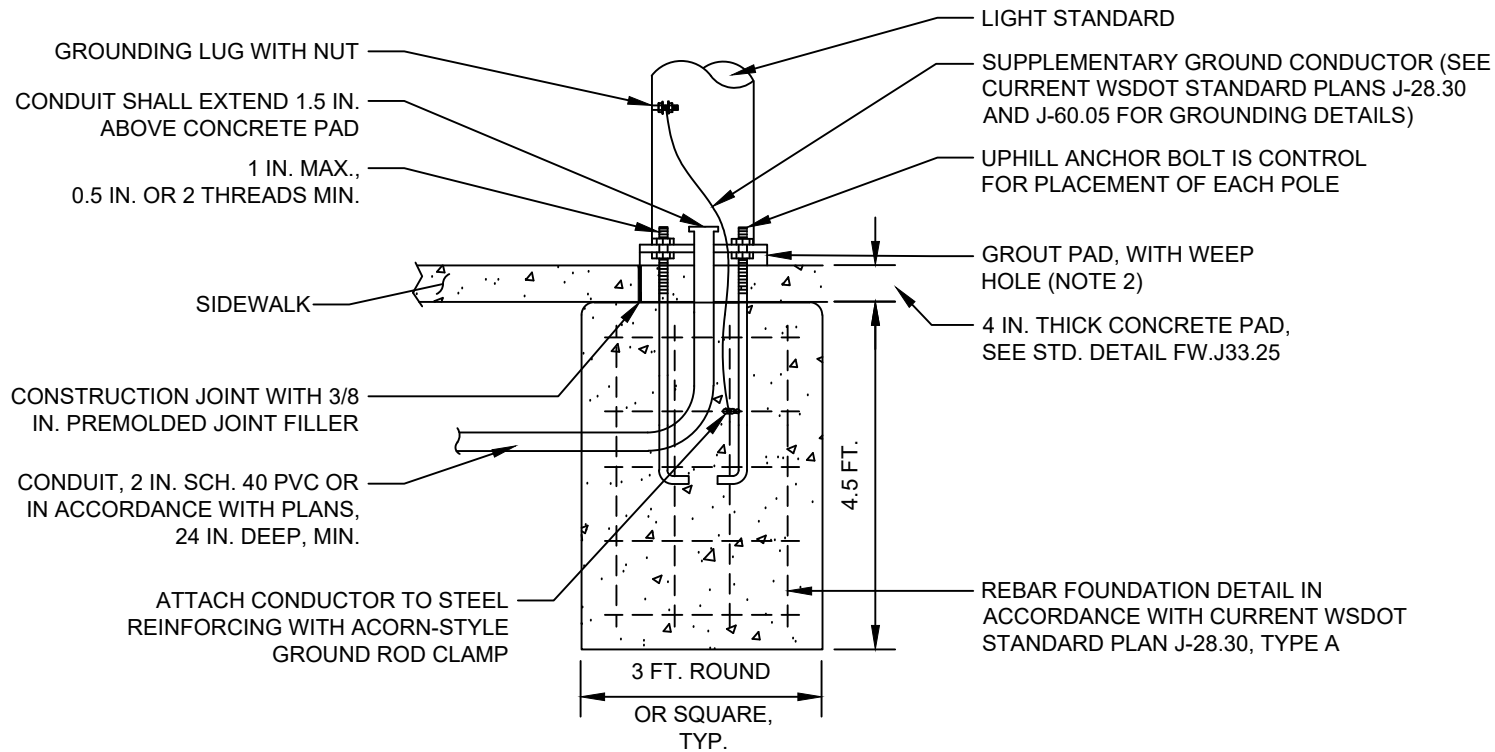
SECTION THROUGH HAND HOLE

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 AN 11- TO 12-INCH BOLT CIRCLE.
5. SEE STANDARD DETAIL FW.33.11 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.

(NOT TO SCALE)

REV: JUN 2024



ELEVATION

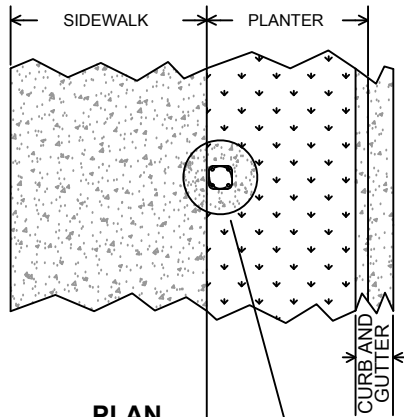
NOTES

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. BOLT CIRCLE SHALL BE IN ACCORDANCE WITH STD. DETAIL FW.J33.10.
4. FOR ANY LOCATION WHERE A CONCRETE PAD IS NOT REQUIRED ON TOP OF THE FOUNDATION (SEE STANDARD DETAIL FW.J33.25), 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.
5. CONCRETE FOR FOUNDATION SHALL BE CLASS 4,000, CLASS 4,000 WITH CRYSTALLINE WATERPROOFING AND CORROSION PROTECTION ADMIXTURE, OR CLASS 5,000. SEE SPECS OR CONTACT THE TRAFFIC DIVISION FOR ADDITIONAL DETAILS.
6. FOUNDATION MAY BE CONSTRUCTED USING METHOD 1 OR METHOD 2, UNLESS OTHERWISE SHOWN IN THE PLANS. FULL-DEPTH PAPERBOARD FORM IS NOT ALLOWED. SEE WSDOT STANDARD PLAN J-28.30.

(NOT TO SCALE)

REV: JUN 2024

IN PLANTER STRIP



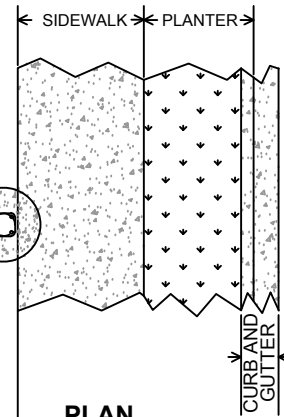
PLAN

IN AREAS WITH SIDEWALK, PLACE FOUNDATION WHERE THERE IS A MINIMUM OF 6 FEET FROM CENTER OF POLE TO FACE OF CURB. CONCRETE PAD NOT SHOWN FOR CLARITY. SEE DETAILS, BELOW AND ON STD. DETAIL FW.J33.25



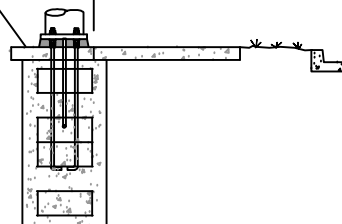
ELEVATION

BEHIND SIDEWALK



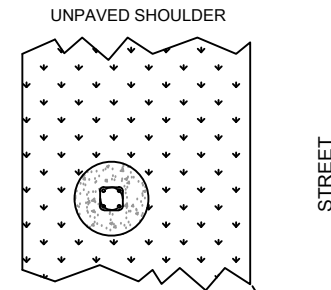
PLAN

BACK EDGE OF WALK



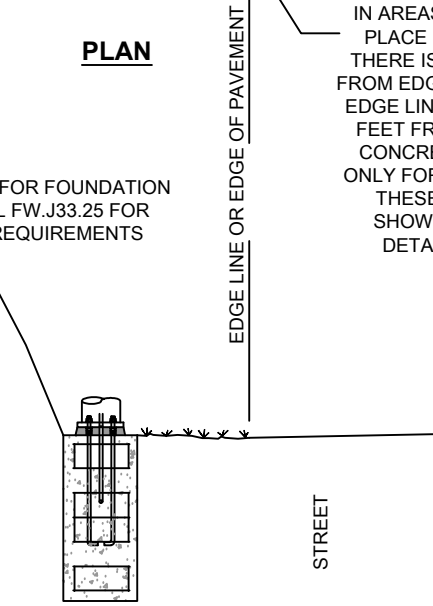
ELEVATION

AREAS WITHOUT SIDEWALK



PLAN

NO PAD REQUIRED FOR FOUNDATION
- SEE STD. DETAIL FW.J33.25 FOR JUNCTION BOX REQUIREMENTS

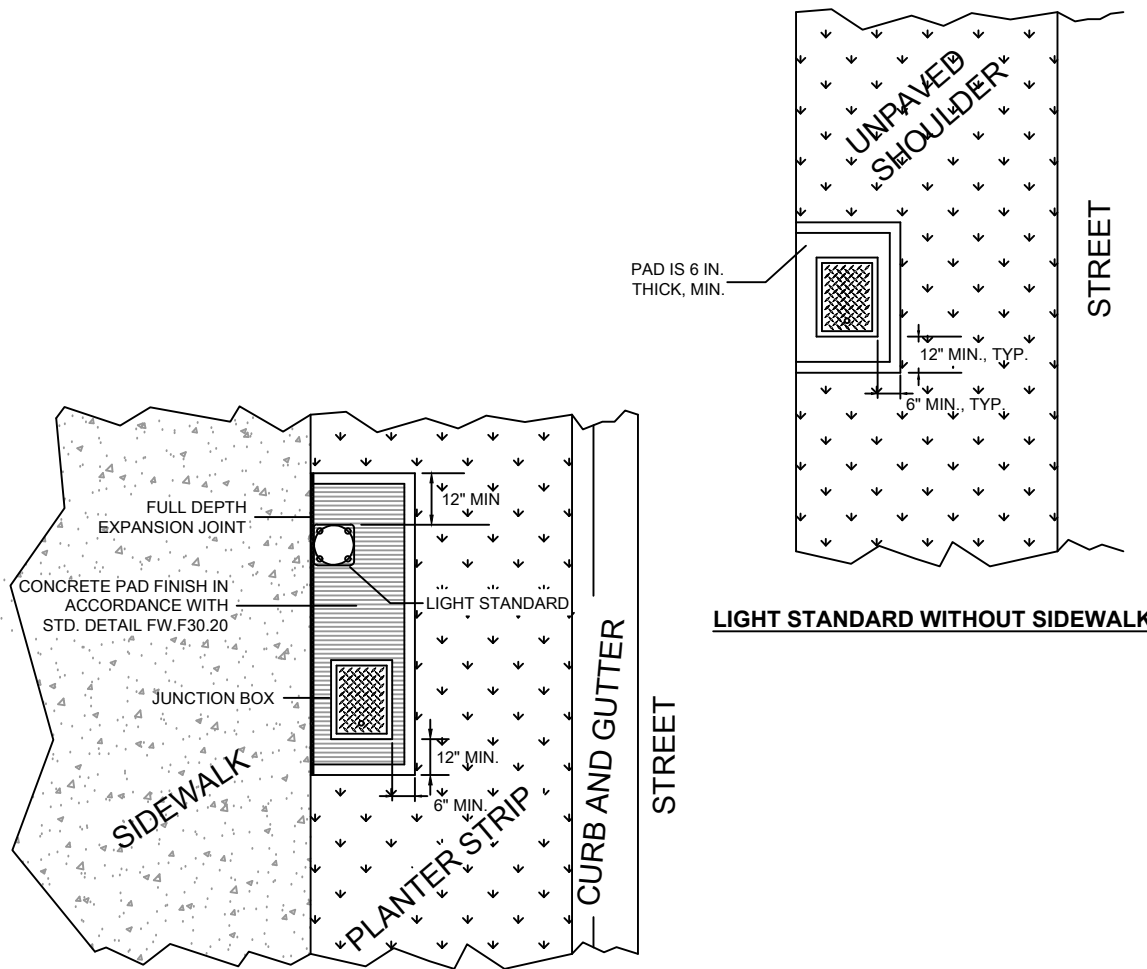


ELEVATION

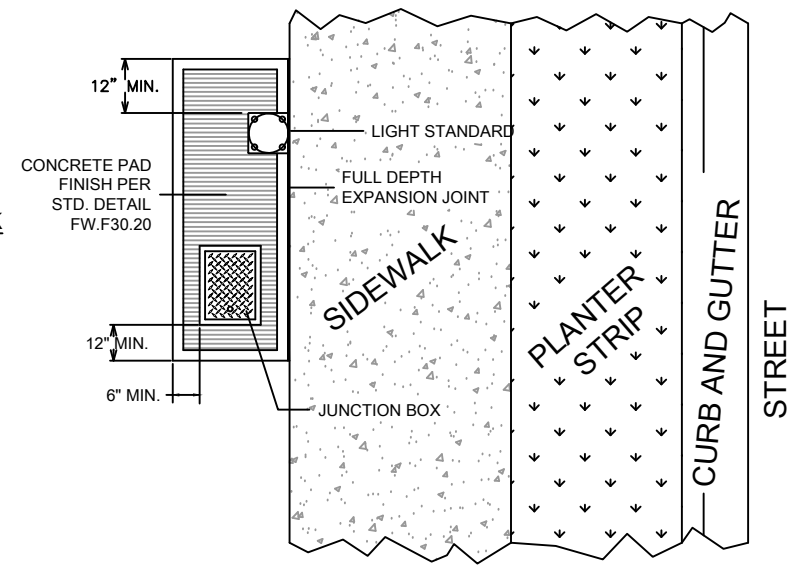
IN AREAS WITHOUT SIDEWALK, PLACE FOUNDATION WHERE THERE IS A MINIMUM OF 6 FEET FROM EDGE LINE STRIPING. IF NO EDGE LINE, USE A MINIMUM OF 6 FEET FROM EDGE OF STREET. CONCRETE PAD IS REQUIRED ONLY FOR THE JUNCTION BOX IN THESE AREAS AND IS NOT SHOWN FOR CLARITY. SEE DETAILS ON STD. DETAIL FW.J33.25

(NOT TO SCALE)

REV: JUN 2024



LIGHT STANDARD WITHOUT SIDEWALK



LIGHT STANDARD BEHIND SIDEWALK

NOTES

1. FOR LIGHT STANDARD PLACEMENT, SEE STD. DETAIL FW.J33.24.
2. FOR LIGHT STANDARD AND FOUNDATION DETAILS, SEE STD. DETAILS FW.J33.10 AND FW.J33.11.

(NOT TO SCALE)

REV: JUL 2024

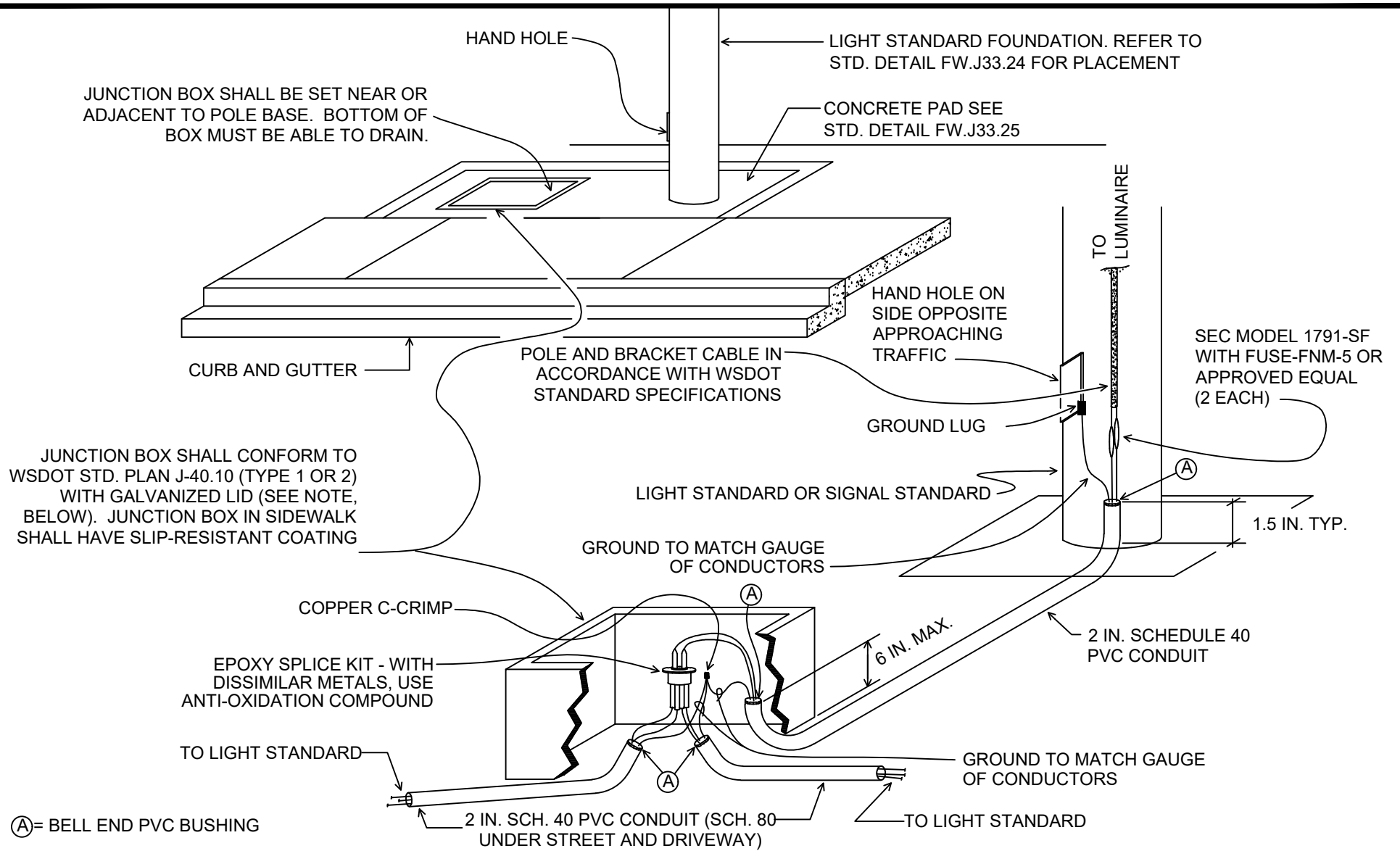
LIGHTING REQUIREMENTS							
STREET CLASSIFICATION	PAVEMENT WIDTH	WATTAGE	AVERAGE MAINTAINED FOOTCANDLE *	MAXIMUM UNIFORMITY RATIO (AVG:MIN)	LUMINAIRE MOUNTING HEIGHT	LIGHT DISTRIBUTION PATTERN	MAXIMUM LIGHT STANDARD SPACING
ARTERIAL	OVER 66 FT	92	1.3	3:1	40 FT.	TYPE II	140 FT.
ARTERIAL	<= 66 FT	92	1.3	3:1	35 FT.	TYPE II	175 FT.
PRINCIPAL COLLECTOR	<= 44 FT	64	0.6	4:1	35 FT.	TYPE II	175 FT.
MINOR COLLECTOR	<= 44 FT	64	0.5	4:1	30 FT.	TYPE II	190 FT.
LOCAL	<= 34 FT	53	0.4	6:1	30 FT.	TYPE II	195 FT.

* AT INTERSECTIONS, AVERAGE MAINTAINED FOOTCANDLES SHALL BE 50% GREATER THAN THE LISTED VALUE (SEE NOTE 7).

NOTES

- LUMINAIRES SHALL BE LED FIXTURES WITH CORRELATED COLOR TEMPERATURE OF 4000K.
- ALL LUMINAIRES SHALL BE INSTALLED WITH A LIGHTING CONTROL NODE. SEE NOTE 8.
- STREET LIGHT STANDARDS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL FW.J33.10.
- THE CENTER OF EACH LIGHT STANDARD SHALL BE LOCATED AT LEAST 6 FEET BEHIND THE FACE OF CURB WITHIN THE LANDSCAPE STRIP. IF THE LANDSCAPE STRIP IS LESS THAN 6 FEET WIDE, THE LIGHT STANDARD SHALL BE LOCATED BEHIND THE SIDEWALK - SEE STANDARD DETAIL FW.J33.24.
- MAST ARMS FOR LIGHT STANDARDS SHALL PROVIDE FOR A 2-FOOT (MINIMUM) LAMP OVERHANG BEYOND THE CURB FACE - SEE STANDARD DETAIL FW.J33.10.
- PHOTOMETRIC STREET LIGHT DESIGN, MEETING THE BELOW PERFORMANCE STANDARDS AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF WASHINGTON, IS REQUIRED FOR STREETS WITH NOTICEABLE HORIZONTAL OR VERTICAL CURVATURE, OR IF GREATER SPACING IS DESIRED, AND MUST BE APPROVED BY CITY STAFF.
- COORDINATE WITH THE TRAFFIC DIVISION FOR SIGNALIZED INTERSECTION LIGHTING REQUIREMENTS.
- INSTALLATION OF STREET LIGHTS SHALL CONFORM TO CITY STANDARD DETAILS AND SPECIFICATIONS.
- CONTACT THE TRAFFIC DIVISION FOR THE CURRENTLY APPROVED LUMINAIRES AND LIGHTING CONTROL NODE STOCK NUMBERS OR A COPY OF THE CITY SPECIFICATIONS.

REV: MAR 2025



NOTES:

- 1) JUNCTION BOX LID TO BE WELDED SHUT AFTER FINAL INSPECTION WITH TWO 1 IN. 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

(NOT TO SCALE)

REV: JUN 2024

LIGHTING REQUIREMENTS							
STREET CLASSIFICATION	PAVEMENT WIDTH	WATTAGE	AVERAGE MAINTAINED FOOTCANDLE *	MAXIMUM UNIFORMITY RATIO (AVG:MIN)	LUMINAIRE MOUNTING HEIGHT	LIGHT DISTRIBUTION PATTERN	MAXIMUM LIGHT STANDARD SPACING
ARTERIAL - BASIC	OVER 66 FT.	**	1.0	3:1	40 FT.	TYPE III MED	**
- DECORATIVE		SEE FW.J37.10			18 FT.	RLE3	75 FT.
ARTERIAL - DECORATIVE	<= 66 FT.	**	1.0	3:1	18 FT.	RLE3	75 FT.
COLLECTOR - DECORATIVE	<= 44 FT.	**	1.0	3:1	18 FT.	RLE3	75 FT.

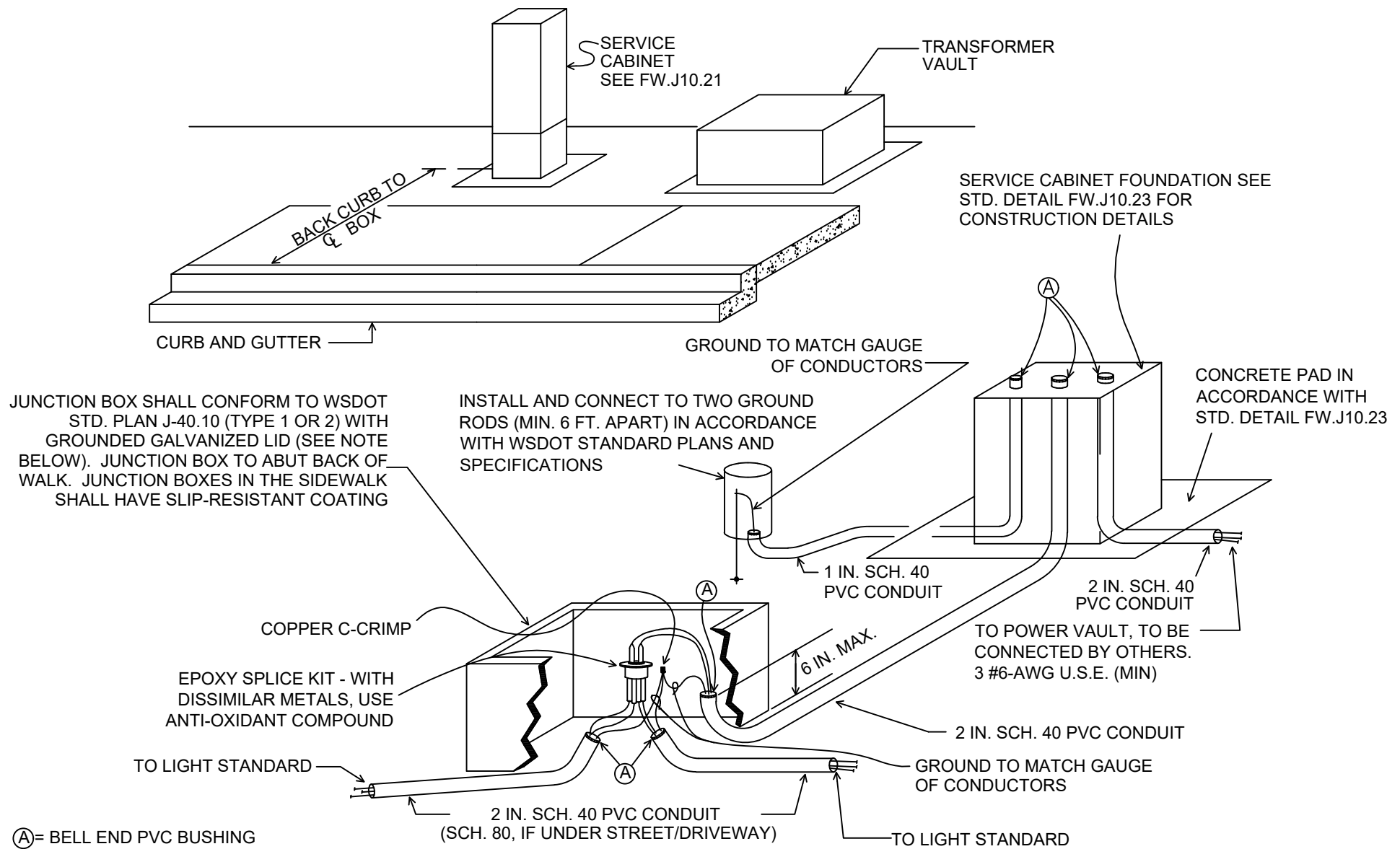
* AT INTERSECTIONS, AVERAGE MAINTAINED FOOTCANDLES SHALL BE 50% GREATER THAN THE LISTED VALUE (SEE NOTE 6).

** TO BE DESIGNED TO MEET ROADWAY CONDITIONS AND LIGHTING CRITERIA.

NOTES

1. BASIC ARTERIAL LUMINAIRES SHALL BE LED FIXTURES WITH CORRELATED COLOR TEMPERATURE OF 4000K +/- 300k FOR ALL LUMINAIRES AND CIRCUITS. DECORATIVE ARTERIAL LUMINAIRES SHALL BE LED FIXTURES. ALL LIGHT FIXTURES SHALL BE INSTALLED WITH A LIGHTING CONTROL NODE. SEE NOTE 8.
2. BASIC ARTERIAL STREET LIGHT STANDARDS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL FW.J33.10. DECORATIVE LIGHT STANDARDS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL FW.J37.10.
3. THE CENTER OF EACH BASIC ARTERIAL LIGHT STANDARD SHALL BE LOCATED AT LEAST 6 FEET BEHIND THE FACE OF CURB WITHIN THE LANDSCAPE STRIP. IF THE LANDSCAPE STRIP IS LESS THAN 6 FEET WIDE, LIGHT STANDARDS SHALL BE LOCATED BEHIND THE SIDEWALK - SEE STANDARD DETAIL FW.J33.24. THE CENTER OF EACH DECORATIVE LIGHT STANDARD SHALL BE LOCATED 2 FEET BEHIND THE FACE OF CURB - SEE STANDARD DETAIL FW.J37.10.
4. MAST ARMS FOR BASIC ARTERIAL LIGHT STANDARDS SHALL PROVIDE FOR A 2-FOOT LAMP OVERHANG (MINIMUM) BEYOND THE CURB FACE - SEE STANDARD DETAIL FW.J33.10.
5. ALL STREET LIGHTING DESIGN PLANS SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF WASHINGTON AND APPROVED BY CITY STAFF.
6. COORDINATE WITH THE TRAFFIC DIVISION FOR SIGNALIZED INTERSECTION LIGHTING REQUIREMENTS.
7. INSTALLATION OF STREET LIGHTS SHALL CONFORM TO CITY STANDARD DETAILS AND SPECIFICATIONS.
8. CONTACT THE TRAFFIC DIVISION FOR THE CURRENTLY APPROVED LUMINAIRES AND LIGHTING CONTROL NODE STOCK NUMBERS OR A COPY OF THE CITY SPECIFICATIONS.

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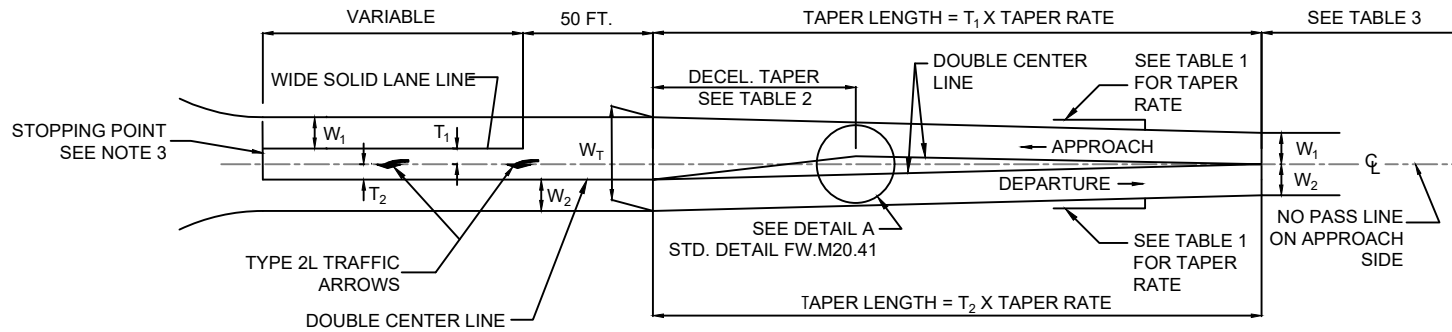


NOTES:

- 1) JUNCTION BOX LID TO BE WELDED SHUT AFTER FINAL INSPECTION WITH TWO 1 IN. 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

(NOT TO SCALE)

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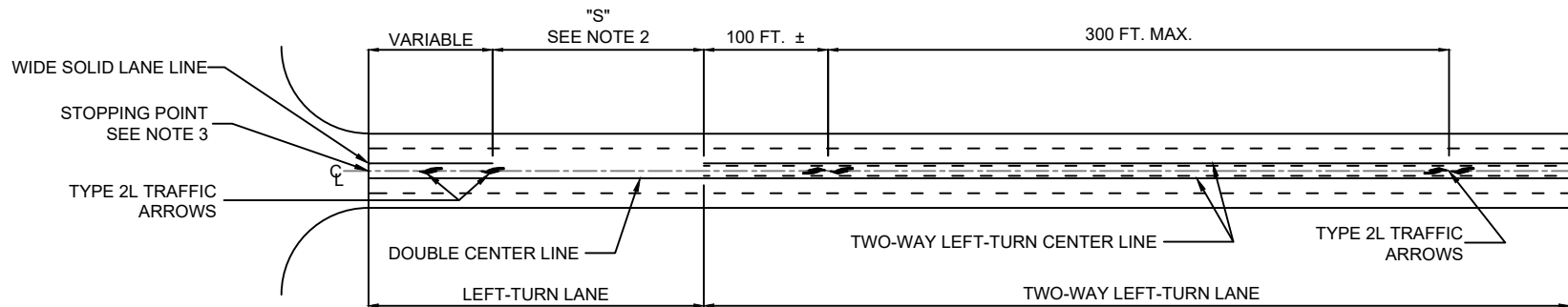
WHERE:

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 ($W_1 + W_2 + T_1 + T_2$)

LEFT-TURN LANE

NOTES

1. THE FIRST TYPE 2L ARROW IS INSTALLED 50 FEET BACK OF STOP LINE OR CROSSWALK. THE SECOND ARROW IS LOCATED 100 FEET BACK OR AT THE END OF WIDE SOLID LANE LINE.
2. "S" = 140 FT. FOR POSTED SPEED < 50 MPH.
"S" = 170 FT. FOR POSTED SPEED ≥ 50 MPH.
3. STOPPING POINT SHALL BE MARKED WITH STOP LINE ONLY WHEN MAINLINE MOVEMENT IS CONTROLLED BY A STOP SIGN OR TRAFFIC SIGNAL.
4. RAISED PAVEMENT MARKERS SHALL BE INSTALLED WITH ALL STRIPING, MEDIANS, AND CURBING USED AS CHANNELIZATION.



TWO-WAY LEFT-TURN LANE

(FOR END OF TWLTL, SEE DETAIL B, STD. DETAIL FW.M20.41)

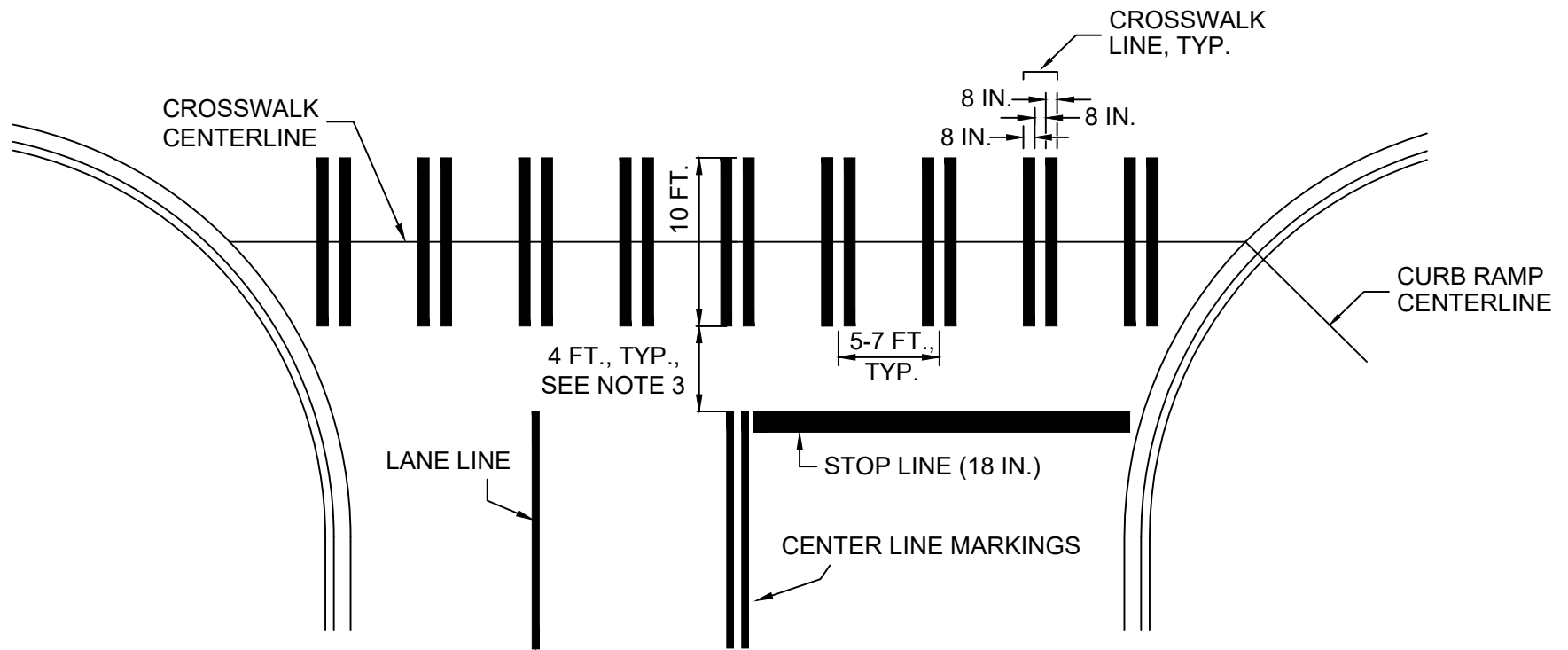
SEE STANDARD DETAIL FW.M20.10 FOR STRIPING PATTERN NOTES.
 SEE STANDARD DETAIL FW.M15.10 FOR NOTES ON ARROWS AND STOP LINE.
 SEE STANDARD DETAILS FW.M20.30 AND FW.M20.40 FOR RPM DETAILS AND NOTES.

TABLE 1	
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

TABLE 2	
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'

TABLE 3	
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'

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CROSSWALK LINE DETAIL

NOTES

1. FOR MATERIALS, SEE STANDARD DETAIL FW.M20.10.
2. CROSSWALK LINE SHALL CONSIST OF TWO 8-INCH WIDE LINES, SEPARATED BY AN 8-INCH GAP - SEE DETAIL ABOVE.
3. CROSSWALK LINE SHALL NOT BE INSTALLED ON CONCRETE GUTTER PAN. USE OF SINGLE 8-INCH LINES NEAR THE GUTTER IS ALLOWED.
4. PROVIDE A MINIMUM OF 4 FEET BETWEEN FACE OF STOP LINE AND BOTTOM OF CROSSWALK. PROVIDE ADDITIONAL SPACE IF INDICATED BY TURNING MOVEMENT ANALYSIS.
5. CROSSWALK LINE SHALL TYPICALLY BE ALIGNED WITH CENTER LINE AND LANE LINE MARKINGS. OTHER CROSSWALK LINE SHALL BE CENTERED BETWEEN THESE.
6. STOP LINE USE CASES - SEE STANDARD DETAIL FW.M3.10
7. TRAFFIC ARROWS TYPE 1S, 2SL, 2ST, 3SL, 3SR, 4S, AND 7S - SEE WSDOT STANDARD PLAN M-24.40 AND STANDARD DETAIL FW.M3.10
8. YIELD LINE SYMBOL - SEE WSDOT STANDARD PLAN M-24.60 - TYPE 2, UNLESS APPROVED BY THE CITY TRAFFIC ENGINEER
9. ACCESS PARKING SPACE SYMBOL - SEE WSDOT STANDARD PLAN M-24.60
10. BICYCLE LANE SYMBOL - SEE WSDOT STANDARD PLAN M-9.50
11. HIGH OCCUPANCY VEHICLE (HOV) LANE SYMBOL - SEE WSDOT STANDARD PLAN M-7.50
12. SPEED BUMP SYMBOL - SEE WSDOT STANDARD PLAN M-24.60

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NOTES

LONGITUDINAL STRIPING

1. LONGITUDINAL STRIPING PATTERNS SHALL BE IN ACCORDANCE WITH WSDOT STANDARD PLAN M-20.10. FOR DOUBLE CENTER LINE STRIPING, THE DISTANCE BETWEEN THE LINES SHALL BE 4 INCHES.
2. LONGITUDINAL STRIPING MATERIAL
 - ARTERIALS SHALL BE PLASTIC TYPE D METHYLMETHACRYLATE (MMA).
 - COLLECTORS AND LOCAL STREETS SHALL BE PAINT; EXCEPTIONS ARE BELOW.
 - ROUNDABOUTS SHALL BE PLASTIC TYPE D ON ARTERIALS AND PRINCIPAL COLLECTORS. MINOR COLLECTORS AND LOCAL STREETS MAY BE PAINT. THIS INCLUDES LONGITUDINAL STRIPING TO THE END OF THE STRIPING TAPER AT EACH SPLITTER ISLAND.
 - STRIPING WITHIN INTERSECTIONS, REGARDLESS OF STREET CLASSIFICATION, SHALL BE PLASTIC TYPE A OR D. THIS REFERS TO DOTTED EXTENSION LINE OR OTHER STRIPING LOCATED WITHIN THE INTERSECTION ITSELF ONLY.
3. LONGITUDINAL STRIPING - PLASTIC TYPE D - PROFILE USE
 - SHALL PROFILE:
 - CENTER LINE (ALL PATTERNS).
 - LANE LINE (STANDARD, REVERSIBLE, AND WIDE (SOLID, DOTTED, AND HOV)).
 - YELLOW EDGE LINE.
 - DOTTED EXTENSION LINE.
 - SHALL NOT PROFILE:
 - WHITE EDGE LINE.
 - FOR ALL OTHER LONGITUDINAL STRIPING PATTERNS, COORDINATE WITH THE TRAFFIC DIVISION.

TRANSVERSE MARKINGS

4. TRANSVERSE MARKING DIMENSIONS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL FW.M15.10.
 - TRANSVERSE MARKINGS FOR MOTORIZED VEHICLES SHALL INCLUDE STOP LINE, CROSSWALK LINE, YIELD LINE, ARROWS, HOV MARKINGS, SPEED BUMP SYMBOLS.
 - OTHER TRANSVERSE MARKINGS INCLUDE BICYCLE LANE MARKINGS AND SHARROWS.
 - FOR ANY MARKING NOT LISTED HERE, COORDINATE WITH THE TRAFFIC DIVISION.
5. TRANSVERSE MARKING MATERIAL
 - TRANSVERSE MARKINGS FOR MOTORIZED VEHICLES SHALL BE PLASTIC TYPE A.
 - TRANSVERSE MARKINGS FOR ROUNDABOUTS SHALL BE PLASTIC TYPE A.
 - OTHER TRANSVERSE MARKINGS SHALL BE PLASTIC TYPE A OR PAINT, AS NOTED BELOW:
 - BIKE LANE SYMBOLS SHALL BE PAINT, REGARDLESS OF STREET CLASSIFICATION.
 - SHARROWS SHALL BE PLASTIC TYPE A ON ARTERIALS AND COLLECTORS. ON LOCAL STREETS, SHARROWS SHALL BE PAINT.

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State of Washington
Department of Labor & Industries
Prevailing Wage Section - Telephone 360-902-5335
PO Box 44540, Olympia, WA 98504-4540

Washington State Prevailing Wage

The PREVAILING WAGES listed here include both the hourly wage rate and the hourly rate of fringe benefits. On public works projects, worker's wage and benefit rates must add to not less than this total. A brief description of overtime calculation requirements are provided on the Benefit Code Key.

Journey Level Prevailing Wage Rates for the Effective Date: 4/23/2025

King County

Trade^	Job Classification	Wage	Holiday	Overtime	Note
<u>Asbestos Abatement Workers</u>	Journey Level	\$63.87	5D	1H	
<u>Boilermakers</u>	Journey Level	\$78.89	5N	1C	
<u>Brick Mason</u>	Journey Level	\$71.82	7E	1N	
<u>Brick Mason</u>	Pointer-Caulker-Cleaner	\$71.82	7E	1N	
<u>Building Service Employees</u>	Janitor	\$30.33	5S	2F	
<u>Building Service Employees</u>	Traveling Waxer/Shampooer	\$30.78	5S	2F	

<u>Building Service Employees</u>	Window Cleaner (Non-Scaffold)	\$32.93	5S	2F	
<u>Building Service Employees</u>	Window Cleaner (Scaffold)	\$33.93	5S	2F	
<u>Cabinet Makers (In Shop)</u>	Journey Level	\$22.74		1	
<u>Carpenters</u>	Acoustical Worker	\$78.96	15J	11U	
<u>Carpenters</u>	Bridge Dock and Wharf Carpenter	\$80.50	15J	11U	9L
<u>Carpenters</u>	Floor Layer & Floor Finisher	\$78.96	15J	11U	
<u>Carpenters</u>	General Carpenter	\$78.96	15J	11U	
<u>Carpenters</u>	Scaffold Erector	\$78.96	15J	11U	
<u>Cement Masons</u>	Application of all Composition Mastic	\$77.30	15J	4U	
<u>Cement Masons</u>	Application of all Epoxy Material	\$76.78	15J	4U	
<u>Cement Masons</u>	Application of all Plastic Material	\$77.30	15J	4U	
<u>Cement Masons</u>	Application of Sealing Compound	\$76.78	15J	4U	
<u>Cement Masons</u>	Application of Underlayment	\$77.30	15J	4U	
<u>Cement Masons</u>	Building General	\$76.78	15J	4U	

<u>Cement Masons</u>	Composition or Kalman Floors	\$77.30	15J	4U
<u>Cement Masons</u>	Concrete Paving	\$76.78	15J	4U
<u>Cement Masons</u>	Curb & Gutter Machine	\$77.30	15J	4U
<u>Cement Masons</u>	Curb & Gutter, Sidewalks	\$76.78	15J	4U
<u>Cement Masons</u>	Curing Concrete	\$76.78	15J	4U
<u>Cement Masons</u>	Finish Colored Concrete	\$77.30	15J	4U
<u>Cement Masons</u>	Floor Grinding	\$77.30	15J	4U
<u>Cement Masons</u>	Floor Grinding/Polisher	\$76.78	15J	4U
<u>Cement Masons</u>	Green Concrete Saw, self-powered	\$77.30	15J	4U
<u>Cement Masons</u>	Grouting of all Plates	\$76.78	15J	4U
<u>Cement Masons</u>	Grouting of all Tilt-up Panels	\$76.78	15J	4U
<u>Cement Masons</u>	Guniting Nozzleman	\$77.30	15J	4U
<u>Cement Masons</u>	Hand Powered Grinder	\$77.30	15J	4U
<u>Cement Masons</u>	Journey Level	\$76.78	15J	4U
<u>Cement Masons</u>	Patching Concrete	\$76.78	15J	4U
<u>Cement Masons</u>	Pneumatic Power Tools	\$77.30	15J	4U

<u>Cement Masons</u>	Power Chipping & Brushing	\$77.30	15J	4U	
<u>Cement Masons</u>	Sand Blasting Architectural Finish	\$77.30	15J	4U	
<u>Cement Masons</u>	Screed & Rodding Machine	\$77.30	15J	4U	
<u>Cement Masons</u>	Spackling or Skim Coat Concrete	\$76.78	15J	4U	
<u>Cement Masons</u>	Troweling Machine Operator	\$77.30	15J	4U	
<u>Cement Masons</u>	Troweling Machine Operator on Colored Slabs	\$77.30	15J	4U	
<u>Cement Masons</u>	Tunnel Workers	\$77.30	15J	4U	
<u>Divers & Tenders</u>	Bell/Vehicle/Submersible Operator (not under pressure)	\$156.25	15J	11T	9I
<u>Divers & Tenders</u>	Dive Supervisor	\$157.75	15J	11T	9I
<u>Divers & Tenders</u>	Diver	\$156.25	15J	11T	9I
<u>Divers & Tenders</u>	Diver Tender	\$86.86	15J	11T	9I
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker 0-30.00 PSI	\$109.76	15J	11U	
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$118.99	15J	11U	

31.01-44.00 PSI

<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$128.22	15J	11U	
	44.01 - 54.00 PSI				
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$137.45	15J	11U	
	54.01 - 60.00 PSI				
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$146.67	15J	11U	
	60.01 - 64.00 PSI				
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$155.90	15J	11U	
	64.01 - 68.00 PSI				
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$165.13	15J	11U	
	68.01 - 70.00 PSI				
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$174.36	15J	11U	
	70.01 - 72.00 PSI				
<u>Divers & Tenders</u>	Hyperbaric Worker - Compressed Air Worker	\$183.59	15J	11U	
	72.01 - 74.00 PSI				
<u>Divers & Tenders</u>	Lead Diver (Dive Master)	\$101.32	15J	11T	9I
<u>Divers & Tenders</u>	Manifold Operator (Life Support Technician)	\$86.86	15J	11T	9I

<u>Divers & Tenders</u>	Remote Operated Vehicle Operator/Technician	\$86.86	15J	11T	9I
<u>Divers & Tenders</u>	Remote Operated Vehicle Operator/Technician	\$86.86	15J	11T	9I
<u>Divers & Tenders</u>	Remote Operated Vehicle Tender	\$80.55	15J	11T	9I
<u>Divers & Tenders</u>	Stand-by Diver	\$96.32	15J	11T	9I
Dredge Workers	Assistant Engineer	\$85.37	5D	3F	
Dredge Workers	Assistant Mate (Deckhand)	\$84.71	5D	3F	
Dredge Workers	Boatmen	\$85.37	5D	3F	
Dredge Workers	Engineer Welder	\$87.02	5D	3F	
Dredge Workers	Leverman, Hydraulic	\$88.77	5D	3F	
Dredge Workers	Mates	\$85.37	5D	3F	
Dredge Workers	Oiler	\$84.71	5D	3F	
<u>Drywall Applicator</u>	Journey Level	\$78.76	150	11S	
<u>Drywall Tapers</u>	Journey Level	\$78.76	150	11S	
<u>Electrical Fixture Maintenance Workers</u>	Journey Level	\$40.69	5L	1E	
<u>Electricians - Inside</u>	Cable Splicer	\$115.15	7C	4E	

<u>Electricians - Inside</u>	Cable Splicer (tunnel)	\$123.64	7C	4E	
<u>Electricians - Inside</u>	Certified Welder	\$111.30	7C	4E	
<u>Electricians - Inside</u>	Certified Welder (tunnel)	\$119.41	7C	4E	
<u>Electricians - Inside</u>	Construction Stock Person	\$54.03	7C	4E	
<u>Electricians - Inside</u>	Journey Level	\$107.44	7C	4E	
<u>Electricians - Inside</u>	Journey Level (tunnel)	\$115.15	7C	4E	
<u>Electricians - Motor Shop</u>	Journey Level	\$48.68	5A	1B	
<u>Electricians - Powerline Construction</u>	Cable Splicer	\$102.42	5A	4D	
<u>Electricians - Powerline Construction</u>	Certified Line Welder	\$93.99	5A	4D	
<u>Electricians - Powerline Construction</u>	Groundperson	\$59.30	5A	4D	
<u>Electricians - Powerline Construction</u>	Heavy Line Equipment Operator	\$93.99	5A	4D	
<u>Electricians - Powerline Construction</u>	Journey Level Lineperson	\$93.99	5A	4D	
<u>Electricians - Powerline Construction</u>	Line Equipment Operator	\$80.96	5A	4D	
<u>Electricians - Powerline Construction</u>	Meter Installer	\$59.30	5A	4D	8W

<u>Electricians - Powerline Construction</u>	Pole Sprayer	\$93.99	5A	4D	
<u>Electricians - Powerline Construction</u>	Powderperson	\$69.84	5A	4D	
<u>Electronic Technicians</u>	Journey Level	\$69.69	7E	1E	
<u>Elevator Constructors</u>	Mechanic	\$115.14	7D	4A	
<u>Elevator Constructors</u>	Mechanic In Charge	\$124.53	7D	4A	
Fabricated Precast Concrete Products	All Classifications - In-Factory Work Only	\$21.34	5B	1R	
<u>Fence Erectors</u>	Fence Erector	\$54.65	15J	11P	8Y
<u>Fence Erectors</u>	Fence Laborer	\$54.65	15J	11P	8Y
<u>Flaggers</u>	Journey Level	\$54.65	15J	11P	8Y
<u>Glaziers</u>	Journey Level	\$82.16	7L	1Y	
<u>Heat & Frost Insulators And Asbestos Workers</u>	Journey Level	\$91.81	15H	11C	
<u>Heating Equipment Mechanics</u>	Journey Level	\$102.92	7F	1E	
<u>Hod Carriers & Mason Tenders</u>	Journey Level	\$67.38	15J	11P	8Y
<u>Industrial Power Vacuum Cleaner</u>	Journey Level	\$16.66		1	
<u>Inland Boatmen</u>	Boat Operator	\$71.28	5B	1K	

<u>Inland Boatmen</u>	Cook	\$69.70	5B	1K
<u>Inland Boatmen</u>	Deckhand	\$70.00	5B	1K
<u>Inland Boatmen</u>	Deckhand Engineer	\$69.55	5B	1K
<u>Inland Boatmen</u>	Launch Operator	\$71.23	5B	1K
<u>Inland Boatmen</u>	Mate	\$89.12	5B	1K
<u>Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control</u>	Cleaner Operator	\$51.27	15M	110
<u>Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control</u>	Foamer Operator	\$51.27	15M	110
<u>Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control</u>	Grout Truck Operator	\$51.27	15M	110
<u>Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control</u>	Head Operator	\$49.20	15M	110
<u>Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control</u>	Technician	\$42.99	15M	110
<u>Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control</u>	TV Truck Operator	\$46.10	15M	110
<u>Insulation Applicators</u>	Journey Level	\$78.96	15J	11U

<u>Ironworkers</u>	Journeyman	\$90.82	15K	11N	
<u>Laborers</u>	Air, Gas Or Electric Vibrating Screed	\$63.87	15J	11P	8Y
<u>Laborers</u>	Airtrac Drill Operator	\$65.75	15J	11P	8Y
<u>Laborers</u>	Ballast Regular Machine	\$63.87	15J	11P	8Y
<u>Laborers</u>	Batch Weighman	\$54.65	15J	11P	8Y
<u>Laborers</u>	Brick Pavers	\$63.87	15J	11P	8Y
<u>Laborers</u>	Brush Cutter	\$63.87	15J	11P	8Y
<u>Laborers</u>	Brush Hog Feeder	\$63.87	15J	11P	8Y
<u>Laborers</u>	Burner	\$63.87	15J	11P	8Y
<u>Laborers</u>	Caisson Worker	\$65.75	15J	11P	8Y
<u>Laborers</u>	Carpenter Tender	\$63.87	15J	11P	8Y
<u>Laborers</u>	Cement Dumper-paving	\$64.98	15J	11P	8Y
<u>Laborers</u>	Cement Finisher Tender	\$63.87	15J	11P	8Y
<u>Laborers</u>	Change House Or Dry Shack	\$63.87	15J	11P	8Y
<u>Laborers</u>	Chipping Gun (30 Lbs. And Over)	\$64.98	15J	11P	8Y
<u>Laborers</u>	Chipping Gun (Under 30 Lbs.)	\$63.87	15J	11P	8Y

<u>Laborers</u>	Choker Setter	\$63.87	15J	11P	8Y
<u>Laborers</u>	Chuck Tender	\$63.87	15J	11P	8Y
<u>Laborers</u>	Clary Power Spreader	\$64.98	15J	11P	8Y
<u>Laborers</u>	Clean-up Laborer	\$63.87	15J	11P	8Y
<u>Laborers</u>	Concrete Dumper/Chute Operator	\$64.98	15J	11P	8Y
<u>Laborers</u>	Concrete Form Stripper	\$63.87	15J	11P	8Y
<u>Laborers</u>	Concrete Placement Crew	\$64.98	15J	11P	8Y
<u>Laborers</u>	Concrete Saw Operator/Core Driller	\$64.98	15J	11P	8Y
<u>Laborers</u>	Crusher Feeder	\$54.65	15J	11P	8Y
<u>Laborers</u>	Curing Laborer	\$63.87	15J	11P	8Y
<u>Laborers</u>	Demolition: Wrecking & Moving (Incl. Charred Material)	\$63.87	15J	11P	8Y
<u>Laborers</u>	Ditch Digger	\$63.87	15J	11P	8Y
<u>Laborers</u>	Diver	\$65.75	15J	11P	8Y
<u>Laborers</u>	Drill Operator (Hydraulic, Diamond)	\$64.98	15J	11P	8Y
<u>Laborers</u>	Dry Stack Walls	\$63.87	15J	11P	8Y

<u>Laborers</u>	Dump Person	\$63.87	15J	11P	8Y
<u>Laborers</u>	Epoxy Technician	\$63.87	15J	11P	8Y
<u>Laborers</u>	Erosion Control Worker	\$63.87	15J	11P	8Y
<u>Laborers</u>	Faller & Bucker Chain Saw	\$64.98	15J	11P	8Y
<u>Laborers</u>	Fine Graders	\$63.87	15J	11P	8Y
<u>Laborers</u>	Firewatch	\$54.65	15J	11P	8Y
<u>Laborers</u>	Form Setter	\$64.98	15J	11P	8Y
<u>Laborers</u>	Gabian Basket Builders	\$63.87	15J	11P	8Y
<u>Laborers</u>	General Laborer	\$63.87	15J	11P	8Y
<u>Laborers</u>	Grade Checker & Transit Person	\$67.38	15J	11P	8Y
<u>Laborers</u>	Grinders	\$63.87	15J	11P	8Y
<u>Laborers</u>	Grout Machine Tender	\$63.87	15J	11P	8Y
<u>Laborers</u>	Groutmen (Pressure) Including Post Tension Beams	\$64.98	15J	11P	8Y
<u>Laborers</u>	Guardrail Erector	\$63.87	15J	11P	8Y
<u>Laborers</u>	Hazardous Waste Worker (Level A)	\$65.75	15J	11P	8Y

<u>Laborers</u>	Hazardous Waste Worker (Level B)	\$64.98	15J	11P	8Y
<u>Laborers</u>	Hazardous Waste Worker (Level C)	\$63.87	15J	11P	8Y
<u>Laborers</u>	High Scaler	\$65.75	15J	11P	8Y
<u>Laborers</u>	Jackhammer	\$64.98	15J	11P	8Y
<u>Laborers</u>	Laserbeam Operator	\$64.98	15J	11P	8Y
<u>Laborers</u>	Maintenance Person	\$63.87	15J	11P	8Y
<u>Laborers</u>	Manhole Builder-Mudman	\$64.98	15J	11P	8Y
<u>Laborers</u>	Material Yard Person	\$63.87	15J	11P	8Y
<u>Laborers</u>	Mold Abatement Worker	\$63.87	15J	11P	8Y
<u>Laborers</u>	Motorman-Dinky Locomotive	\$67.48	15J	11P	8Y
<u>Laborers</u>	nozzleman (concrete pump, green cutter when using combination of high pressure air & water on concrete & rock, sandblast, gunite, shotcrete, water blaster, vacuum blaster)	\$67.38	15J	11P	8Y
<u>Laborers</u>	Pavement Breaker	\$64.98	15J	11P	8Y

<u>Laborers</u>	Pilot Car	\$54.65	15J	11P	8Y
<u>Laborers</u>	Pipe Layer (Lead)	\$67.38	15J	11P	8Y
<u>Laborers</u>	Pipe Layer/Tailor	\$64.98	15J	11P	8Y
<u>Laborers</u>	Pipe Pot Tender	\$64.98	15J	11P	8Y
<u>Laborers</u>	Pipe Reliner	\$64.98	15J	11P	8Y
<u>Laborers</u>	Pipe Wrapper	\$64.98	15J	11P	8Y
<u>Laborers</u>	Pot Tender	\$63.87	15J	11P	8Y
<u>Laborers</u>	Powderman	\$65.75	15J	11P	8Y
<u>Laborers</u>	Powderman's Helper	\$63.87	15J	11P	8Y
<u>Laborers</u>	Power Jacks	\$64.98	15J	11P	8Y
<u>Laborers</u>	Power Washer	\$63.87	15J	11P	8Y
<u>Laborers</u>	Railroad Spike Puller - Power	\$64.98	15J	11P	8Y
<u>Laborers</u>	Raker - Asphalt	\$67.38	15J	11P	8Y
<u>Laborers</u>	Re-timberman	\$65.75	15J	11P	8Y
<u>Laborers</u>	Remote Equipment Operator	\$64.98	15J	11P	8Y
<u>Laborers</u>	Rigger/Signal Person	\$64.98	15J	11P	8Y

<u>Laborers</u>	Rip Rap Person	\$63.87	15J	11P	8Y
<u>Laborers</u>	Rivet Buster	\$64.98	15J	11P	8Y
<u>Laborers</u>	Rodder	\$64.98	15J	11P	8Y
<u>Laborers</u>	Scaffold Erector	\$63.87	15J	11P	8Y
<u>Laborers</u>	Scale Person	\$63.87	15J	11P	8Y
<u>Laborers</u>	Sloper (Over 20")	\$64.98	15J	11P	8Y
<u>Laborers</u>	Sloper Sprayer	\$63.87	15J	11P	8Y
<u>Laborers</u>	Spreader (Concrete)	\$64.98	15J	11P	8Y
<u>Laborers</u>	Stake Hopper	\$63.87	15J	11P	8Y
<u>Laborers</u>	Stock Piler	\$63.87	15J	11P	8Y
<u>Laborers</u>	Swinging Stage/Boatswain Chair	\$54.65	15J	11P	8Y
<u>Laborers</u>	Tamper & Similar Electric, Air & Gas Operated Tools	\$64.98	15J	11P	8Y
<u>Laborers</u>	Tamper (Multiple & Self- propelled)	\$64.98	15J	11P	8Y
<u>Laborers</u>	Timber Person - Sewer (Lagger, Shorer & Cribber)	\$64.98	15J	11P	8Y
<u>Laborers</u>	Toolroom Person (at Jobsite)	\$63.87	15J	11P	8Y

<u>Laborers</u>	Topper	\$63.87	15J	11P	8Y
<u>Laborers</u>	Track Laborer	\$63.87	15J	11P	8Y
<u>Laborers</u>	Track Liner (Power)	\$64.98	15J	11P	8Y
<u>Laborers</u>	Traffic Control Laborer	\$58.20	15J	11P	9C
<u>Laborers</u>	Traffic Control Supervisor	\$61.47	15J	11P	9C
<u>Laborers</u>	Truck Spotter	\$63.87	15J	11P	8Y
<u>Laborers</u>	Tugger Operator	\$64.98	15J	11P	8Y
<u>Laborers</u>	Tunnel Work-Compressed Air Worker 0-30 psi	\$200.40	15J	11P	9B
<u>Laborers</u>	Tunnel Work-Compressed Air Worker 30.01-44.00 psi	\$205.43	15J	11P	9B
<u>Laborers</u>	Tunnel Work-Compressed Air Worker 44.01-54.00 psi	\$209.11	15J	11P	9B
<u>Laborers</u>	Tunnel Work-Compressed Air Worker 54.01-60.00 psi	\$214.81	15J	11P	9B
<u>Laborers</u>	Tunnel Work-Compressed Air Worker 60.01-64.00 psi	\$216.93	15J	11P	9B
<u>Laborers</u>	Tunnel Work-Compressed Air Worker 64.01-68.00	\$222.03	15J	11P	9B

psi

<u>Laborers</u>	Tunnel Work-Compressed				
	Air Worker 68.01-70.00	\$223.93	15J	11P	9B
	psi				
<u>Laborers</u>	Tunnel Work-Compressed				
	Air Worker 70.01-72.00	\$225.93	15J	11P	9B
	psi				
<u>Laborers</u>	Tunnel Work-Compressed				
	Air Worker 72.01-74.00	\$227.93	15J	11P	9B
	psi				
<u>Laborers</u>	Tunnel Work-Guage and				
	Lock Tender	\$67.48	15J	11P	8Y
<u>Laborers</u>	Tunnel Work-Miner				
		\$67.48	15J	11P	8Y
<u>Laborers</u>	Vibrator				
		\$64.98	15J	11P	8Y
<u>Laborers</u>	Vinyl Seamer				
		\$63.87	15J	11P	8Y
<u>Laborers</u>	Watchman				
		\$49.97	15J	11P	8Y
<u>Laborers</u>	Welder				
		\$64.98	15J	11P	8Y
<u>Laborers</u>	Well Point Laborer				
		\$64.98	15J	11P	8Y
<u>Laborers</u>	Window Washer/Cleaner				
		\$49.97	15J	11P	8Y
<u>Laborers - Underground</u> <u>Sewer & Water</u>	General Laborer &				
	Topman	\$63.87	15J	11P	8Y
<u>Laborers - Underground</u> <u>Sewer & Water</u>	Pipe Layer				
		\$64.98	15J	11P	8Y

	Landscape				
<u>Landscape Construction</u>	Construction/Landscaping Or Planting Laborers	\$49.97	15J	11P	8Y
<u>Landscape Construction</u>	Landscape Operator	\$87.54	15J	11G	8X
<u>Landscape Maintenance</u>	Groundskeeper	\$17.87		1	
<u>Lathers</u>	Journey Level	\$78.76	15O	11S	
<u>Marble Setters</u>	Journey Level	\$71.82	7E	1N	
<u>Metal Fabrication (In Shop)</u>	Fitter/Certified Welder	\$42.17	15I	11E	
<u>Metal Fabrication (In Shop)</u>	General Laborer	\$30.07	15I	11E	
<u>Metal Fabrication (In Shop)</u>	Mechanic	\$43.63	15I	11E	
<u>Metal Fabrication (In Shop)</u>	Welder/Burner	\$39.28	15I	11E	
<u>Millwright</u>	Journey Level	\$80.28	5A	1B	
Modular Buildings	Cabinet Assembly	\$16.66		1	
Modular Buildings	Electrician	\$16.66		1	
Modular Buildings	Equipment Maintenance	\$16.66		1	
Modular Buildings	Plumber	\$16.66		1	
Modular Buildings	Production Worker	\$16.66		1	
Modular Buildings	Tool Maintenance	\$16.66		1	

Modular Buildings	Utility Person	\$16.66		1	
Modular Buildings	Welder	\$16.66		1	
<u>Painters</u>	Journey Level	\$54.71	6Z	11J	
<u>Pile Driver</u>	Crew Tender	\$86.81	15J	11U	9L
<u>Pile Driver</u>	Journey Level	\$80.50	15J	11U	9L
<u>Plasterers</u>	Journey Level	\$73.54	7Q	1R	
<u>Plasterers</u>	Nozzleman	\$77.54	7Q	1R	
<u>Playground & Park Equipment Installers</u>	Journey Level	\$16.66		1	
<u>Plumbers & Pipefitters</u>	Journey Level	\$107.59	6Z	1G	
<u>Power Equipment Operators</u>	Asphalt Plant Operators	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Assistant Engineer	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Barrier Machine (zipper)	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Batch Plant Operator: concrete	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Boat Operator	\$87.82	7A	11H	8X
<u>Power Equipment Operators</u>	Bobcat	\$83.69	15J	11G	8X

<u>Power Equipment Operators</u>	Brokk - Remote Demolition Equipment	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Brooms	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Bump Cutter	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Cableways	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Chipper	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Compressor	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Concrete Finish Machine - Laser Screed	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Concrete Pump: Truck Mount With Boom Attachment Over 42 M	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Concrete Pump: Truck Mount With Boom Attachment Up To 42m	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Conveyors	\$87.54	15J	11G	8X

<u>Power Equipment Operators</u>	Cranes Friction: 200 tons and over	\$90.46	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes, A-frame: 10 tons and under	\$82.59	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes: 100 tons through 199 tons, or 150' of boom (including jib with attachments)	\$88.67	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes: 20 tons through 44 tons with attachments	\$87.03	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes: 200 tons- 299 tons, or 250' of boom including jib with attachments	\$89.60	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes: 300 tons and over or 300' of boom including jib with attachments	\$90.46	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes: 45 tons through 99 tons, under 150' of boom(including jib with attachments)	\$87.82	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes: Friction cranes through 199 tons	\$89.60	7A	11H	8X
<u>Power Equipment Operators</u>	Cranes: through 19 tons with attachments, a-frame over 10 tons	\$86.36	7A	11H	8X

<u>Power Equipment Operators</u>	Crusher	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Deck Engineer/Deck Winches (power)	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Derricks, On Building Work	\$87.82	7A	11H	8X
<u>Power Equipment Operators</u>	Dozers D-9 & Under	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Drill Oilers: Auger Type, Truck Or Crane Mount	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Drilling Machine	\$89.91	15J	11G	8X
<u>Power Equipment Operators</u>	Elevator and man-lift: permanent and shaft type	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Finishing Machine, Bidwell And Gamaco & Similar Equipment	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Forklift: 3000 lbs and over with attachments	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Forklifts: under 3000 lbs. with attachments	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Grade Engineer: Using Blue Prints, Cut Sheets, Etc	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Gradechecker/Stakeman	\$83.69	15J	11G	8X

<u>Power Equipment Operators</u>	Guardrail Punch	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Hard Tail End Dump Articulating Off- Road Equipment 45 Yards. & Over	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Hard Tail End Dump Articulating Off-road Equipment Under 45 Yards	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Horizontal/Directional Drill Locator	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Horizontal/Directional Drill Operator	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Hydralifts/Boom Trucks Over 10 Tons	\$86.36	7A	11H	8X
<u>Power Equipment Operators</u>	Hydralifts/boom trucks: 10 tons and under	\$82.59	7A	11H	8X
<u>Power Equipment Operators</u>	Leverman	\$90.84	15J	11G	8X
<u>Power Equipment Operators</u>	Loader, Overhead, 6 Yards. But Not Including 8 Yards	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Loaders, Overhead Under 6 Yards	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Loaders, Plant Feed	\$88.22	15J	11G	8X

<u>Power Equipment Operators</u>	Loaders: Elevating Type Belt	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Locomotives, All	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Material Transfer Device	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Mechanics: All (Leadmen - \$0.50 per hour over mechanic)	\$89.91	15J	11G	8X
<u>Power Equipment Operators</u>	Motor Patrol Graders	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Oil Distributors, Blower Distribution & Mulch Seeding Operator	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Outside Hoists (Elevators and Manlifts), Air Tuggers, Strato	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Overhead, bridge type Crane: 20 tons through 44 tons	\$87.03	7A	11H	8X
<u>Power Equipment Operators</u>	Overhead, bridge type: 100 tons and over	\$88.67	7A	11H	8X

<u>Power Equipment Operators</u>	Overhead, bridge type: 45 tons through 99 tons	\$87.82	7A	11H	8X
<u>Power Equipment Operators</u>	Pavement Breaker	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Pile Driver (other Than Crane Mount)	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Plant Oiler - Asphalt, Crusher	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Posthole Digger, Mechanical	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Power Plant	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Pumps - Water	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Quad 9, Hd 41, D10 And Over	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Quick Tower: no cab, under 100 feet in height base to boom	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Remote Control Operator On Rubber Tired Earth Moving Equipment	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Rigger and Bellman	\$82.59	7A	11H	8X
<u>Power Equipment Operators</u>	Rigger/Signal Person, Bellman(Certified)	\$86.36	7A	11H	8X

<u>Power Equipment Operators</u>	Rollagon	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Roller, Other Than Plant Mix	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Roller, Plant Mix Or Multi-lift Materials	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Roto-mill, Roto-grinder	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Saws - Concrete	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Scraper, Self Propelled Under 45 Yards	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Scrapers - Concrete & Carry All	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Scrapers, Self-propelled: 45 Yards And Over	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Service Engineers: Equipment	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Shotcrete/Gunite Equipment	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons	\$89.02	15J	11G	8X

<u>Power Equipment Operators</u>	Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Shovel, Excavator, Backhoes: Over 50 Metric Tons To 90 Metric Tons	\$89.91	15J	11G	8X
<u>Power Equipment Operators</u>	Shovel, Excavator, Backhoes: Over 90 Metric Tons	\$90.84	15J	11G	8X
<u>Power Equipment Operators</u>	Slipform Pavers	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Spreader, Topsider & Screedman	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Subgrader Trimmer	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Tower Bucket Elevators	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Tower Crane: over 175' through 250' in height, base to boom	\$89.60	7A	11H	8X
<u>Power Equipment Operators</u>	Tower crane: up to 175' in height base to boom	\$88.67	7A	11H	8X
<u>Power Equipment Operators</u>	Tower Cranes: over 250' in height from base to boom	\$90.46	7A	11H	8X
<u>Power Equipment Operators</u>	Transporters, All Track Or Truck Type	\$89.02	15J	11G	8X

<u>Power Equipment Operators</u>	Trenching Machines	\$87.54	15J	11G	8X
<u>Power Equipment Operators</u>	Truck Crane Oiler/Driver: 100 tons and over	\$87.03	7A	11H	8X
<u>Power Equipment Operators</u>	Truck crane oiler/driver: under 100 tons	\$86.36	7A	11H	8X
<u>Power Equipment Operators</u>	Truck Mount Portable Conveyor	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Vac Truck (Vactor Guzzler, Hydro Excavator)	\$88.22	15J	11G	8X
<u>Power Equipment Operators</u>	Welder	\$89.02	15J	11G	8X
<u>Power Equipment Operators</u>	Wheel Tractors, Farmall Type	\$83.69	15J	11G	8X
<u>Power Equipment Operators</u>	Yo Yo Pay Dozer	\$88.22	15J	11G	8X
<u>Power Equipment Operators- Underground Sewer & Water</u>	Asphalt Plant Operators	\$89.02	15J	11G	8X
<u>Power Equipment Operators- Underground Sewer & Water</u>	Assistant Engineer	\$83.69	15J	11G	8X
<u>Power Equipment Operators- Underground Sewer & Water</u>	Barrier Machine (zipper)	\$88.22	15J	11G	8X

<u>Power Equipment</u>	Batch Plant Operator,				
<u>Operators- Underground</u>	Concrete	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Boat Operator	\$87.82	7A	11H	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Bobcat	\$83.69	15J	11G	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Brokk - Remote	\$83.69	15J	11G	8X
<u>Operators- Underground</u>	Demolition Equipment				
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Brooms	\$83.69	15J	11G	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Bump Cutter	\$88.22	15J	11G	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Cableways	\$89.02	15J	11G	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Chipper	\$88.22	15J	11G	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Compressor	\$83.69	15J	11G	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					

<u>Power Equipment</u>	Concrete Finish Machine -				
<u>Operators- Underground</u>	Laser Screed	\$83.69	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Concrete Pump - Mounted				
<u>Operators- Underground</u>	Or Trailer High Pressure	\$87.54	15J	11G	8X
<u>Sewer & Water</u>	Line Pump, Pump High Pressure				
<u>Power Equipment</u>	Concrete Pump: Truck				
<u>Operators- Underground</u>	Mount With Boom	\$89.02	15J	11G	8X
<u>Sewer & Water</u>	Attachment Over 42 M				
<u>Power Equipment</u>	Concrete Pump: Truck				
<u>Operators- Underground</u>	Mount With Boom	\$88.22	15J	11G	8X
<u>Sewer & Water</u>	Attachment Up To 42m				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Conveyors	\$87.54	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Cranes Friction: 200 tons and over	\$90.46	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Cranes, A-frame: 10 tons and under	\$82.59	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Cranes: 100 tons through 199 tons, or 150' of boom (including jib with attachments)	\$88.67	7A	11H	8X
<u>Sewer & Water</u>					

<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Cranes: 20 tons through 44 tons with attachments	\$87.03	7A	11H	8X
<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Cranes: 200 tons- 299 tons, or 250' of boom including jib with attachments	\$89.60	7A	11H	8X
<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Cranes: 300 tons and over or 300' of boom including jib with attachments	\$90.46	7A	11H	8X
<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Cranes: 45 tons through 99 tons, under 150' of boom(including jib with attachments)	\$87.82	7A	11H	8X
<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Cranes: Friction cranes through 199 tons	\$89.60	7A	11H	8X
<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Cranes: through 19 tons with attachments, a-frame over 10 tons	\$86.36	7A	11H	8X
<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Crusher	\$88.22	15J	11G	8X
<u>Power Equipment</u> <u>Operators- Underground</u> <u>Sewer & Water</u>	Deck Engineer/Deck Winches (power)	\$88.22	15J	11G	8X

<u>Power Equipment</u>					
<u>Operators- Underground</u>	Derricks, On Building	\$87.82	7A	11H	8X
<u>Sewer & Water</u>	Work				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Dozers D-9 & Under	\$87.54	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Drill Oilers: Auger Type,	\$87.54	15J	11G	8X
<u>Sewer & Water</u>	Truck Or Crane Mount				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Drilling Machine	\$89.91	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Elevator and man-lift:	\$83.69	15J	11G	8X
<u>Sewer & Water</u>	permanent and shaft type				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Finishing Machine, Bidwell	\$88.22	15J	11G	8X
<u>Sewer & Water</u>	And Gamaco & Similar Equipment				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Forklift: 3000 lbs and over	\$87.54	15J	11G	8X
<u>Sewer & Water</u>	with attachments				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Forklifts: under 3000 lbs.	\$83.69	15J	11G	8X
<u>Sewer & Water</u>	with attachments				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Grade Engineer: Using	\$88.22	15J	11G	8X
<u>Sewer & Water</u>	Blue Prints, Cut Sheets, Etc				

<u>Power Equipment</u>					
<u>Operators- Underground</u>	Gradechecker/Stakeman	\$83.69	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Guardrail Punch	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Hard Tail End Dump				
<u>Operators- Underground</u>	Articulating Off- Road	\$89.02	15J	11G	8X
<u>Sewer & Water</u>	Equipment 45 Yards. & Over				
<u>Power Equipment</u>	Hard Tail End Dump				
<u>Operators- Underground</u>	Articulating Off-road	\$88.22	15J	11G	8X
<u>Sewer & Water</u>	Equipment Under 45 Yards				
<u>Power Equipment</u>	Horizontal/Directional Drill				
<u>Operators- Underground</u>	Locator	\$87.54	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Horizontal/Directional Drill				
<u>Operators- Underground</u>	Operator	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Hydralifts/boom trucks: 10				
<u>Operators- Underground</u>	tons and under	\$82.59	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Hydralifts/boom trucks:				
<u>Operators- Underground</u>	over 10 tons	\$86.36	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Leverman	\$90.84	15J	11G	8X
<u>Operators- Underground</u>					

Sewer & WaterPower EquipmentOperators- UndergroundSewer & Water

Loader, Overhead, 6 Yards.
But Not Including 8 Yards

\$89.02

15J**11G****8X**Power EquipmentOperators- UndergroundSewer & Water

Loaders, Overhead Under
6 Yards

\$88.22

15J**11G****8X**Power EquipmentOperators- UndergroundSewer & Water

Loaders, Plant Feed

\$88.22

15J**11G****8X**Power EquipmentOperators- UndergroundSewer & Water

Loaders: Elevating Type
Belt

\$87.54

15J**11G****8X**Power EquipmentOperators- UndergroundSewer & Water

Locomotives, All

\$88.22

15J**11G****8X**Power EquipmentOperators- UndergroundSewer & Water

Material Transfer Device

\$88.22

15J**11G****8X**Power EquipmentOperators- UndergroundSewer & Water

Mechanics: All (Leadmen -
\$0.50 per hour over
mechanic)

\$89.91

15J**11G****8X**Power EquipmentOperators- UndergroundSewer & Water

Motor Patrol Graders

\$89.02

15J**11G****8X**Power EquipmentOperators- Underground

Mucking Machine, Mole,
Tunnel Drill, Boring, Road

\$89.02

15J**11G****8X**

<u>Sewer & Water</u>	Header And/or Shield				
<u>Power Equipment</u>	Oil Distributors, Blower				
<u>Operators- Underground</u>	Distribution & Mulch	\$83.69	15J	11G	8X
<u>Sewer & Water</u>	Seeding Operator				
<u>Power Equipment</u>	Outside Hoists (Elevators				
<u>Operators- Underground</u>	and Manlifts), Air Tuggers,	\$87.54	15J	11G	8X
<u>Sewer & Water</u>	Strato				
<u>Power Equipment</u>	Overhead, bridge type				
<u>Operators- Underground</u>	Crane: 20 tons through 44	\$87.03	7A	11H	8X
<u>Sewer & Water</u>	tons				
<u>Power Equipment</u>	Overhead, bridge type:				
<u>Operators- Underground</u>	100 tons and over	\$88.67	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Overhead, bridge type: 45				
<u>Operators- Underground</u>	tons through 99 tons	\$87.82	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Pavement Breaker	\$83.69	15J	11G	8X
<u>Operators- Underground</u>					
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Pile Driver (other Than				
<u>Operators- Underground</u>	Crane Mount)	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Plant Oiler - Asphalt,				
<u>Operators- Underground</u>	Crusher	\$87.54	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Posthole Digger,	\$83.69	15J	11G	8X
<u>Operators- Underground</u>	Mechanical				

Sewer & WaterPower EquipmentOperators- Underground

Power Plant

\$83.69

15J**11G****8X**Sewer & WaterPower EquipmentOperators- Underground

Pumps - Water

\$83.69

15J**11G****8X**Sewer & WaterPower EquipmentOperators- UndergroundQuad 9, Hd 41, D10 And
Over

\$89.02

15J**11G****8X**Sewer & WaterPower EquipmentOperators- UndergroundQuick Tower: no cab,
under 100 feet in height
base to boom

\$88.22

15J**11G****8X**Sewer & WaterPower EquipmentOperators- UndergroundRemote Control Operator
On Rubber Tired Earth
Moving Equipment

\$89.02

15J**11G****8X**Sewer & WaterPower EquipmentOperators- Underground

Rigger and Bellman

\$82.59

7A**11H****8X**Sewer & WaterPower EquipmentOperators- UndergroundRigger/Signal Person,
Bellman(Certified)

\$86.36

7A**11H****8X**Sewer & WaterPower EquipmentOperators- Underground

Rollagon

\$89.02

15J**11G****8X**Sewer & WaterPower EquipmentOperators- UndergroundRoller, Other Than Plant
Mix

\$83.69

15J**11G****8X**

Sewer & Water

<u>Power Equipment</u>					
<u>Operators- Underground</u>	Roller, Plant Mix Or Multi-	\$87.54	15J	11G	8X
<u>Sewer & Water</u>	lift Materials				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Roto-mill, Roto-grinder	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Saws - Concrete	\$87.54	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Scraper, Self Propelled	\$88.22	15J	11G	8X
<u>Sewer & Water</u>	Under 45 Yards				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Scrapers - Concrete &	\$87.54	15J	11G	8X
<u>Sewer & Water</u>	Carry All				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Scrapers, Self-propelled:	\$89.02	15J	11G	8X
<u>Sewer & Water</u>	45 Yards And Over				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Shotcrete/Gunite	\$83.69	15J	11G	8X
<u>Sewer & Water</u>	Equipment				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Shovel, Excavator,	\$87.54	15J	11G	8X
<u>Sewer & Water</u>	Backhoe, Tractors Under				
	15 Metric Tons				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Shovel, Excavator,	\$89.02	15J	11G	8X
	Backhoe: Over 30 Metric				

<u>Sewer & Water</u>	Tons To 50 Metric Tons				
<u>Power Equipment</u>	Shovel, Excavator,				
<u>Operators- Underground</u>	Backhoes, Tractors: 15 To	\$88.22	15J	11G	8X
<u>Sewer & Water</u>	30 Metric Tons				
<u>Power Equipment</u>	Shovel, Excavator,				
<u>Operators- Underground</u>	Backhoes: Over 50 Metric	\$89.91	15J	11G	8X
<u>Sewer & Water</u>	Tons To 90 Metric Tons				
<u>Power Equipment</u>	Shovel, Excavator,				
<u>Operators- Underground</u>	Backhoes: Over 90 Metric	\$90.84	15J	11G	8X
<u>Sewer & Water</u>	Tons				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Slipform Pavers	\$89.02	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Spreader, Topsider &	\$89.02	15J	11G	8X
<u>Sewer & Water</u>	Screedman				
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Subgrader Trimmer	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Tower Bucket Elevators	\$87.54	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>	Tower Crane: over 175'				
<u>Operators- Underground</u>	through 250' in height,	\$89.60	7A	11H	8X
<u>Sewer & Water</u>	base to boom				
<u>Power Equipment</u>	Tower crane: up to 175' in	\$88.67	7A	11H	8X
<u>Operators- Underground</u>	height base to boom				

Sewer & Water

<u>Power Equipment</u>					
<u>Operators- Underground</u>	Tower Cranes: over 250' in height from base to boom	\$90.46	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Transporters, All Track Or Truck Type	\$89.02	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Trenching Machines	\$87.54	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Truck Crane Oiler/Driver: 100 tons and over	\$87.03	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Truck crane oiler/driver: under 100 tons	\$86.36	7A	11H	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Truck Mount Portable Conveyor	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Vac Truck (Vactor Guzzler, Hydro Excavator)	\$88.22	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Welder	\$89.02	15J	11G	8X
<u>Sewer & Water</u>					
<u>Power Equipment</u>					
<u>Operators- Underground</u>	Wheel Tractors, Farmall Type	\$83.69	15J	11G	8X

Sewer & WaterPower Equipment

<u>Operators- Underground</u>	Yo Yo Pay Dozer	\$88.22	15J	11G	8X
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Sewer & WaterPower Line Clearance TreeTrimmers

Journey Level In Charge	\$64.20	5A	4A
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Power Line Clearance TreeTrimmers

Spray Person	\$60.74	5A	4A
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Power Line Clearance TreeTrimmers

Tree Equipment Operator	\$64.20	5A	4A
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Power Line Clearance TreeTrimmers

Tree Trimmer	\$57.29	5A	4A
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Power Line Clearance TreeTrimmers

Tree Trimmer	\$43.05	5A	4A
Groundperson			

Refrigeration & AirConditioning Mechanics

Journey Level	\$100.35	6Z	1G
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Residential Brick Mason

Journey Level	\$71.82	7E	1N
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Residential Carpenters

Journey Level	\$36.44		1
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Residential Cement Masons

Journey Level	\$46.64		1
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Residential Drywall

Applicators

Journey Level	\$78.76	15J	4C
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Residential Drywall Tapers

Journey Level	\$36.36		1
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Residential Electricians

Journey Level	\$48.80		1
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Residential Glaziers	Journey Level	\$28.93		1
Residential Insulation Applicators	Journey Level	\$28.18		1
Residential Laborers	Journey Level	\$29.73		1
Residential Marble Setters	Journey Level	\$27.38		1
Residential Painters	Journey Level	\$23.47		1
Residential Plumbers & Pipefitters	Journey Level	\$61.87		1
Residential Refrigeration & Air Conditioning Mechanics	Journey Level	\$102.92	7F	1E
Residential Sheet Metal Workers	Journey Level	\$102.92	7F	1E
Residential Soft Floor Layers	Journey Level	\$59.52	7C	3J
Residential Sprinkler Fitters (Fire Protection)	Journey Level	\$63.61		1
Residential Stone Masons	Journey Level	\$71.82	7E	1N
Residential Terrazzo Workers	Journey Level	\$67.51	7E	1N
Residential Terrazzo/Tile Finishers	Journey Level	\$24.39		1
Residential Tile Setters	Journey Level	\$21.04		1

<u>Roofers</u>	Journey Level	\$67.45	5A	3H
<u>Roofers</u>	Using Irritable Bituminous Materials	\$70.45	5A	3H
<u>Sheet Metal Workers</u>	Journey Level (Field or Shop)	\$102.92	7F	1E
Shipbuilding & Ship Repair	New Construction Boilermaker	\$58.93	7X	4J
Shipbuilding & Ship Repair	New Construction Carpenter	\$51.85	7X	4J
Shipbuilding & Ship Repair	New Construction Crane Operator	\$43.00	7V	1
Shipbuilding & Ship Repair	New Construction Electrician	\$58.98	7X	4J
Shipbuilding & Ship Repair	New Construction Heat & Frost Insulator	\$91.81	15H	11C
Shipbuilding & Ship Repair	New Construction Laborer	\$58.60	7X	4J
Shipbuilding & Ship Repair	New Construction Machinist	\$58.79	7X	4J
Shipbuilding & Ship Repair	New Construction Operating Engineer	\$43.00	7V	1
Shipbuilding & Ship Repair	New Construction Painter	\$58.72	7X	4J
Shipbuilding & Ship Repair	New Construction Pipefitter	\$59.07	7X	4J

Shipbuilding & Ship Repair	New Construction Rigger	\$58.93	7X	4J
Shipbuilding & Ship Repair	New Construction Sheet Metal	\$58.68	7X	4J
Shipbuilding & Ship Repair	New Construction Shipwright	\$51.85	7X	4J
Shipbuilding & Ship Repair	New Construction Warehouse/Teamster	\$43.00	7V	1
Shipbuilding & Ship Repair	New Construction Welder / Burner	\$58.93	7X	4J
Shipbuilding & Ship Repair	Ship Repair Boilermaker	\$58.93	7X	4J
Shipbuilding & Ship Repair	Ship Repair Carpenter	\$51.85	7X	4J
Shipbuilding & Ship Repair	Ship Repair Crane Operator	\$45.06	7Y	4K
Shipbuilding & Ship Repair	Ship Repair Electrician	\$58.98	7X	4J
Shipbuilding & Ship Repair	Ship Repair Heat & Frost Insulator	\$91.81	15H	11C
Shipbuilding & Ship Repair	Ship Repair Laborer	\$58.60	7X	4J
Shipbuilding & Ship Repair	Ship Repair Machinist	\$58.79	7X	4J
Shipbuilding & Ship Repair	Ship Repair Operating Engineer	\$45.06	7Y	4K
Shipbuilding & Ship Repair	Ship Repair Painter	\$58.72	7X	4J
Shipbuilding & Ship Repair	Ship Repair Pipefitter	\$59.07	7X	4J

Shipbuilding & Ship Repair	Ship Repair Rigger	\$58.93	7X	4J
Shipbuilding & Ship Repair	Ship Repair Sheet Metal	\$58.68	7X	4J
Shipbuilding & Ship Repair	Ship Repair Shipwright	\$51.85	7X	4J
Shipbuilding & Ship Repair	Ship Repair Warehouse / Teamster	\$45.06	7Y	4K
<u>Sign Makers & Installers</u> (Electrical).	Journey Level	\$60.46	0	1
<u>Sign Makers & Installers</u> (Non-Electrical).	Journey Level	\$38.53	0	1
<u>Soft Floor Layers</u>	Journey Level	\$63.29	15J	4C
<u>Solar Controls For Windows</u>	Journey Level	\$16.66		1
<u>Sprinkler Fitters (Fire Protection).</u>	Journey Level	\$98.99	5C	1X
<u>Stage Rigging Mechanics</u> (Non Structural).	Journey Level	\$16.66		1
<u>Stone Masons</u>	Journey Level	\$71.82	7E	1N
<u>Street And Parking Lot Sweeper Workers</u>	Journey Level	\$19.09		1
<u>Surveyors</u>	Assistant Construction Site Surveyor	\$86.36	7A	11H 8X
<u>Surveyors</u>	Chainman	\$82.59	7A	11H 8X

<u>Surveyors</u>	Construction Site Surveyor	\$87.82	7A	11H	8X
<u>Surveyors</u>	Drone Operator (when used in conjunction with survey work only)	\$82.59	7A	11H	8X
<u>Surveyors</u>	Ground Penetrating Radar Operator	\$82.59	7A	11H	8X
<u>Telecommunication Technicians</u>	Journey Level	\$69.69	7E	1E	
<u>Telephone Line Construction - Outside</u>	Cable Splicer	\$41.35	5A	2B	
<u>Telephone Line Construction - Outside</u>	Hole Digger/Ground Person	\$27.31	5A	2B	
<u>Telephone Line Construction - Outside</u>	Telephone Equipment Operator (Light)	\$34.53	5A	2B	
<u>Telephone Line Construction - Outside</u>	Telephone Lineperson	\$39.07	5A	2B	
<u>Terrazzo Workers</u>	Journey Level	\$67.51	7E	1N	
<u>Tile Setters</u>	Journey Level	\$65.51	7E	1N	
<u>Tile, Marble & Terrazzo Finishers</u>	Finisher	\$56.34	7E	1N	
<u>Traffic Control Stripers</u>	All cleanup required in connection with traffic control stripers work (Group 1)	\$92.44	15L	1K	

<u>Traffic Control Stripers</u>	Handling, painting and installing of all car stops, stop signs and any other type sign (Group 2)	\$62.69	15L	1K
<u>Traffic Control Stripers</u>	Installation of guard rail and posts and similar protective devices (Group 2)	\$62.69	15L	1K
<u>Traffic Control Stripers</u>	Installation of parking gates, ticket spitters and other mechanical and automatic control devices (Group 2)	\$62.69	15L	1K
<u>Traffic Control Stripers</u>	Installation of plastic metal or composition button, or lines used instead of paint (Group 1)	\$92.44	15L	1K
<u>Traffic Control Stripers</u>	Line removal; chemical sand and hydro-blast, paint and button (Group 1)	\$92.44	15L	1K
<u>Traffic Control Stripers</u>	Manufacturing and installation of all car stops and control devices and similar traffic regulators (Group 2)	\$62.69	15L	1K
<u>Traffic Control Stripers</u>	Manufacturing, painting, stenciling, servicing, repairing, placing and removal of traffic safety	\$62.69	15L	1K

and control
devices/barricades (Group
2)

<u>Traffic Control Stripers</u>	Painting and installing lines, arrows, bumpers, curbs, etc., on parking lots, air fields, highways, game courts (Group 1)	\$92.44	15L	1K	
<u>Traffic Control Stripers</u>	Preparation and maintenance of all surfaces (Group 1)	\$92.44	15L	1K	
<u>Traffic Control Stripers</u>	Seal coating, slurry coating and other surface protection (Group 2)	\$62.69	15L	1K	
<u>Truck Drivers</u>	Asphalt Mix Over 16 Yards	\$79.40	15J	11M	8L
<u>Truck Drivers</u>	Asphalt Mix To 16 Yards	\$78.56	15J	11M	8L
<u>Truck Drivers</u>	Dump Truck	\$78.56	15J	11M	8L
<u>Truck Drivers</u>	Dump Truck & Trailer	\$79.40	15J	11M	8L
<u>Truck Drivers</u>	Other Trucks	\$79.40	15J	11M	8L
<u>Truck Drivers - Ready Mix</u>	Transit Mix	\$79.40	15J	11M	8L
<u>Well Drillers & Irrigation Pump Installers</u>	Irrigation Pump Installer	\$17.71		1	
<u>Well Drillers & Irrigation Pump Installers</u>	Oiler	\$16.66		1	

<u>Well Drillers & Irrigation</u>			
<u>Pump Installers</u>	Well Driller	\$18.00	1

Overtime Codes

Overtime calculations are based on the hourly rate actually paid to the worker. On public works projects, the hourly rate must be not less than the prevailing rate of wage minus the hourly rate of the cost of fringe benefits actually provided for the worker.

1. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.
 - B. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
 - C. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
 - D. The first two (2) hours before or after a five-eight (8) hour workweek day or a four-ten (10) hour workweek day and the first eight (8) hours worked the next day after either workweek shall be paid at one and one-half times the hourly rate of wage. All additional hours worked and all worked on Sundays and holidays shall be paid at double the hourly rate of wage.
 - E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
 - F. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.
 - G. The first ten (10) hours worked on Saturdays and the first ten (10) hours worked on a fifth calendar weekday in a four-ten hour schedule, shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
 - H. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions or equipment breakdown) shall be paid at one and one-half times the hourly rate of wage. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
 - I. All hours worked on Sundays and holidays shall also be paid at double the hourly rate of wage.
 - J. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over ten (10) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage.
 - K. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.
 - M. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

Overtime Codes Continued

1. N. All hours worked on Saturdays (except makeup days) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
- O. The first ten (10) hours worked on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays, holidays and after twelve (12) hours, Monday through Friday and after ten (10) hours on Saturday shall be paid at double the hourly rate of wage.
- P. All hours worked on Saturdays (except makeup days if circumstances warrant) and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.
- Q. The first two (2) hours after eight (8) regular hours Monday through Friday and up to ten (10) hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays (except Christmas day) shall be paid at double the hourly rate of wage. All hours worked on Christmas day shall be paid at two and one-half times the hourly rate of wage.
- R. All hours worked on Sundays and holidays shall be paid at two times the hourly rate of wage.
- U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays (except Labor Day) shall be paid at two times the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.
- V. All hours worked on Sundays and holidays (except Thanksgiving Day and Christmas day) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Thanksgiving Day and Christmas day shall be paid at double the hourly rate of wage.
- W. All hours worked on Saturdays and Sundays (except make-up days due to conditions beyond the control of the employer) shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.
- X. The first four (4) hours after eight (8) regular hours Monday through Friday and the first twelve (12) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over twelve (12) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage. When holiday falls on Saturday or Sunday, the day before Saturday, Friday, and the day after Sunday, Monday, shall be considered the holiday and all work performed shall be paid at double the hourly rate of wage.
- Y. All hours worked outside the hours of 5:00 am and 5:00 pm (or such other hours as may be agreed upon by any employer and the employee) and all hours worked in excess of eight (8) hours per day (10 hours per day for a 4 x 10 workweek) and on Saturdays and holidays (except labor day) shall be paid at one and one-half times the hourly rate of wage. (except for employees who are absent from work without prior approval on a scheduled workday during the workweek shall be paid at the straight-time rate until they have worked 8 hours in a day (10 in a 4 x 10 workweek) or 40 hours during that workweek.) All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and Labor Day shall be paid at double the hourly rate of wage.
- Z. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid the straight time rate of pay in addition to holiday pay.

Overtime Codes Continued

2. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.
- B. All hours worked on holidays shall be paid at one and one-half times the hourly rate of wage.
- F. The first eight (8) hours worked on holidays shall be paid at the straight hourly rate of wage in addition to the holiday pay. All hours worked in excess of eight (8) hours on holidays shall be paid at double the hourly rate of wage.
- M. This code appears to be missing. All hours worked on Saturdays, Sundays and holidays shall be paid at double the hourly rate of wage.
- R. All hours worked on Sundays and holidays and all hours worked over sixty (60) in one week shall be paid at double the hourly rate of wage.
- U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked over 12 hours in a day or on Sundays and holidays shall be paid at double the hourly rate of wage.
3. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.
- F. All hours worked on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sunday shall be paid at two times the hourly rate of wage. All hours worked on paid holidays shall be paid at two and one-half times the hourly rate of wage including holiday pay.
- H. All work performed on Sundays between March 16th and October 14th and all Holidays shall be compensated for at two (2) times the regular rate of pay. Work performed on Sundays between October 15th and March 15th shall be compensated at one and one half (1-1/2) times the regular rate of pay.
- J. All hours worked between the hours of 10:00 pm and 5:00 am, Monday through Friday, and all hours worked on Saturdays shall be paid at a one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
- K. Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal 5 am to 6pm shift, and all work on Saturdays shall be paid at one and one-half times the hourly rate of wage. All work performed after 6:00 pm Saturday to 5:00 am Monday and Holidays, and all hours worked in excess of twelve (12) hours in a single shift shall be paid at double the hourly rate of wage.
- After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more. When an employee returns to work without at least eight (8) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until he/she shall have the eight (8) hours rest period.

Overtime Codes Continued

4. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

- A. All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at double the hourly rate of wage. All hours worked on Saturdays, Sundays and holidays shall be paid at double the hourly rate of wage
- C. On Monday through Friday, the first four (4) hours of overtime after eight (8) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay, unless a four (4) day ten (10) hour workweek has been established. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, the first two (2) hours of overtime after ten (10) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay. On Saturday, the first twelve (12) hours of work shall be paid at one and one half (1-1/2) times the straight time rate of pay, except that if the job is down on Monday through Friday due to weather conditions or other conditions outside the control of the employer, the first ten (10) hours on Saturday may be worked at the straight time rate of pay. All hours worked over twelve (12) hours in a day and all hours worked on Sunday and Holidays shall be paid at two (2) times the straight time rate of pay.
- D. All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at double the hourly rate of wage. All hours worked on Saturday, Sundays and holidays shall be paid at double the hourly rate of pay. Rates include all members of the assigned crew.

EXCEPTION:

On all multipole structures and steel transmission lines, switching stations, regulating, capacitor stations, generating plants, industrial plants, associated installations and substations, except those substations whose primary function is to feed a distribution system, will be paid overtime under the following rates:

The first two (2) hours after eight (8) regular hours Monday through Friday of overtime on a regular workday, shall be paid at one and one-half times the hourly rate of wage. All hours in excess of ten (10) hours will be at two (2) times the hourly rate of wage. The first eight (8) hours worked on Saturday will be paid at one and one-half (1-1/2) times the hourly rate of wage. All hours worked in excess of eight (8) hours on Saturday, and all hours worked on Sundays and holidays will be at the double the hourly rate of wage.

All overtime eligible hours performed on the above described work that is energized, shall be paid at the double the hourly rate of wage.

- E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

On a four-day, ten-hour weekly schedule, either Monday thru Thursday or Tuesday thru Friday schedule, all hours worked after ten shall be paid at double the hourly rate of wage. The Monday or Friday not utilized in the normal four-day, ten hour work week, and Saturday shall be paid at one and one half (1½) times the regular shift rate for the first eight (8) hours. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
- G. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
- I. The First eight (8) hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of eight (8) per day on Saturdays shall be paid at double the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

Overtime Codes Continued

4. J. The first eight (8) hours worked on a Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of eight (8) hours on a Saturday shall be paid at double the hourly rate of wage. All hours worked over twelve (12) in a day, and all hours worked on Sundays and Holidays shall be paid at double the hourly rate of wage.
- K. All hours worked on a Saturday shall be paid at one and one-half times the hourly rate of wage, so long as Saturday is the sixth consecutive day worked. All hours worked over twelve (12) in a day Monday through Saturday, and all hours worked on Sundays and Holidays shall be paid at double the hourly rate of wage.
- L. The first twelve (12) hours worked on a Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on a Saturday in excess of twelve (12) hours shall be paid at double the hourly rate of pay. All hours worked over twelve (12) in a day Monday through Friday, and all hours worked on Sundays shall be paid at double the hourly rate of wage. All hours worked on a holiday shall be paid at one and one-half times the hourly rate of wage, except that all hours worked on Labor Day shall be paid at double the hourly rate of pay.
- S. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, work performed in excess of (10) hours shall be paid at one and one half (1-1/2) times the hourly rate of pay. On Monday through Friday, work performed outside the normal work hours of 6:00 a.m. and 6:00 p.m. shall be paid at one and one-half (1-1/2) times the straight time rate, (except for special shifts or multiple shift operations).
- All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All work performed on Sundays and holidays shall be paid at double the hourly rate of wage. When an employee returns to work without at least eight (8) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.
- Multiple Shift Operations: When the first shift of a multiple shift (a two or three shift) operation is started at the basic straight time rate or at a specific overtime rate, all shifts of that day's operation shall be completed at that rate. Special Shifts: The Special Shift Premium is the basic hourly rate of pay plus \$2.00 an hour. When due to conditions beyond the control of the employer or when an owner (not acting as the contractor), a government agency or the contract specifications require more than four (4) hours of a special shift can only be performed outside the normal 6am to 6pm shift then the special shift premium will be applied to the basic straight time for the entire shift. When an employee works on a special shift, they shall be paid the special shift premium for each hour worked unless they are in overtime or double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday).
- U. The first four (4) hours after eight (8) regular hours Monday through Friday and the first twelve (12) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. (Except on makeup days if work is lost due to inclement weather, then the first eight (8) hours on Saturday may be paid the regular rate.) All hours worked over twelve (12) hours Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

Overtime Codes Continued

4. X. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage. Work performed outside the normal shift of 6 am to 6pm shall be paid at one and one-half the straight time rate, (except for special shifts or three shift operations). All work performed on Sundays and holidays shall be paid at double the hourly rate of wage. Shifts may be established when considered necessary by the Employer.

The Employer may establish shifts consisting of eight (8) or ten (10) hours of work (subject to WAC 296-127-022), that shall constitute a normal forty (40) hour work week. The Employer can change from a 5-eight to a 4-ten hour schedule or back to the other. All hours of work on these shifts shall be paid for at the straight time hourly rate. Work performed in excess of eight hours (or ten hours per day (subject to WAC 296-127-022) shall be paid at one and one-half the straight time rate.

When due to conditions beyond the control of the Employer, or when contract specifications require that work can only be performed outside the regular day shift, then by mutual agreement a special shift may be worked at the straight time rate, eight (8) hours work for eight (8) hours pay. The starting time shall be arranged to fit such conditions of work.

When an employee returns to work without at a break of eight (8) hours since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.

Overtime Codes Continued

11. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

B After an employee has worked eight (8) hours, all additional hours worked shall be paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

C The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, and all hours on Sunday shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage. All non-overtime and non-holiday hours worked between 4:00 pm and 5:00 am, Monday through Friday, shall be paid at a premium rate of 15% over the hourly rate of wage.

D. All hours worked on Saturdays and holidays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays shall be paid at double the hourly rate of wage.

After an employee has worked eight (8) hours, all additional hours worked shall be paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

E. The first two (2) hours after eight (8) regular hours Monday through Friday, the first ten (10) hours on Saturday, and the first ten (10) hours worked on Holidays shall be paid at one and one-half times the hourly rate of wage. All hours worked over ten (10) hours Monday through Saturday, and Sundays shall be paid at double the hourly rate of wage.

After an employee has worked eight (8) hours, all additional hours worked shall be paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

Overtime Codes Continued

11. F. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
- On a four-day, ten-hour weekly schedule, either Monday thru Thursday or Tuesday thru Friday schedule, all hours worked after ten shall be paid at double the hourly rate of wage. The Monday or Friday not utilized in the normal four-day, ten hour work week, and Saturday shall be paid at one-half times the hourly rate of wage for the first eight (8) hours. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
- G. Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal 5 am to 6pm shift, and all work on Saturdays shall be paid at one and one-half times the hourly rate of wage.
- All work performed after 6:00 pm Saturday to 5:00 am Monday and Holidays, and all hours worked in excess of twelve (12) hours in a single shift shall be paid at double the hourly rate of wage.
- After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of nine (9) hours or more. When an employee returns to work without at least nine (9) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until he/she shall have the nine (9) hours rest period.
- H. Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal 5 am to 6pm shift, and all work on Saturdays shall be paid at one and one-half times the hourly rate of wage.
- All work performed after 6:00 pm Saturday to 5:00 am Monday and Holidays, and all hours worked in excess of twelve (12) hours in a single shift shall be paid at double the hourly rate of wage.
- After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of ten (10) hours or more. When an employee returns to work without at least ten (10) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until he/she shall have the ten (10) hours rest period.
- J. All hours worked on holidays shall be paid at double the hourly rate of wage.
- K. On Monday through Friday hours worked outside 4:00 am and 5:00 pm, and the first two (2) hours after eight (8) hours worked shall be paid at one and one-half times the hourly rate. All hours worked over 10 hours per day Monday through Friday, and all hours worked on Saturdays, Sundays, and Holidays worked shall be paid at double the hourly rate of wage.
- L. An employee working outside 5:00 am and 5:00 pm shall receive an additional two dollar (\$2.00) per hour for all hours worked that shift. All hours worked on holidays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at one and one-half times the hourly rate of wage.

Overtime Codes Continued

11. M. On Monday through Friday, the first four (4) hours of overtime after eight (8) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay, unless a four (4) day ten (10) hour workweek has been established. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, the first two (2) hours of overtime after ten (10) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay.
- Work performed outside the normal work hours of 5:00 a.m. and 6:00 p.m. shall be paid at one and one-half (1-1/2) times the straight time rate, (except for special shifts or multiple shift operations). When the first shift of a multiple shift (a two or three shift) operation is started at the basic straight time rate or at a specific overtime rate, all shifts of that day's operation shall be completed at that rate. When due to conditions beyond the control of the Employer or when contract specifications require that work can only be performed outside the regular day shift of 5:00 am to 6:00 pm, then a special shift may be worked at the straight time rate, plus the shift pay premium when applicable. The starting time of work will be arranged to fit such conditions of work. Such shift shall consist of eight (8) hours work for eight (8) hours pay or ten (10) hours work for ten (10) hours pay for four ten shifts.
- On Saturday, the first twelve (12) hours of work shall be paid at one and one half (1-1/2) times the straight time rate of pay. All work performed after 6:00 pm Saturday to 5:00 am Monday, all work performed over twelve (12) hours, and all work performed on holidays shall be paid at double the straight time rate of pay.
- Shift Pay Premium: In an addition to any overtime already required, all hours worked between the hours of 6:00 pm and 5:00 am shall receive an additional two dollars (\$2.00) per hour.
- N. All work performed over twelve hours in a shift and all work performed on Sundays and Holidays shall be paid at double the straight time rate.
- Any time worked over eight (8) hours on Saturday shall be paid double the straight time rate, except employees assigned to work six 10-hour shifts per week shall be paid double the straight time rate for any time worked on Saturday over 10 hours.
- O. All work performed on Saturdays, Sundays, and Holidays shall be paid at one and one half (1-1/2) times the straight time rate of pay.

Overtime Codes Continued

11. P. Work performed in excess of ten (10) hours of straight time per day when four ten (10) hour shifts are established and all work on Saturdays, except for make-up days shall be paid at time and one-half (1 ½) the straight time rate.
- Work performed outside the normal work hours of 5:00 a.m. and 6:00 p.m. shall be paid at one and one-half (1-1/2) times the straight time rate, (except for special shifts or multiple shift operations). When the first shift of multiple shift (a two or three shift) operation is started at the basic straight time rate or at a specific overtime rate, all shifts of that day's operation shall be completed at that rate. When due to conditions beyond the control of the Employer or when contract specifications require that work can only be performed outside the regular day shift of 5:00 a.m. to 6:00 p.m., then a special shift may be worked at the straight time rate, plus the shift pay premium when applicable. The starting time of work will be arranged to fit such conditions of work. Such shifts shall consist of eight (8) hours work for eight (8) hours pay or ten (10) hours work for ten (10) hours pay for four ten-hour shifts.
- In the event the job is down due to weather conditions, then Saturday may, be worked as a voluntary make-up day at the straight time rate. However, Saturday shall not be utilized as a make-up day when a holiday falls on Friday. All work performed on Sundays and holidays and work in excess of twelve (12) hours per day shall be paid at double (2x) the straight time rate of pay.
- After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.
- When an employee returns to work without a break of eight (8) hours since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.
- Q. All hours worked between the hours of 6:00 pm and 6:00 am, Monday through Saturday, shall be paid at a premium rate of 35% over the hourly rate of wage. Work performed on Sundays shall be paid at double time. All hours worked on holidays shall be paid at double the hourly rate of wage.
- R. On Monday through Saturday hours worked outside 6:00 am and 7:00 pm, and all hours after eight (8) hours worked shall be paid at one and one-half times the hourly rate. All hours worked on Sundays and Holidays shall be paid at double the hourly rate of wage.
- When a holiday falls on a Saturday, the Friday before shall be the observed holiday. When a holiday falls on a Sunday, the following Monday shall be the observed holiday.
- S. The first ten (10) hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. In the event the job is down due to weather conditions, or other conditions beyond the control of the Employer, then Saturday may be worked at the straight time rate, for the first eight (8) hours, or the first ten (10) hours when a four day ten hour workweek has been established.
- All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
- When an employee returns to work without a break of eight (8) hours since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.

Benefit Code Key – Effective 3/5/2025 thru 8/30/2025

11. T. On Monday through Friday, the first four (4) hours of overtime after eight (8) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay, unless a four (4) day ten (10) hour workweek has been established. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, the first two (2) hours of overtime after ten (10) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay.
- On Saturday, the first twelve (12) hours of work shall be paid at one and one half (1-1/2) times the straight time rate of pay, except that if the job is down on Monday through Friday due to weather conditions or other conditions outside the control of the employer, the first ten (10) hours on Saturday may be worked at the straight time rate of pay.
- All hours worked over twelve (12) hours in a day and all hours worked on Sunday and Holidays shall be paid at two (2) times the straight time rate of pay.
- U. On Monday through Friday, the first four (4) hours of overtime after eight (8) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay, unless a four (4) day ten (10) hour workweek has been established. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, the first two (2) hours of overtime after ten (10) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay.
- On Saturday, the first twelve (12) hours of work shall be paid at one and one half (1-1/2) times the straight time rate of pay, except that if the job is down on Monday through Friday due to weather conditions or other conditions outside the control of the employer, the first ten (10) hours on Saturday may be worked at the straight time rate of pay.
- All hours worked over twelve (12) hours in a day and all hours worked on Sunday and Holidays shall be paid at two (2) times the straight time rate of pay.
- If, due to conditions beyond the control of the Employer or when contract specifications require that work can only be performed outside the regular day shift, then a Special Shift may be worked, Monday through Friday, at the straight-time rate. The starting time of work for the Special Shift will be arranged to fit such conditions of work. Such Special Shift shall consist of eight (8) hours of work for eight (8) hours of pay or ten (10) hours of work for ten(10) hours of pay on a four-ten workday schedule.

Holiday Codes

5. A. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, and Christmas Day (7).
- B. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, the day before Christmas, and Christmas Day (8).
- C. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8).
- D. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8).
- H. Holidays: New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, the Day after Thanksgiving Day, And Christmas (6).

Holiday Codes Continued

5. I. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day (6).
- K. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday After Thanksgiving Day, The Day Before Christmas, And Christmas Day (9).
- L. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, And Christmas Day (8).
- N. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, The Friday After Thanksgiving Day, And Christmas Day (9).
- P. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday And Saturday After Thanksgiving Day, The Day Before Christmas, And Christmas Day (9). If A Holiday Falls On Sunday, The Following Monday Shall Be Considered As A Holiday.
- Q. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day (6).
- R. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day After Thanksgiving Day, One-Half Day Before Christmas Day, And Christmas Day. (7 1/2).
- S. Paid Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, And Christmas Day (7).
- Z. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8).

Holiday Codes Continued

6. G. Paid Holidays: New Year's Day, Martin Luther King Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and Christmas Eve Day (11).
- H. Paid Holidays: New Year's Day, New Year's Eve Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday After Thanksgiving Day, Christmas Day, The Day After Christmas, And A Floating Holiday (10).
- T. Paid Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, The Last Working Day Before Christmas Day, And Christmas Day (9).
- Z. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, And Christmas Day (7). If a holiday falls on Saturday, the preceding Friday shall be considered as the holiday. If a holiday falls on Sunday, the following Monday shall be considered as the holiday.

Holiday Codes Continued

7. A. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any Holiday Which Falls On A Sunday Shall Be Observed As A Holiday On The Following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.
- B. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- C. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- D. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8). Unpaid Holidays: President's Day. Any paid holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any paid holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- E. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- F. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the last working day before Christmas day and Christmas day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

Holiday Codes Continued

7. G. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day (6). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.
- H. Holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- I. Holidays: New Year's Day, President's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, The Day Before Christmas Day And Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- J. Holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day (6). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

Holiday Codes Continued

7. K. Holidays: New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- L. Holidays: New Year's Day, Memorial Day, Labor Day, Independence Day, Thanksgiving Day, the Last Work Day before Christmas Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- N. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. When Christmas falls on a Saturday, the preceding Friday shall be observed as a holiday.
- P. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.
- Q. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.
- S. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, Christmas Day, the Day after Christmas, and A Floating Holiday (9). If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.
- V. Holidays: New Year's Day, President's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, the day before or after Christmas, and the day before or after New Year's Day. If any of the above listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.
- W. Holidays: New Year's Day, Day After New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Eve Day, Christmas Day, the day after Christmas, the day before New Year's Day, and a Floating Holiday.
- X. Holidays: New Year's Day, Day before or after New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and the day before or after Christmas day. If a holiday falls on a Saturday or on a Friday that is the normal day off, then the holiday will be taken on the last normal workday. If the holiday falls on a Monday that is the normal day off or on a Sunday, then the holiday will be taken on the next normal workday.
- Y. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, and Christmas Day. (8) If the holiday falls on a Sunday, then the day observed by the federal government shall be considered a holiday and compensated accordingly.
- Z. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, Christmas Eve, and Christmas Day (9). Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday. Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.

Holiday Codes Continued

15. G. New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, the last scheduled workday before Christmas, and Christmas Day (9). If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.
- H. Holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- I. Holidays: New Year's Day, President's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, The Day Before Christmas Day And Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- J. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, and Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.
- K. Holidays: New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
- L. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the Friday after Thanksgiving Day, and Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.
- M. Holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Eve Day and Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.
- N. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the Friday after Thanksgiving Day, and Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.
- O. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, the day before Christmas day, and Christmas Day (10). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.

Note Codes

8. D. Workers working with supplied air on hazmat projects receive an additional \$1.00 per hour.
- L. Workers on hazmat projects receive additional hourly premiums as follows -Level A: \$0.75, Level B: \$0.50, And Level C: \$0.25.
- M. Workers on hazmat projects receive additional hourly premiums as follows: Levels A & B: \$1.00, Levels C & D: \$0.50.
- N. Workers on hazmat projects receive additional hourly premiums as follows -Level A: \$1.00, Level B: \$0.75, Level C: \$0.50, And Level D: \$0.25.
- S. Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.
- T. Effective August 31, 2012 – A Traffic Control Laborer performs the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.
- U. Workers on hazmat projects receive additional hourly premiums as follows – Class A Suit: \$2.00, Class B Suit: \$1.50, And Class C Suit: \$1.00. Workers performing underground work receive an additional \$0.40 per hour for any and all work performed underground, including operating, servicing and repairing of equipment. The premium for underground work shall be paid for the entire shift worked. Workers who work suspended by a rope or cable receive an additional \$0.50 per hour. The premium for work suspended shall be paid for the entire shift worked. Workers who do “pioneer” work (break open a cut, build road, etc.) more than one hundred fifty (150) feet above grade elevation receive an additional \$0.50 per hour.
8. V. In addition to the hourly wage and fringe benefits, the following depth and enclosure premiums shall be paid. The premiums are to be calculated for the maximum depth and distance into an enclosure that a diver reaches in a day. The premiums are to be paid one time for the day and are not used in calculating overtime pay.
- Depth premiums apply to depths of fifty feet or more. Over 50' to 100' - \$2.00 per foot for each foot over 50 feet. Over 101' to 150' - \$3.00 per foot for each foot over 101 feet. Over 151' to 220' - \$4.00 per foot for each foot over 220 feet. Over 221' - \$5.00 per foot for each foot over 221 feet.
- Enclosure premiums apply when divers enter enclosures (such as pipes or tunnels) where there is no vertical ascent and is measured by the distance travelled from the entrance. 25' to 300' - \$1.00 per foot from entrance. 300' to 600' - \$1.50 per foot beginning at 300'. Over 600' - \$2.00 per foot beginning at 600'.
- W. Meter Installers work on single phase 120/240V self-contained residential meters. The Lineman/Groundmen rates would apply to meters not fitting this description.

Note Codes Continued

- X. Workers on hazmat projects receive additional hourly premiums as follows - Class A Suit: \$2.00, Class B Suit: \$1.50, Class C Suit: \$1.00, and Class D Suit: \$0.50. Special Shift Premium: Basic hourly rate plus \$2.00 per hour.

When due to conditions beyond the control of the Employer or when an owner (not acting as the contractor), a government agency or the contract specifications requires that work can only be performed outside the normal 5 am to 6pm shift, then the special shift premium will be applied to the basic hourly rate. When an employee works on a special shift, they shall be paid a special shift premium for each hour worked unless they are in OT or Double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)

- Y. Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay.

Swinging Stage/Boatswains Chair: Employees working on a swinging state or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents (\$0.75) per hour above the classification rate.

- Z. Workers working with supplied air on hazmat projects receive an additional \$1.00 per hour.

Special Shift Premium: Basic hourly rate plus \$2.00 per hour. When due to conditions beyond the control of the Employer or when an owner (not acting as a contractor), a government agency or the contract specifications require that more than (4) hours of a special shift can only be performed outside the normal 6 am to 6pm shift, then the special shift premium will be applied to the basic straight time for the entire shift. When an employee works on a special shift, they will be paid a special shift premium for each hour worked unless they are in overtime or double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)

Note Codes Continued

9. A. Workers working with supplied air on hazmat projects receive an additional \$1.00 per hour.

Special Shift Premium: Basic hourly rate plus \$2.00 per hour. When due to conditions beyond the control of the Employer or when an owner (not acting as the contractor), a government agency or the contract specifications require that more than four (4) hours of a special shift can only be performed outside the normal 6 am to 6pm shift, then the special shift premium will be applied to the basic straight time for the entire shift. When an employee works on a special shift, they shall be paid a special shift premium for each hour worked unless they are in overtime or double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)

Certified Crane Operator Premium: Crane operators requiring certifications shall be paid \$0.50 per hour above their classification rate.

Boom Pay Premium: All cranes including tower shall be paid as follows based on boom length:

- (A) – 130' to 199' – \$0.50 per hour over their classification rate.
- (B) – 200' to 299' – \$0.80 per hour over their classification rate.
- (C) – 300' and over – \$1.00 per hour over their classification rate.

Note Codes Continued

9. B. The highest pressure registered on the gauge for an accumulated time of more than fifteen (15) minutes during the shift shall be used in determining the scale paid.
- Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay. Swinging Stage/Boatswains Chair: Employees working on a swinging stage or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents (\$0.75) per hour above the classification rate.
- C. Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay. Swinging Stage/Boatswains Chair: Employees working on a swinging stage or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents (\$0.75) per hour above the classification rate.
- Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. A Traffic Control Laborer performs the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. These classifications are only effective on or after August 31, 2012.
- D. Industrial Painter wages are required for painting within industrial facilities such as treatment plants, pipelines, towers, dams, bridges, power generation facilities and manufacturing facilities such as chemical plants, etc., or anywhere abrasive blasting is necessary to prepare surfaces, or hazardous materials encapsulation is required.
- E. Heavy Construction includes construction, repair, alteration or additions to the production, fabrication or manufacturing portions of industrial or manufacturing plants, hydroelectric or nuclear power plants and atomic reactor construction. Workers on hazmat projects receive additional hourly premiums as follows -Level A: \$1.00, Level B: \$0.75, Level C: \$0.50, And Level D: \$0.25.
- F. Industrial Painter wages are required for painting within industrial facilities such as treatment plants, pipelines, towers, dams, power generation facilities and manufacturing facilities such as chemical plants, etc., or anywhere abrasive blasting is necessary to prepare surfaces, or hazardous materials encapsulation is required.
- H. One (1) person crew shall consist of a Party Chief. (Total Station or similar one (1) person survey system). Two (2) person survey party shall consist of a least a Party Chief and a Chain Person. Three (3) person survey party shall consist of at least a Party Chief, an Instrument Person, and a Chain Person.

Benefit Code Key – Effective 3/5/2025 thru 8/30/2025

9. I. In addition to the hourly wage and fringe benefits, the following depth and enclosure premiums shall be paid. The premiums are to be calculated for the maximum depth and distance into an enclosure that a diver reaches in a day. The premiums are to be paid one time for the day and are not used in calculating overtime pay.
- Depth premiums apply to depths of fifty feet or more. Over 50' to 100' - \$2.00 per foot for each foot over 50 feet. Over 101' to 150' - \$3.00 per foot for each foot over 101 feet. Over 151' to 220' - \$4.00 per foot for each foot over 220 feet. Over 221' - \$5.00 per foot for each foot over 221 feet.
- Enclosure premiums apply when divers enter enclosures (such as pipes or tunnels) where there is no vertical ascent and is measured by the distance travelled from the entrance. 25' to 300' - \$1.00 per foot from entrance. 300' to 600' - \$1.50 per foot beginning at 300'. Over 600' - \$2.00 per foot beginning at 600'.
- Employees may be required to perform any combination of work within the Diving team/crew, (with the exception of dive Supervisor) provided they are paid at the highest rate at which he/she has worked for the shift.
- L. Workers on hazmat projects receive additional hourly premiums as follows -Level A: \$0.75, Level B: \$0.50, And Level C: \$0.25.
- Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay.
- Swinging Stage/Boatswains Chair: Employees working on a swinging stage or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents (\$0.75) per hour above the classification rate.

Geotechnical Engineering Services

1st Way South Pedestrian Crossing
Federal Way, Washington

for
The City of Federal Way

November 6, 2024

1101 Fawcett Avenue, Suite 200
Tacoma, Washington 98402
253.383.4940



Geotechnical Engineering Services

1st Way South Pedestrian Crossing
Federal Way, Washington

File No. 2207-022-00
November 6, 2024

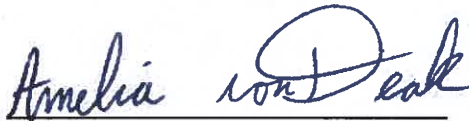
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GEOENGINEERS 

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

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Figure 1. Vicinity Map

Figure 2. Site Plan

Appendices

Appendix A. Subsurface Explorations and Laboratory Testing

 Figure A-1. Key to Exploration Logs

 Figure A-2. Log of Boring

Appendix B. Report Limitations and Guidelines for Use

1.0 Introduction

This report presents our geotechnical analysis and recommendations in support of the 1st Way South Pedestrian Crossing project in Federal Way, Washington. The site is comprised of 1st Way South, an asphalt concrete paved four lane road, approximately 250 feet north of South 340th Street in Federal Way, Washington. A vicinity map is provided as Figure 1. Our understanding of the project is based on discussions with representatives of the City of Federal Way via electronic mail. We understand that an approximately 75-foot-long pedestrian crossing is planned to connect the east and west sides of 1st Way South. We understand that four mast signal arms are anticipated, one on the east side, two in the median between the north and south lanes, and one on the west side of 1st Way South.

The purpose of our services is to explore subsurface conditions as a basis for developing geotechnical engineering recommendations for the design and construction of the project. Our geotechnical scope of services is provided in our signed agreement dated August 20, 2024.

2.0 Site Conditions

2.1 SURFACE CONDITIONS

The location for the proposed pedestrian crossing is located on 1st Way South north of the intersection of 1st Way South and South 340th Street. 1st Way South is approximately 75-feet wide from outer curb to outer curb with an approximately 15-foot-wide curbed median separating the north and south lanes. The four lanes of 1st Way South are paved with asphalt concrete and include a 6-inch Portland cement concrete curb on the east and west sides of the north and south lanes. An approximately 5 foot wide Portland cement concrete sidewalk next to the outer curbs of roadway. The Site Plan, Figure 2 shows the general overview of the project site and immediate surroundings. Landscaping vegetation includes grass lawns, small shrubs, low ground cover, and mature trees. The mature trees are located on the west side of 1st Way South with smaller trees and low ground cover within the median. Ground surface elevations are generally level at about Elevation 300 feet NAVD88 (North American Vertical Datum of 1988) with a slope on the west side of the roadway in the greenway up to about Elevation 305 feet. A set of Portland cement concrete steps framed by small shrubs are installed in the slope connecting the sidewalk to an asphalt concrete paved parking lot located at the top of the slope. The area to the east of the roadway consists of a grass lawn east of the Portland cement concrete steps that extend to an approximately 8-foot tall chain link fence topped with barbed wire that is approximately 18 feet east from the east curb and extends in a north-south configuration.

2.2 GEOLOGIC SETTING

Our understanding of the site geology is based in part on review of the “Lidar-Revised Geologic map of the Poverty Bay 7.5’ Quadrangle, King and Pierce Counties, Washington” (Tabor, et al. 2014) and our experience in the area. The reviewed map indicates the site is underlain by glacial till deposits, described as a highly compact mixture of sand, gravel, silt, and clay, sometimes referred to as “hardpan”. These soils were deposited below glacial ice and have been glacially overridden (glacially consolidated); densities typically range from dense to very dense. Glacial till deposits typically provide high bearing resistance and low infiltration potential. Glacial deposits, including glacial till, can contain cobbles and boulders dispersed throughout.

2.3 SUBSURFACE CONDITIONS

2.3.1 Explorations

We explored the subsurface conditions at the site by advancing one boring (B-1) approximately 25 feet below ground surface (bgs) at the approximate location on the east side of the roadway in a grass lawn shown in the attached Site Plan, Figure 2. A detailed description of our subsurface exploration program, including summary exploration logs and laboratory testing results are provided in Appendix A.

2.3.2 Soil Conditions

Underlying about 2-inches of grass lawn sod at the surface, we observed what we interpret to be glacial till deposits. Glacial till consisted of silty sand with gravel and silty gravel with sand in a cemented silt-matrix. The upper 5 feet of the boring was hydro-vacuumed due to the proximity of the boring to marked underground utilities. What we interpret to be intact glacial till soils were observed immediately below the sod. Intact glacial till soils were dense to very dense. A hard silt lens of unknown thickness was observed within the one sample with the lower contact observed at 15½ feet bgs.

2.3.3 Groundwater Conditions

Groundwater, seepage, and/or wet soils were not observed at the time of excavation. Soil coloring and oxidation were not observed that would indicate fluctuations of groundwater at various times of the year, such as perched groundwater. Explorations were completed on October 7, 2024, within the typical wet season for the area.

Based on our observations, we interpret static groundwater levels in the area are likely lower than the depths of our exploration. Although not observed in our boring, we anticipate perched groundwater could be present at various times throughout the year. Perched groundwater is commonly dependent on infiltration of surface water that slows or terminates atop underlying less permeable layers (e.g., sand over glacial till or sandier layers units withing glacial till). Rainfall amounts, irrigation, site grading, underground utilities and other factors can also affect the quantity, location, and depth of perched groundwater. We anticipate perched groundwater will generally be prevalent during the wet season, typically October through May in western Washington, and will likely occur at the contact or near the top of glacial till.

3.0 Conclusions and Design Recommendations

3.1 PRIMARY GEOTECHNICAL CONSIDERATIONS

Based on our understanding of the project, the explorations performed for this study and our experience, it is our opinion the proposed improvements can be designed and constructed as envisioned with the following geotechnical considerations:

- Proposed signal mast arms can be supported using drilled shaft foundations. We do not anticipate significant overexcavation will be required, unless isolated areas of loose, or otherwise unsuitable areas are encountered near foundation grade, or developed as a result of construction activities.

- Due to the proximity of the proposed locations of the signal mast arms there is a likelihood that an unknown fill material may overlie the glacial till in those locations and foundation depths may need to be adjusted based on conditions encountered during construction.
- Existing site soils generally contain a significant quantity of fine-grained particles (material passing the U.S. No. 200 sieve). These soils will be difficult to work with when wet and will become easily disturbed if exposed to wet weather. For general planning purposes, we recommend site soils are not considered for re-use as structural fill.

3.2 SHAFT FOUNDATION FOR SIGNAL MAST ARMS

Signal mast arms will be constructed as part of the proposed pedestrian crossing. We understand these will be supported with standard drilled shaft foundations. We recommend the parameters used in allowable lateral bearing pressures listed in the table below are based on the design methods described in the Washington State Department of Transportation (WSDOT) Geotechnical Design Manual (GDM) Chapter 17, alternatively a more detailed design using LPILE software and the provided parameters can be used.

Although it was not observed in our exploration, structural fill could be present at the ground surface, especially near the roadway and within the median. We recommend that at least 2-feet of structural fill be assumed in the analysis and design of foundations to account for typical roadway construction practices. Additional depth of fill should be included where it was known to be placed as part of previous projects or where it will be placed as part of this project.

DESIGN PARAMETERS FOR ANALYSIS OF LIGHT POLE FOUNDATIONS (WSDOT GDM CH. 17)

SOIL TYPE	ELEVATION RANGE	UNIT WEIGHT (PCF)	FRICTION ANGLE (DEG)	ALLOWABLE LATERAL BEARING PRESSURE (PSF)
Structural Fill ¹	Varies	120	32	2000
Glacial Till	Varies to 25 feet	130	40	4500

DESIGN PARAMETERS FOR ANALYSIS OF LIGHT POLE FOUNDATIONS

SOIL TYPE	ELEVATION RANGE	LPILE MODEL TYPE	UNIT WEIGHT (PCF)	FRICTION ANGLE (DEG)	P-Y MODULUS K (PCl)	COHESION (PSF)	E ₅₀
Structural Fill ¹	Varies	Sand (Reese)	120	32	112.5	-	-
Glacial Till	Varies to 25 feet	Sand (Reese)	130	40	225	-	-

¹ Structural Fill is assumed to be comparable to a well compacted "Common Borrow" based on WSDOT Standard Specification 9-03.14(3).

4.0 Limitations

We have prepared this report for the exclusive use of The City of Federal Way and their authorized agents and/or regulatory agencies for the 1st Way South Pedestrian Crossing Project in Federal Way, Washington.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the field of geotechnical engineering in this area at the time this report was prepared. The conclusions, recommendations, and opinions presented in this report are based on our professional knowledge, judgment, and experience. No warranty or other conditions, express or implied, should be understood.

Any electronic form, facsimile or hard copy of the original document (email, text, table and/or figure), if provided, and any attachments should be considered a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

Please refer to the appendix titled “Report Limitations and Guidelines for Use” for additional information pertaining to use of this report.

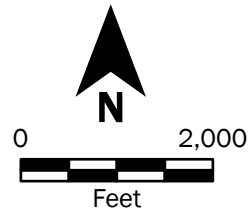
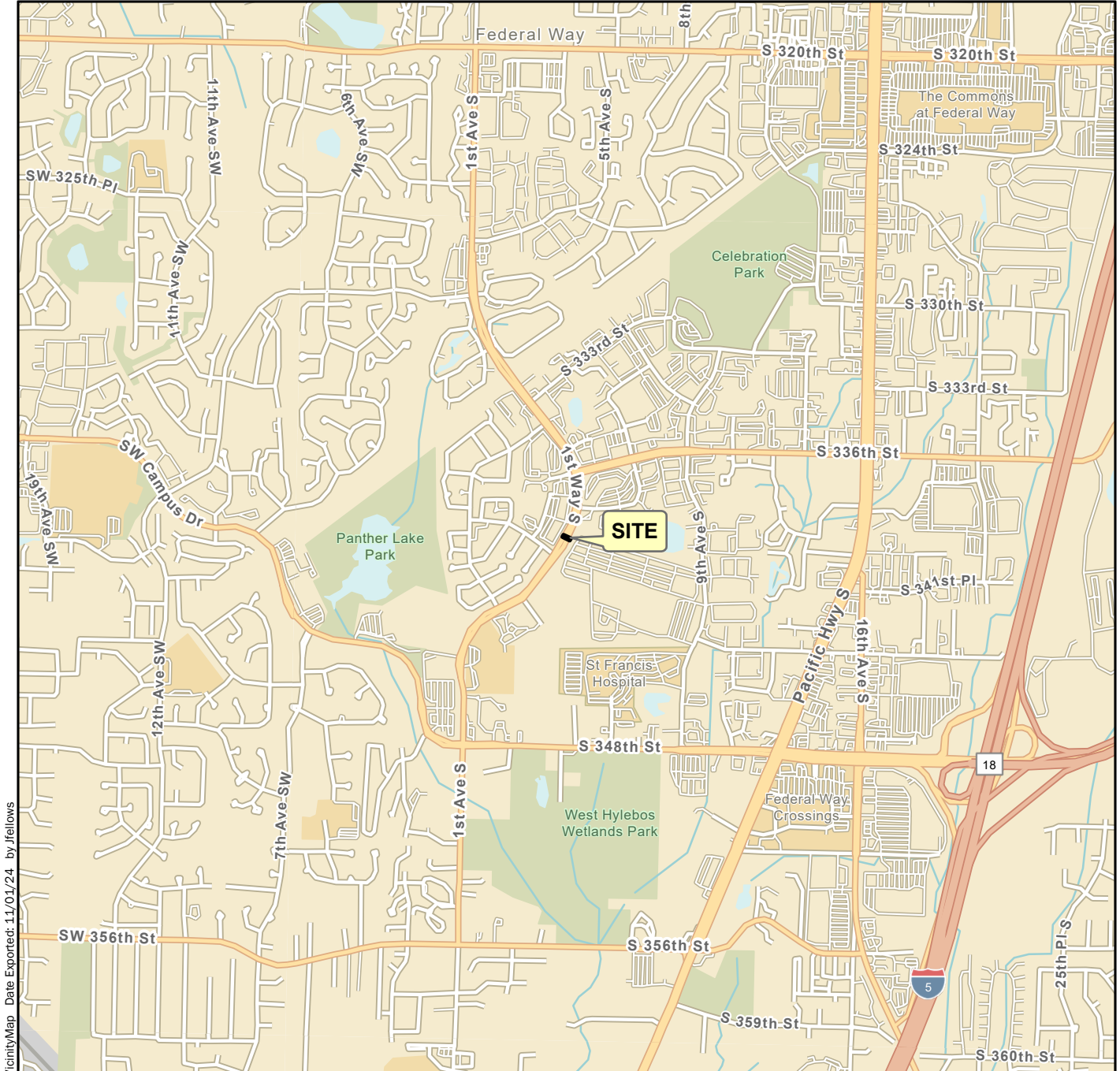
5.0 References

Ensoft, Inc. LPILE 2013 Version 7.

Tabor, R.W., Booth, D. B., and Troost, K. G., “Lidar-Revised Geologic Map of the Paverty Bay 7.5’ Quadrangle, King and Pierce Counties, Washington”, 2014.


Washington State Department of Transportation. February 2022. (M 46-03.16). “ Geotechnical Design Manual.”

Figures



Source(s):
• ESRI

Coordinate System: NAD 1983 StatePlane Washington North FIPS 4601 Feet
Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.


Vicinity Map	
1st Way South Pedestrian Crossing Federal Way, Washington	
GEOENGINEERS 	Figure 1

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P:\2\22070222\CAD\00\Geotech\220702200_F02_Site Plan.dwg 2 Date Exported:11/1/2024 8:05 AM - by Jackson N. Fellows



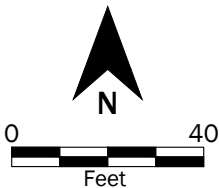
Legend

B-1  Boring by GeoEngineers, 2024

Source(s):
• Aerial from Microsoft Bing

Coordinate System: WA State Plane, North Zone, NAD83, US Foot

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.



Site Plan	
1st Way South Pedestrian Crossing Federal Way, Washington	
	Figure 2

Appendices

Appendix A

Subsurface Explorations and Laboratory Testing

Appendix A

Subsurface Explorations and Laboratory Testing

SUBSURFACE EXPLORATIONS

Subsurface conditions for the proposed 1st Way South Pedestrian Crossing project were explored by advancing one boring on October 7, 2024 at the approximate location shown in the Site Plan, Figure 2. The location of the boring was determined using an electronic tablet with global positioning system (GPS) software and should be considered approximate.

The boring was advanced to a depth of 5 feet below ground surface (bgs) using hydro-vacuuming techniques and operators provided by Holocene Drilling, Inc. (Holocene) due to the boring's proximity to utilities that were marked by the public locate and locations confirmed by APS, Inc (private locate). Site constraints prohibited moving the drilling location to a 5-foot offset. Track wheeled Diedrich D-50 drill rig, and operators provided by Holocene under subcontract to GeoEngineers advanced the boring from a depth of 5- to 25-feet bgs. After the boring was completed, the exploration was backfilled in general accordance with to Washington Department of Ecology regulations.

Our field representative recorded blow counts, obtained samples, classified soils encountered, and maintained a detailed log of the exploration. The samples were typically obtained with a standard split spoon sampler in general accordance with ASTM International (ASTM) D 1586. Field blow counts are presented on the log. The soils were classified visually in general accordance with the system described in Figure A-1, which includes a key to the exploration logs. Summary log of the boring exploration is included as Figure A-2.

The densities noted on the boring log are based on the blow counts produced in the standard penetration test (SPT) and our experience and judgement. The logs are based on our interpretation of the field and laboratory data and indicate the depth at which we interpret subsurface materials or their characteristics to change, although these changes might actually be gradual.

LABORATORY TESTING

Soil samples obtained from the exploration were transported to the GeoEngineers laboratory located in Redmond, Washington. Representative soil samples were selected for laboratory tests to evaluate the pertinent geotechnical engineering characteristics of the soils and to confirm our field classification. Below we provide a description of the tests performed.

Sieve Analysis (SA)

Sieve analysis was performed on selected samples in general accordance with ASTM International (ASTM) Test Method C 136. This test method covers the quantitative determination of the distribution of particle sizes in soils. Typically, the distribution of particle sizes larger than 75 micrometers (μm) is determined by sieving. The results of the test were used to verify field soil classification. Figure A-3 presents the results of our sieve analysis.

Moisture Content

The moisture content of selected samples was determined in general accordance with ASTM D 2216. The test results are used to aid in determining the moisture content of the soil, soil classification and correlation with other pertinent engineering soil properties. The test results are presented on the exploration logs at the respective sample depths.

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOLS		TYPICAL DESCRIPTIONS
			GRAPH	LETTER	
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	CLEAN GRAVELS (LITTLE OR NO FINES)		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES (APPRECIABLE AMOUNT OF FINES)		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES (APPRECIABLE AMOUNT OF FINES)		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
	SAND AND SANDY SOILS	CLEAN SANDS (LITTLE OR NO FINES)		SW	WELL-GRADED SANDS, GRAVELLY SANDS
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES)		SP	POORLY-GRADED SANDS, GRAVELLY SAND
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES)		SM	SILTY SANDS, SAND - SILT MIXTURES
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY
				CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS
				CH	INORGANIC CLAYS OF HIGH PLASTICITY
				OH	ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY
HIGHLY ORGANIC SOILS				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

Sampler Symbol Descriptions

	Modified California Sampler (6-inch sleeve) or Dames & Moore
	Standard Penetration Test (SPT)
	Shelby tube
	Piston
	Direct-Push
	Bulk or grab
	Continuous Coring

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

ADDITIONAL MATERIAL SYMBOLS

SYMBOLS		TYPICAL DESCRIPTIONS
GRAPH	LETTER	
	AC	Asphalt Concrete
	CC	Cement Concrete
	CR	Crushed Rock/Quarry Spalls
	SOD	Sod/Forest Duff
	TS	Topsoil

Groundwater Contact



Measured groundwater level in exploration, well, or piezometer



Measured free product in well or piezometer

Graphic Log Contact



Distinct contact between soil strata



Approximate contact between soil strata

Material Description Contact



Contact between geologic units



Contact between soil of the same geologic unit

Laboratory / Field Tests

%F	Percent fines
%G	Percent gravel
AL	Atterberg limits
CA	Chemical analysis
CP	Laboratory compaction test
CS	Consolidation test
DD	Dry density
DS	Direct shear
HA	Hydrometer analysis
MC	Moisture content
MD	Moisture content and dry density
Mohs	Mohs hardness scale
OC	Organic content
PM	Permeability or hydraulic conductivity
PI	Plasticity index
PL	Point load test
PP	Pocket penetrometer
SA	Sieve analysis
TX	Triaxial compression
UC	Unconfined compression
UU	Unconsolidated undrained triaxial compression
VS	Vane shear

Sheen Classification

NS	No Visible Sheen
SS	Slight Sheen
MS	Moderate Sheen
HS	Heavy Sheen

Key to Exploration Logs



Figure A-1

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

Drilled	Start 10/7/2024	End 10/7/2024	Total Depth (ft)	25	Logged By Checked By	AVD	Driller	Holocene Drilling	Drilling Method	Hollow-stem Auger	
Surface Elevation (ft) Vertical Datum			300 NAVD88		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment		Diedrich D-50
Easting (X) Northing (Y)			1269261 112097		System Datum		WA State Plane North NAD83 (feet)		Groundwater not observed at time of exploration		
Notes:											

Elevation (feet)	Depth (feet)	FIELD DATA				Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
		Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
295	0						Sod	Approximately 2 inches of sod			Vacuum truck down to 5 feet due to utility proximity
							GM	Gray silty fine to coarse gravel with sand and occasional organic matter (fine roots) (dense to very dense, moist) (glacial till)			
295	5	12	43		1 SA				5	31	Drill chatter from 5 to 20 feet
		18	59		2 MC				8		
290	10	0	50/5.5"		3						
285	15	17	76/11"		4A 4B 5A		ML	Gray silt with fine sand and gravel (hard, moist)			
							SM	Gray silty fine to medium sand with gravel (very dense, moist)	5	24	
280	20	6	50/6"		5						
275	25	0	50/2"		6						

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

Log of Boring B-1

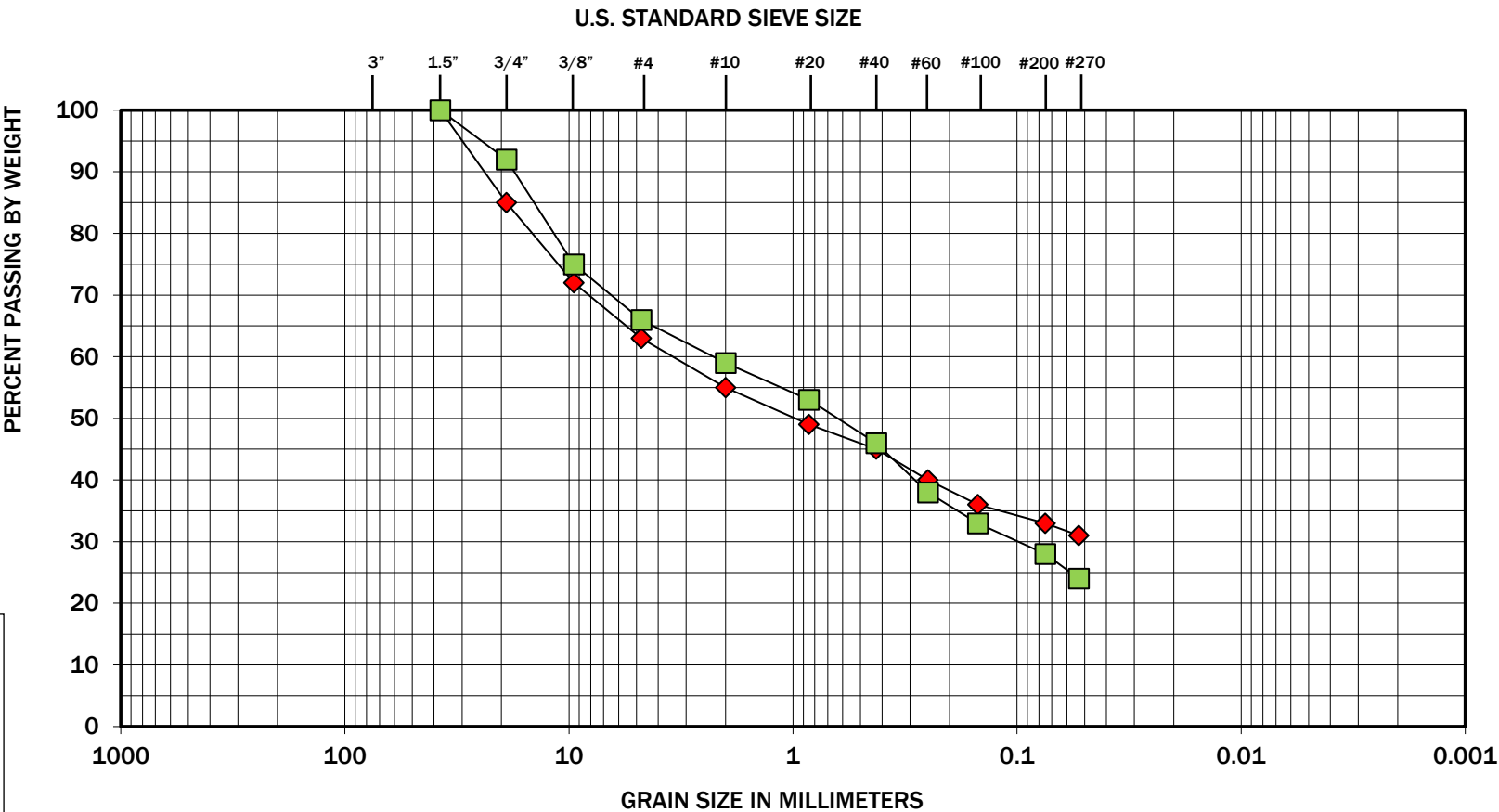


Project: 1st Way South Pedestrian Crossing
Project Location: Federal Way, Washington
Project Number: 2207-022-00

Figure A-2
Sheet 1 of 1

*** Official bid documents, plan holder's list, and addenda (if applicable) are available on BXWA.com ***

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COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	B-1	5	5	Silty gravel with sand (GM)
■	B-1	15.5	5	Silty sand with gravel (SM)

Note: This report may not be reproduced, except in full, without written approval of GeoEngineers, Inc. Test results are applicable only to the specific sample on which they were performed, and should not be interpreted as representative of any other samples obtained at other times, depths or locations, or generated by separate operations or processes.

The grain size analysis results were obtained in general accordance with ASTM D 6913.

Appendix B

Report Limitations and Guidelines for Use

Appendix B

Report Limitations and Guidelines For Use¹

This appendix provides information to help you manage your risks with respect to the use of this report.

READ THESE PROVISIONS CLOSELY

It is important to recognize that the geoscience practices (geotechnical engineering, geology, and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers includes the following explanatory “limitations” provisions in its reports. Please confer with GeoEngineers if you need to know more how these “Report Limitations and Guidelines for Use” apply to your project or site.

GEOTECHNICAL SERVICES ARE PERFORMED FOR SPECIFIC PURPOSES, PERSONS, AND PROJECTS

This report has been prepared for The City of Federal Way and for the Project(s) specifically identified in the report. The information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our Agreement with The City of Federal Way dated August 20, 2024 and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

A GEOTECHNICAL ENGINEERING OR GEOLOGIC REPORT IS BASED ON A UNIQUE SET OF PROJECT-SPECIFIC FACTORS

This report has been prepared for the 1st Way South Pedestrian Crossing project in Federal Way, Washington. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, it is important not to rely on this report if it was:

- Not prepared for you,
- Not prepared for your project,
- Not prepared for the specific site explored, or
- Completed before important project changes were made.

¹ Developed based on material provided by GBA, GeoProfessional Business Association; www.geoprofessional.org.

For example, changes that can affect the applicability of this report include those that affect:

- The function of the proposed structure;
- Elevation, configuration, location, orientation, or weight of the proposed structure;
- Composition of the design team; or
- Project ownership.

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

ENVIRONMENTAL CONCERNS ARE NOT COVERED

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

SUBSURFACE CONDITIONS CAN CHANGE

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

GEOTECHNICAL AND GEOLOGIC FINDINGS ARE PROFESSIONAL OPINIONS

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

GEOTECHNICAL ENGINEERING REPORT RECOMMENDATIONS ARE NOT FINAL

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers

cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

A GEOTECHNICAL ENGINEERING OR GEOLOGIC REPORT COULD BE SUBJECT TO MISINTERPRETATION

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and preconstruction conferences, and providing construction observation.

DO NOT REDRAW THE EXPLORATION LOGS

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable, but separating logs from the report can create a risk of misinterpretation.

GIVE CONTRACTORS A COMPLETE REPORT AND GUIDANCE

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- Advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- Encourages contractors to conduct additional study to obtain the specific types of information they need or prefer.

CONTRACTORS ARE RESPONSIBLE FOR SITE SAFETY ON THEIR OWN CONSTRUCTION PROJECTS

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule, or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

BIOLOGICAL POLLUTANTS

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention, or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings, or conclusions regarding the detecting, assessing, preventing or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as they may relate to this project. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria, and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.

INFORMATION PROVIDED BY OTHERS

GeoEngineers has relied upon certain data or information provided or compiled by others in the performance of our services. Although we use sources that we reasonably believe to be trustworthy, GeoEngineers cannot warrant or guarantee the accuracy or completeness of information provided or compiled by others.

