Contract Provisions and Plans

For Construction of:

2025 HMA OVERLAY PROJECT #ESHMA25-1

SKAGIT COUNTY PUBLIC WORKS

2025 HMA Overlay Project
#ESHMA25-1

Farm to Market Road (#31010) from MP 0.10 to MP 0.97:

This Contract provides for the improvement of a Skagit County Road in accordance with the attached Contract Plans, these Contract Provisions, and the 2025 Standard Specifications.

Includes, but is not limited to: planing existing asphalt for approximately 0.87 miles, hauling planings and excavation waste to a County determined site, placing and compacting a 0.17-foot HMA Cl. 1/2in. PG 58H-22 wearing course on the planed surface with a Material Transfer Device (MTD), pavement pulverizing, installing permanent pavement markings, placement of temporary pavement markings – short duration, placement of shoulder ballast, erosion and sediment control, trimming and cleanup, traffic control, adjusting monument cases and a catch basin, Class A Construction signing, and other work.

All work to be completed within 10 working days from Notice to Proceed.

Measurement & Payment: Each item will be per the bid proposal.

2025 HMA OVERLAY PROJECT
#ESHMA25-1

SKAGIT COUNTY, WASHINGTON

2025
SKAGIT COUNTY
DEPARTMENT OF PUBLIC WORKS
MOUNT VERNON, WASHINGTON 98273-5625

NOTICE TO ALL PLAN HOLDERS

Copies of the Plans and specifications are available at Skagit County Public Works, 1800 Continental Place, Mount Vernon, Washington 98273-5625. Telephone: (360) 416-1400. You may receive the bid information electronically; copies of the plans and specifications are available at: http://www.skagitcounty.net/rfp

APPROVED:

Thomas Weller, P.E.
Acting County Engineer

MAPS, PLANS, AND SPECIFICATIONS APPROVED:

BOARD OF COUNTY COMMISSIONERS
SKAGIT COUNTY, WASHINGTON

Lisa Janicki, Chair

Ron Wesen, Commissioner

Peter Browning, Commissioner

2025 HMA OVERLAY

Skagit County Project #ESHMA25-1

CERTIFICATION

We hereby certify that these contract documents were prepared by us or under our direct supervision, and that we are duly registered Professional Engineers under the laws of the State of Washington.

Engineer of Record

04/14/2025

Thomas M. Weller, P.E.

Acting County Engineer

NOTICE OF CALL FOR BIDS

NOTICE IS HEREBY GIVEN by SKAGIT COUNTY that sealed bids will be received and publicly opened in the Commissioners' Hearing Room, 1800 Continental Place, Mount Vernon, WA 98273 on **Monday, May 12, 2025, at the hour of 12:00 p.m.,** or as soon thereafter as possible, for the following work:

2025 HMA Overlay Project - #ESHMA25-1

Attendance will be in-person or remote by computer, tablet, or smartphone: https://us06web.zoom.us/j/87180001980?pwd=eEVGUGkxZ3NkQkhYSnhBMEo2RTQrdz09 or by phone: 1 (253) 215-8782 Meeting ID: 871 8000 1980

PROJECT DESCRIPTION:
Farm to Market Road (#31010) from MP 0.10 to MP 0.97:
This Contract provides for the improvement of a Skagit County Road in accordance with the attached Contract Plans, these Contract Provisions, and the 2025 Standard Specifications.

Includes, but is not limited to: planing existing asphalt for approximately 0.87 miles, hauling planings and excavation waste to a County determined site, placing and compacting a 0.17-foot HMA Cl. 1/2in. PG 58H-22 wearing course on the planed surface with a Material Transfer Device (MTD), pavement pulverizing, installing permanent pavement markings, placement of temporary pavement markings – short duration, placement of shoulder ballast, erosion and sediment control, trimming and cleanup, traffic control, adjusting monument cases and a catch basin, Class A Construction signing, and other work.

The time limit for physical completion of work is a total of 10 WORKING DAYS. The Engineer's Estimate Range is $407,000 to $501,000.

Contractor and all subcontractors shall have a contractor's license to work in the State of Washington.

Information, copies of maps, plans, specifications, and addenda for this project will be available on-line beginning **April 24, 2025,** at http://www.skagitcounty.net/rfp or obtained at Skagit County Public Works Department, 1800 Continental Place, Mount Vernon, Washington: (360) 416-1400. Contractors who download plans and specifications are advised to e-mail brendao@co.skagit.wa.us to be added to plan holders list to receive any addenda that may be issued.

All technical questions regarding this project are to be submitted **no later than 12:00 p.m., Wednesday, April 30, 2025** in writing to Daron Browning, Engineering Technician III, or by e-mail to daronb@co.skagit.wa.us with the subject line reading, **"2025 HMA Overlay Project #ESHMA25-1"**. All project specific questions and response to answers for this project will be available on-line as received. **All Addenda will be posted on-line for this project by 4:00 p.m. Thursday, May 1, 2025**. If further Addenda are required to be issued, the bid opening will be postponed.

All bid envelopes must be plainly marked on the outside, "**Sealed Bid, 2025 HMA Overlay Project #ESHMA25-1".** Sealed bids shall be received by one of the following delivery methods before **Monday, May 12, 2025, at the hour of 12:00 p.m**. Proposals are to be submitted on the forms provided in the Bid Proposal Packet. Incomplete proposals and proposals received after the time fixed for the opening cannot be considered. Oral, telephonic, telegraphic, electronic, or faxed proposals will not be accepted. All bidding shall be based upon compliance with the Contract Provisions and Plans.

1. **Hand delivered**: Bids delivered in person shall be received only at the office of the SKAGIT COUNTY COMMISSIONERS, Reception Desk, 1800 Continental Place, Suite 100, Mount Vernon, WA 98273-5625.
2. **Via mail**: Bids shall be mailed to the SKAGIT COUNTY COMMISSIONERS, 1800 Continental Place, Suite 100, Mount Vernon, WA 98273-5625.

BID GUARANTY: No bid will be considered unless accompanied by a surety company bid bond, or a certified or cashier's check payable to the order of Skagit County for a sum not less than five percent (5%) of the total amount of the bid. A Contract Bond covering performance and payment will be required with the contract. Washington State Prevailing Wage Rates apply to this contract and bidders are advised to consider this charge when tabulating bids.

Skagit County reserves the right to reject any or all bids, and the right to waive any informalities or irregularities in any bid or in any bidding and to further award the Project to the lowest, responsive, responsible bidder whose bid complies with all of the prescribed formalities, as it best serves the interest of Skagit County. After the date and hour set for the opening of bids, no bidder may withdraw its bid unless the award of the contract is delayed for a period exceeding forty-five (45) calendar days following bid opening. All bidders agree to be bound by their bids until the expiration of this stated time period.

The Skagit County, in accordance with the provisions of 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 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.

For questions regarding Skagit County's Title VI Program, you may contact the Public Works Department's Title VI Coordinator, Michael See, at (360) 416-1400.

The Board of Skagit County Commissioners reserves the right to reject any or all bids.

NOTICE GIVEN BY ORDER OF THE BOARD OF SKAGIT COUNTY COMMISSIONERS this 21st day of April 2025.

Amber Eggs

Clerk of the Board

Published: Skagit Valley Herald – April 24, 2025, and May 1, 2025

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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 WSDOTGSP)
(May 1, 2013 SkagitR)

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

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

Division 1
General Requirements

DESCRIPTION OF WORK

(March 13, 1995)

Farm to Market Road (#31010) from MP 0.10 to MP 0.97:

This Contract provides for the improvement of a Skagit County Road in accordance with the attached Contract Plans, these Contract Provisions, and the 2025 Standard Specifications.

Includes, but is not limited to: planing existing asphalt for approximately 0.87 miles; hauling planings and excavation waste to a County determined site; placing and compacting a 0.17-foot HMA Cl. ½-in. PG 58H-22 wearing course on the planed surface with a Material Transfer Device (MTD); pavement pulverizing; installing permanent pavement markings; placement of temporary pavement marking – short duration; placement of shoulder ballast; providing erosion and sediment control; trimming and cleanup; traffic control; adjusting monument cases and a catch basin; Class A Construction signing; and other work.

1-01 Definition and Terms

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 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

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")	3	Furnished automatically upon award.
Contract Provisions	3	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 of Work

General

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 13 business days preceding the bid opening to allow a written reply to reach all prospective Bidders before the submission of their Bids.

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.

Add the following new section:

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

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

1-02.7 Bid Deposit
(March 8, 2013 APWA GSP)

Supplement this section with the following:

Bid bonds shall contain the following:

1. Contracting Agency-assigned number for the project;

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

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

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

1-02.9 Delivery of Proposal
(July 14, 2016 SkagitR)

Delete Section 1-02.9 and replace it with the following:

Each proposal shall be submitted in a sealed envelope, with the Project Name and Project Number as stated in the Call for Bids clearly marked on the outside of the envelope, or as otherwise required in the Bid Documents, to ensure proper handling and delivery.

The Contracting Agency will not open or consider any Bid Proposal that is received after the time specified in the Call for Bids for receipt of Bid Proposals, or received in a location other than that specified in the Call for Bids.

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.

1-02.12 Public Opening Of Proposals

(July 14, 2016 SkagitR)

Section 1-02.12 is supplemented with the following:

Sealed bids shall be received at the time and location specified in the Call for Bids, unless modified by addenda.

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 A)

Delete this section and replace it with the following:

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

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

If the Contracting Agency determines the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1) and is therefore not a responsible Bidder, the 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.

1-02.15 Pre Award Information

(December 30, 2022 APWA GSP)

Revise this section to read:

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

1. A complete statement of the origin, composition, and manufacture of any or all materials to be used,
2. Samples of these materials for quality and fitness tests,

3. A progress schedule (in a form the Contracting Agency requires) showing the order of and time required for the various phases of the work,
4. A breakdown of costs assigned to any bid item,
5. Attendance at a conference with the Engineer or representatives of the Engineer,
6. Obtain, and furnish a copy of, a business license to do business in the city or county where the work is located.
7. Any other information or action taken that is deemed necessary to ensure that the bidder is the lowest responsible bidder.

1-03 Award and Execution of Contract

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 20 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, 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 10 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 decisions 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

(December 30, 2022 APWA 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. Addenda,
2. Proposal Form,
3. Special Provisions,
4. Contract Plans,
5. Standard Specifications,
6. Contracting Agency's Standard Plans or Details (if any), and
7. 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.

1-04.4(1) Minor Changes

(May 30, 2019 APWA GSP)

Delete the first paragraph and replace it with the following:

Payments or credits for changes amounting to $15,000 or less may be made under the Bid item "Minor Change". At the discretion of the Contracting Agency, this procedure for Minor Changes may be used in lieu of the more formal procedure as outlined in Section 1-04.4, Changes. All "Minor Change" work will be within the scope of the Contract Work and will not change Contract Time.

1-05 Control of Work

1-05.4 Conformity with and Deviations from Plans and Stakes

Section 1-05.4 is supplemented with the following:

(January 13, 2021)

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:

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

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

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

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

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

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

Payment

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

"Roadway Surveying", lump sum.

The lump sum contract price for "Roadway Surveying" shall be full pay for all labor, equipment, materials, and supervision utilized to perform the Work specified, including

any resurveying, checking, correction of errors, replacement of missing or damaged stakes, and coordination efforts.

1-05.7 Removal of Defective and Unauthorized Work

(October 1, 2005 APWA GSP)

Supplement this section with the following:

If the Contractor fails to remedy defective or unauthorized work within the time specified in a written notice from the Engineer, or fails to perform any part of the work required by 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.

1-05.11 Final Inspection

Delete this section and replace it with the following:

1-05.11 Final Inspections and Operational Testing

(October 1, 2005 APWA GSP)

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 therefor.

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

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

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.

1-05.13 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.

Add the following new section:

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

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.

1-06 Control of Material

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

1-07.2 State Taxes

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

1-07.2 State Sales Tax

(June 27, 2011 APWA GSP)

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

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

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

1-07.2(1) State Sales Tax — Rule 171

WAC 458-20-171, and its related rules, apply to building, repairing, or improving streets, roads, etc., which are owned by a municipal corporation, or political subdivision of the state, or by the United States, and which are used primarily for foot or vehicular traffic. This includes storm or combined sewer systems within and included as a part of the street or road drainage system and power lines when such are part of the roadway

lighting system. For work performed in such cases, the Contractor shall include Washington State Retail Sales Taxes in the various unit bid item prices, or other contract amounts, including those that the Contractor pays on the purchase of the materials, equipment, or supplies used or consumed in doing the work.

1-07.2(2) State Sales Tax — Rule 170

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

1-07.7 Load Limits

Section 1-07.7 is supplemented with the following:

(March 13, 1995)

If the sources of materials provided by the Contractor necessitates 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.

1-07.17 Utilities and Similar Facilities

Section 1-07.17 is supplemented with the following:

(April 2, 2007)
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:

***

Ziply Fiber
Primary Contact-
Shawn Griggs
(865) 985-1002
shawn.griggs@atcotelecom.com

Alternate Contact-
Michael Merrill
(615) 719-0199
michael.merrill@ziply.com

Public Utility District
Primary Contact-
Mike Benton
(360) 848-4439
benton@skagitpud.org

Alternate Contact-
Ben Hansen
(360) 848-4445
hansen@skagitpud.org

Puget Sound Energy
Contact: Jane Major
(360) 715-7221
jane.major@pse.com

Comcast
Contact: Casey Jones
(425) 508-7335
casey_jones@cable.comcast.com

Astound Broadband
Contact: Todd Gibbons
(360) 333-7627
todd.gibbons@astound.com

Cascade Natural Gas
Contact: Addam Sad
(360) 391-6097
addam.sad@cngc.com

Lumen
Contact: Morgan Roehl
(206) 348-9025
Morgan.roehl1@lumen.com

Samish Water District
Contact: Ken Vogel
Office: (360) 734-5664
Cell: (360) 603-1753
vogelken@comcast.net

Utility Location Center (One Call Center) (800) 424-5555

***

1-07.18 Public Liability and Property Damage Insurance

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

1-07.18 Insurance
(January 4, 2024 APWA GSP)

1-07.18(1) General Requirements

A. The Contractor shall procure and maintain the insurance described in all subsections of section 1-07.18 of these Special Provisions, from insurers with a current A. M. Best rating of not less than A-: VII and licensed to do business in the State of Washington. The Contracting Agency reserves the right to approve or reject the insurance provided, based on the insurer's financial condition.

B. The Contractor shall keep this insurance in force without interruption from the commencement of the Contractor's Work through the term of the Contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated below.

C. If any insurance policy is written on a claims-made form, its retroactive date, and that of all subsequent renewals, shall be no later than the effective date of this Contract. The policy shall state that coverage is claims made and state the retroactive date. Claims-made form coverage shall be maintained by the Contractor for a minimum of 36 months following the Completion Date or earlier termination of this Contract, and the Contractor shall annually provide the Contracting Agency with proof of renewal. If renewal of the claims made form of coverage becomes unavailable, or economically prohibitive, the Contractor shall purchase an extended reporting period ("tail") or execute another form of guarantee acceptable to the Contracting Agency to assure financial responsibility for liability for services performed.

D. The Contractor's Automobile Liability, Commercial General Liability and Excess or Umbrella Liability insurance policies shall be primary and non-contributory insurance as respects the Contracting Agency's insurance, self-insurance, or self-insured pool coverage. Any insurance, self-insurance, or self-insured pool coverage maintained by the Contracting Agency shall be excess of the Contractor's insurance and shall not contribute with it.

E. The Contractor shall provide the Contracting Agency and all additional insureds with written notice of any policy cancellation, within two business days of their receipt of such notice.

F. The Contractor shall not begin work under the Contract until the required insurance has been obtained and approved by the Contracting Agency

G. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Contracting Agency may, after giving five business days' notice to the Contractor to correct the breach, immediately terminate the Contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Contracting Agency on demand, or at the sole discretion of the Contracting Agency, offset against funds due the Contractor from the Contracting Agency.

H. All costs for insurance shall be incidental to and included in the unit or lump sum prices of the Contract and no additional payment will be made.

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

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

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 <u>not</u> 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 offence
$2,000,000	Stop Gap / Employers' Liability each accident

1-07.18(5)B Automobile Liability

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

Such policy must provide the following minimum limit:

$1,000,000	Combined single limit each accident

1-07.18(5)C Workers' Compensation

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

1-07.23 Public Convenience and Safety

1-07.23(1) Construction Under Traffic

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

(November 4, 2024)

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

*** No lane closures between the hours of 6:00AM and 8:00PM. ***

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

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

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 *** 8:00PM *** on the day prior to a holiday or holiday weekend, and

4. Before *** 6:00AM *** on the day after the holiday or holiday weekend.

5. The two-hour period prior to and the two-hour period after the following special events:

   *** Skagit Skies Airshow: June 28, 2025. Port of Skagit ***

   It shall be the Contractor's responsibility to obtain the dates and times of all events.

Traffic Delays

When Automated Flagger Assistance Devices (AFADs) or flaggers are used to control traffic, traffic shall not be stopped for more than *** 10 *** minutes at any time. All traffic congestion shall be allowed to clear before traffic is delayed again.

If the delay becomes greater than *** 10 *** minutes, the Contractor shall immediately begin to take action to cease the operations that are causing the delays. If the *** 10 *** minute delay limit has been exceeded, as determined by the Engineer, the Contractor shall provide to the Engineer, a written proposal to revise their work operations to meet the *** 10 *** 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.

1-08 PROSECUTION AND PROGRESS

Add the following new section:

1-08.0 Preliminary Matters
(May 25, 2006 APWA GSP)

Add the following new section:

1-08.0(1) Preconstruction Conference
(July 8, 2024 APWA GSP)

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

1. To review the initial progress schedule;
2. To establish a working understanding among the various parties associated or affected by the work;
3. To establish and review procedures for progress payment, notifications, approvals, submittals, etc.;
4. To 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 conference the following:

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

Add the following new section:

1-08.0(2) Hours of Work
(December 8, 2014 APWA GSP)

Except in the case of emergency or unless otherwise approved by the Engineer, the normal working hours for the Contract shall be any consecutive 8-hour period between 8:00 p.m. and 6:00 a.m. for all work requiring lane closures 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 five (5) 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

1-08.1 Subcontracting

(December 30, 2022 APWA GSP, Option A)

Section 1-08.1 is supplemented with the following:

Prior to any subcontractor or lower tier subcontractor beginning work, the Contractor shall submit to the Engineer a certification (WSDOT Form 420-004) that a written agreement between the Contractor and the subcontractor or between the subcontractor and any lower tier subcontractor has been executed. This certification shall also guarantee that these subcontract agreements include all the documents required by the Special Provision Federal Agency Inspection.

A subcontractor or lower tier subcontractor will not be permitted to perform any work under the contract until the following documents have been completed and submitted to the Engineer:

1. Request to Sublet Work (WSDOT Form 421-012), and

2. Contractor and Subcontractor or Lower Tier Subcontractor Certification for Federal-aid Projects (WSDOT Form 420-004).

The Contractor shall submit to the Engineer a completed Monthly Retainage Report (WSDOT Form 272-065) within 15 calendar days after receipt of every monthly progress payment until every subcontractor and lower tier subcontractor's retainage has been released.

The Contractor's records pertaining to the requirements of this Special Provision shall be open to inspection or audit by representatives of the Contracting Agency during the life of the contract and for a period of not less than three years after the date of acceptance of the contract. The Contractor shall retain these records for that period. The Contractor shall also guarantee that these records of all subcontractors and lower tier subcontractors shall be available and open to similar inspection or audit for the same time period.

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

1-08.3 Progress Schedule

1-08.3(2)A Type A Progress Schedule

(December 30, 2022 APWA GSP)

Revise this section to read:

The Contractor shall submit three (3) 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.

1-08.5 Time for Completion

Section 1-08.5 is supplemented with the following:

(March 13, 1995)
This project shall be physically completed within ten (10) working days.

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

1-08.9 Liquidated Damages

(March 3, 2021 APWA GSP, Option B)

Revise the second and third paragraphs to read:

Accordingly, the Contractor agrees:

1. To pay (according to the following formula) liquidated damages 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.

Liquidated Damages Formula

LD=0.15C/T

Where:

LD = liquidated damages per working day (rounded to the nearest dollar)
C = original Contract amount
T = original time for Physical Completion

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, the formula for liquidated damages shown 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.

1-09 Measurement and Payment

1-09.2 Weighing Equipment

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 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.

1-09.9 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(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.

1-10 Temporary Traffic Control

1-10.2 Traffic Control Management

1-10.2(1) General

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

(October 3, 2022)
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://atssa.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
https://www.kndservices.net

1-10.4 Measurement

1-10.4(3) Reinstating Unit Items With Lump Sum Traffic Control

The first sentence of the first paragraph of Section 1-10.4(3) is revised to read:

(March 20, 2025)
The Bid Proposal may establish the project as lump sum, in accordance with Section 1-10.4(1) and also include one or more of the items included above in Section 1-10.4(2).

1-10.5 Payment

1-10.5(2) Item Bids with Lump Sum for Incidentals

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

(November 2, 2022)
"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.

Division 2
Earthwork

2-01 Clearing, Grubbing, and Roadside Cleanup

2-01.1 Description

Add the following new Section:

(******)

2-01.1(1) Preparation of Existing Surfaces

(October 12, 2016 SkagitR)

All pavements, bituminous surfaces, concrete surfaces, and shoulders shall be thoroughly cleaned of dust, soil, plant or organic material, pavement grindings, and other foreign matter at the conclusion of the project.

2-01.4 Measurement

(October 12, 2016 SkagitR)

Section 2-01.4 is supplemented with the following:

There is no separate unit bid item for “Preparation of Existing Surfaces”.

2-01.5 Payment

(October 12, 2016 SkagitR)

Section 2-01.5 is supplemented with the following:

All labor and materials associated with “Preparation of Existing Surfaces” shall be included in the associated unit bid price for bid item “HMA Cl. ½” PG 58H-22”.

2-05 PAVEMENT PULVERIZING (NEW SECTION)

(April 1, 2025, SkagitR)

2-05.1 Description

This Work consists of pulverizing the existing asphalt concrete as indicated on the plans. The Work shall include pulverizing, shaping, grading and compacting, and hauling, as needed, in conformance with these specifications and in conformity with the lines, grades, depths, and typical cross sections shown on the plans or as established by the Engineer.

2-05.3 Construction Requirements

As shown on the plans, existing asphalt concrete pavement within the project limits shall be pulverized by a method that does not damage or dislodge the material below the existing asphalt. The thickness of the existing asphalt pavement averages 5 to 7 inches thick. Driveway pavement and roadway pavement not pulverized but shown for removal shall be planed as shown in the plans.

Existing raised pavement markers shall be removed prior to pulverizing of pavement.

The pulverized material shall conform to the following gradation:

Sieve Size	Percent Passing (by weight)
1 1/2”	100%

Acceptance of the gradation will be based on visual inspection.

Placing, grading, and compacting shall be in accordance with Section 4-04.3(5) of the Standard Specifications or as approved by the Engineer.

Following completion of the pavement pulverizing, the Contractor shall verify the pulverized material meets the gradation requirements stated above. If needed, excess material shall be excavated and hauled away.

2-05.4 Measurement

Pulverizing will be measured in place by the square yard of existing pavement to be pulverized.

2-05.5 Payment

“Pavement Pulverizing,” per square yard.

The unit contract price per square yard for “Pavement Pulverizing” shall be full compensation for material, labor, tools, equipment, and incidentals required for pulverizing the existing pavement including haul as specified in section 5-04.3(14), compaction, and removal of existing pavement markings.

2-11 TRIMMING AND CLEANUP

2-11.1 Description

(July 14, 2016 SkagitR)

Section 2-11.1 is revised to read:

This Work consists of dressing and trimming the entire Roadway(s) improved under the Contract, including frontage roads, connecting ramps, auxiliary lanes, and approach roads. This Work extends to roadbeds, shoulders, lawns and ditches.

The Contractor shall also trim and clean up the staging areas and any other area the Contractor uses for construction operations.

2-11.3 Construction Requirements

(July 14, 2016 SkagitR)

Item number four in the first paragraph of Section 2-11.3 is revised to read:

4. Remove and dispose of all weeds, brush, refuse, rocks larger than two-inches in diameter, asphalt chunks, survey stakes, and any other debris that lie on the roadbed, shoulders, ditches, and slopes.

Division 5
Surface Treatments and Pavements

Hot Mix Asphalt

5-04 Hot Mix Asphalt
(January 31, 2023 APWA GSP)

Delete Section 5-04, 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:

- Be designed for 2.5 million equivalent single axle loads (ESALs).
- 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

(February 6, 2024 SkagitR)

Revise this section to read:

A Material Transfer Device/Vehicle (MTD/V) shall be used, unless otherwise approved by the Engineer.

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

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

(March 13, 2025 SkagitR)

Revise this section to read:

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 fall within the following minimum and maximum depths:

Gradation	Minimum	Maximum
HMA Class 1”	0.25 feet	0.35 feet
HMA Class ¾”		
wearing course	0.20 feet	0.30 feet
other courses	0.20 feet	0.35 feet
HMA Class ½”		
wearing course	0.15 feet	0.30 feet
other courses	0.15 feet	0.35 feet
HMA Class ⅜”	0.10 feet	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 sublot shall be equal to one day's production or 800 tons, whichever is less except that the final sublot 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 sublot.

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 (Va) (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 sublot 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 sublot 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 sublot 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 sublot. The relative density of the core will replace the relative density determined by the nuclear density gauge for the sublot 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 sublot 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 sublot shall be equal to one day's production or 400 tons, whichever is less except that the final sublot 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 sublot per WSDOT T 738.

The sublot 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 sublot, with one test per sublot.

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 sublot 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 ½ 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 ⅛ 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 ¼ 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
(February 27, 2025 SkagitR)

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.

*****

All planing and pulverized material derived from the Contractor's operations shall be delivered and stockpiled at the following site:

Duke's Pit
23615 Bassett Road, Sedro-Woolley, WA 98284

All details of the delivery, including the location within the pit for stockpiling, shall be coordinated with the Engineer at <u>least five (5) working days</u> prior to delivery.
*****

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 planing 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

Construct HMA approaches at the locations shown in the Plans or where staked by the Engineer, in accordance with Section 5-04.

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.

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 square yard.

The unit Contract price per square yard for "Pavement Repair Excavation Incl. Haul" shall be full payment for all costs incurred to perform the Work described in Section 5-04.3(4) 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 Work associated with the coring (e.g., traffic control) shall be incidental and included in 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.

Division 8
Miscellaneous Construction

8-13 Monument Cases

8-13.1 Description
(April 1, 2025 SkagitR)

Revise this section to read:

This work consists of furnishing, placing and adjusting monument cases and covers and risers, in accordance with the *Standard Plans* and these Specifications and in conformity with the lines and locations shown in the Plans or as staked.

8-13.2 Materials
(April 1, 2025 SkagitR)

Revise this section to read:

Materials shall meet the requirements of the following sections:

Commercial Concrete	6-02
Crushed Surfacing Base Course	9-03.9(3)
Monument Cases and Covers and Risers	9-22.1

8-13.3 Construction Requirements

8-13.3(2) Adjust Monument Case and Cover

8-13.3(2)A Removing and Lowering Monument Case and Cover
(April 1, 2025 SkagitR)

Delete this section and replace it with the following:

The existing monument cases and covers and risers shall be lowered prior to planing and adjusted to the finished grade after the HMA overlay is complete.

The contractor shall reference the location of each monument case to be adjusted. The contractor may use location devices, offsets, or any locating method approved by the Engineer.

Monument cases and covers shall be lowered sufficiently to allow the planer to maintain a continuous profile and grade. Whenever lowered or removed, existing cases and covers shall be thoroughly cleaned for re-installation at the new elevation. The contractor shall exercise care in removing the existing monument cases and covers so as not to disturb the monument or damage the case.

The contractor shall backfill and compact all voids resulting from lowering and adjusting the monument cases and covers. Backfill material shall be Crushed Surfacing Base Course (CSBC). The basis for acceptance of CSBC shall be visual inspection by the Engineer's representative.

The use of monument case riser rings may be permitted with Engineer's Approval. Debris from lowering and adjusting the monument cases and covers shall be removed from the project.

8-13.3(2)B Reinstalling Monument Case and Cover

(April 1, 2025 SkagitR)

Delete this section and replace it with the following:

The adjusted or reinstalled monument case and cover shall be reset to be flush with the finished pavement as indicated in the plans and in accordance with the following additional requirements:

1. The HMA shall be cut and removed to a neat circle, the diameter of which shall be equal to the outside diameter of the monument case plus a minimum of 0.5 feet. The base shall be removed, the monument case or riser set, and Commercial Concrete Class 3000 placed in the void between the case or risers and the HMA, up to the finished pavement surface.
2. Prior to opening to traffic, the concrete shall have attained a minimum compressive strength of 2000 psi determined by WSDOT FOP for C 805.

The concrete shall be cured by one of the following methods:

1. Covered with wet burlap for 24 hours.
2. Covered with white polyethylene sheeting for 24 hours.
3. Sprayed with liquid curing compound.

8-13.4 Measurement

(April 1, 2025 SkagitR)

Measurement for adjust monument case and cover will be by the unit for each monument case and cover adjusted.

8-13.5 Payment

(April 1, 2025 SkagitR)

Payment will be made for the following Bid item when included in the Proposal:

"Adjust Monument Case and Cover", per each.

8-23 Temporary Pavement Markings

8-23.2 Materials

(April 1, 2025 SkagitR)

Revise this section to read:

Materials for temporary markings shall be paint or temporary overlay markers. Materials for pavement markings shall meet the following requirements:

Temporary Marking Paint	9-34.2(6)
Temporary Overlay Markers (TOMs)	9-34.6 (SP)

8-23.3 Construction Requirements

8-23.3(4) Pavement Marking Application

8-23.3(4)A Temporary Pavement Marking – Short Duration

(April 1, 2025 SkagitR)

Delete this section and replace it with the following:

Temporary Pavement Markings – Short Duration shall be in accordance with the Standard Plans and meet the following requirements:

Temporary Center Line – After planing, a BROKEN line used to delineate adjacent lanes of traffic moving in opposite directions. The broken pattern shall be based on a 40-foot unit, consisting of a 4-foot line with a 36-foot gap using Yellow Temporary Marking Paint.

After paving, Yellow Temporary Overlay Markers (TOMs) shall be used to delineate adjacent lanes of traffic moving in opposite directions. The line shall consist of markers installed continuously at 40-foot spacings.

Temporary Edge Line – After paving, White Temporary Overlay Markers (TOMs) shall be used on the edges of traveled way and turn lanes. The edge line shall consist of markers installed continuously at 120-foot spacings. The turn lanes shall consist of markers installed continuously at 40-foot spacings.

Temporary Miscellaneous Pavement Markings – After planing, a solid symbol or linear marking for traffic arrows, HOV lane symbols, and other markings made with white paint. Symbols should mimic those shown in the Standard Plans.

After paving, a solid symbol or linear marking for traffic arrows, HOV lane symbols, and other markings made with white paint. Symbols should mimic those shown in the Standard Plans.

Temporary Stop Line – After planing, a solid transverse line made with white paint in accordance with the Standard Plans.

After paving, a solid transverse line made with white paint in accordance with the Standard Plans.

8-23.3(4)D Maintenance of Pavement Markings

(April 1, 2025 SkagitR)

Delete this section and replace it with the following:

The contractor shall be responsible for monitoring and maintaining temporary pavement markings in serviceable condition throughout the duration of the project until permanent pavement markings are installed. The contractor shall repair or replace any damaged or worn pavement markings, including those affected by normal traffic wear, immediately. All repaired or replaced pavement marking shall meet the requirements of the original pavement markings.

8-23.5 Payment

(February 12, 2024 SkagitR)

Section 8-23.5 is supplemented with the following:

"Temporary Pavement Marking – Short Duration", per linear foot.

The unit Contract price per linear foot for "Temporary Pavement Marking – Short Duration", shall be full pay for all work as specified.

Division 9
Materials

9-34 Pavement Marking Material

9-34.1 General

Supplement this section with the following:

Temporary Overlay Markers (TOMs)

9-34.6 Temporary Flexible Raised Pavement Markers

Delete this section and replace with the following:

9-34.6 Temporary Overlay Markers
(*February 12, 2024 SkagitR*)

Temporary Overlay Markers (TOMs) shall consist of an L-shaped body with retroreflective tape on the top of one face for one-way traffic and reflective tape on the top of both faces for two-way traffic. The marker body shall be made from 0.060-inch minimum think polyurethane. The top of the vertical leg shall be between 1.75 and 2.0 inches high and shall be approximately 4 inches wide. The base width shall be approximately 1.125 inches wide. The base shall have a pressure sensitive adhesive material, a minimum of 0.125 inch thick with release paper. The reflective tape shall be a minimum of 0.25 inch high by 4 inches wide. The reflective tape shall have a minimum reflectance of 3.5 candlepower per foot-candle for white and 2.5 candlepower per foot-candle for yellow measured at 0.2-degree observation angle and 0-degree entrance angle.

Appendices
(January 2, 2012)

The following appendix is attached and made a part of this contract:

APPENDIX A:
Standard Plans

APPENDIX B:
Wage Rates
Washington State Prevailing Wage Rates

APPENDIX C:
Construction Contract and Contract Bond - Informational Only

APPENDIX D:
Proposal Forms - Informational Only

APPENDIX E:
Vicinity Map and Plans

(November 4, 2024)
Standard Plans

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 ½ 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" EXPANDED 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 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" BRIDGE 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 SLAB 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 Plam 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 ~ ¾” (IN) x 30” (IN) FULL THREAD ~ THREE REQ’D. PER ASSEMBLY” is revised to read; “ANCHOR BOLTS ~ ¾” (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 ½” DIAM., is revised to read; CHASE NIPPLE ~ 1 ½” (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 ½” S.S. PENTA HEAD BOLT AND 12” S. S. FLAT WASHER” is revised to read; “12 – 13 x 1 ½” S.S. PENTA HEAD BOLT AND 1/2” (IN) S. S. FLAT WASHER”

J-40.36

Note 1, second sentence; ”Finish shall be # 2B for backbox and # 4 for the cover.” Is revised to read; ”Finish shall be # 2B for barrier box and HRAP (Hot Rolled Annealed and Pickled) for the cover.

J-40.37

Note 1, second sentence; ”Finish shall be # 2B for backbox and # 4 for the cover.” Is revised to read; ”Finish shall be # 2B for barrier box and HRAP (Hot Rolled Annealed and Pickled) for the cover.

J-75.20

Key Notes, note 16, second bullet point, was: “1/2” (IN) x 0.45” (IN) Stainless Steel Bands”, add the following to the end of the note: “Alternate: Stainless steel cable with

stainless steel ends, nuts, bolts, and washers may be used in place of stainless steel bands and associated hardware."

J-75.55
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

1

C-1..... 9/8/22
C-1b.....10/12/23
C-1d.....10/31/03
C-6a..... 9/8/22
C-7..... 9/8/22
C-7a..... 9/8/22
C-20.10-09.....10/12/23
C-20.14-05..... 9/8/22
C-20.15-03.....10/12/23
C-20.18-04..... 9/8/22
C-20.40-10.....10/12/23
C-20.41-05.....7/18/24
C-20.43-01.....7/18/24
C-20.44-00.....8/13/24
C-20.45-03..... 9/8/22
C-20.55-00.....7/30/24
C-22.16-08.....10/17/23
C-22.40-11.....7/21/24
C-22.45-07.....7/21/24
C-23.70-01 ..... 10/16/23
C.24.10-05 ..... 7/21/24
C-24.15-00 ..... 3/15/22
C-25.20-07 ..... 8/20/21
C-25.22-06 ..... 8/20/21
C-25.26-05 ..... 8/20/21
C-25.30-01 ..... 8/20/21
C-25.32-00 ..... 7/29/24
C-25.80-05 ..... 8/12/19
C-60.10-04 ..... 7/21/24
C-60.15-01 ..... 7/21/24
C-60.20-01 ..... 9/8/22
C-60.30-02 ..... 7/21/24
C-60.40-01 ..... 7/21/24
C-60.45-01 ..... 7/21/24
C-60.50-01 ..... 7/21/24
C-60.60-01 ..... 7/21/24
C-60.70-01 ..... 9/8/22
C-60.80-02 ..... 7/21/24
C-70.10-04 ..... 10/16/23
C-70.15-01 ..... 7/21/24
C-75.10-02 ..... 9/16/20
C-75.20-03 ..... 8/20/21
C-75.30-03 ..... 8/20/21
C-80.10-03 ..... 10/16/23
C-80.20-01 ..... 6/11/14
C-80.30-02 ..... 8/20/21
C-80.40-01 ..... 6/11/14
C-85.10-00 ..... 4/8/12
C-85.11-01 ..... 9/16/20
C-85.15-03 ..... 10/17/23
C-85-18-03..... 9/8/22
C-81.10-00 ..... 9/12/23
C-81.15-00 ..... 9/12/23

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D-2.36-03.....6/11/14
D-2.46-02.....8/13/21
D-2.84-00..... 11/10/05
D-2.92-01.....4/26/22
D-3.09-00.....5/17/12
D-3.10-01.....5/29/13
D-3.11-03 ..... 6/11/14
D-4 ..... 12/11/98
D-6 ..... 6/19/98
D-10.10-01 ..... 12/2/08
D-10.15-01 ..... 12/2/08
D-10.20-01 ..... 8/7/19
D-10.25-01 ..... 8/7/19
D-10.30-00 ..... 7/8/08
D-10.35-00 ..... 7/8/08
D-10.40-01 ..... 12/2/08
D-10.45-01 ..... 12/2/08
D-20.10-00 ..... 10/9/23

3

E-1.....2/21/07
E-2.....5/29/98
E-4 ..... 8/27/03
E-4a 8/27/03
E-20.10-00 ..... 9/12/23
E-20.20-00 ..... 10/4/23

4

F-10.12-04 .....9/24/20
F-10.16-00 .....12/20/06
F-10.18-04 .....6/28/24
F-10.40-04 .....9/24/20
F-10.42-00 .....1/23/07
F-10.62-02..... 4/22/14
F-10.64-03..... 4/22/14
F-30.10-04..... 9/25/20
F-40.12-03..... 6/29/16
F-40.14-03..... 6/29/16
F-40.15-04 ..... 9/25/20
F-40.16-03 ..... 6/29/16
F-45.10-05 ..... 6/4/24
F-80.10-04 ..... 7/15/16

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G-10.10-00 .....9/20/07
G-20.10-03 .....8/20/21
G-22.10-04 .....6/28/18
G-24.10-00 ..... 11/8/07
G-24.20-01 ..... 2/7/12
G-24.30-02 .....6/28/18
G-24.40-07 .....6/28/18
G-24.50-05..... 8/7/19
G-24.60-05..... 6/28/18
G-25.10-05..... 9/16/20
G-26.10-00..... 7/31/19
G-30.10-04..... 6/23/15
G-50.10-03..... 6/28/18
G-90.10-03..... 7/11/17
G-90.20-05..... 7/11/17
G-90.30-04..... 7/11/17
G-95.10-02..... 6/28/18
G-95.20-03..... 6/28/18
G-95.30-03..... 6/28/18

6

H-10.10-01..... 6/2/24
H-10.11-00..... 6/2/24
H-10.15-01..... 6/2/24
H-10.16-00..... 6/2/24
H-30.10-00 ..... 10/12/07
H-32.10-00 ..... 9/20/07
H-60.10-01 ..... 7/3/08
H-60.20-01 ..... 7/3/08
H-70.10-02 ..... 8/17/21
H-70.20-02 ..... 8/17/21

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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-30.15-02 .....3/22/13
I-30.16-01 .....7/11/19
I-30.17-01 .....6/12/19
I-30.30-02..... 6/12/19
I-30.40-02..... 6/12/19
I-30.60-02..... 6/12/19
I-40.10-00..... 9/20/07
I-50.20-02..... 7/6/22
I-60.10-01..... 6/10/13
I-60.20-01..... 6/10/13
I-80.10-02..... 7/15/16

1

J-05.50-00 .....8/30/22
J-10 .....7/18/97
J-10.10-04 .....9/16/20
J-10.12-00 .....9/16/20
J-10.14-00 .....9/16/20
J-10.15-01 .....6/11/14
J-10.16-02 .....8/18/21
J-10.17-02 .....8/18/21
J-10.18-02 .....8/18/21
J-10.20-04 .....8/18/21
J-10.21-02 .....8/18/21
J-10.22-03 .....10/4/23
J-10.25-01 .....6/21/24
J-10.26-00 .....8/30/22
J-12.15-00 .....6/28/18
J-12.16-00 .....6/28/18
J-15.10-01 .....6/11/14
J-15.15-02 .....7/10/15
J-20.01-01 .....6/21/24
J-20.05-00 .....6/21/24
J-20.10-05 .....10/4/23
J-20.11-03.....7/31/19
J-20.15-04 .....6/21/24
J-20.16-02 .....6/30/14
J-20.20-02 .....5/20/13
J-20.26-01 .....7/12/12
J-21.10-05 .....6/21/24
J-21.15-01 .....6/10/13
J-21.16-02 .....6/21/24
J-21.17-01 .....6/10/13
J-21.20-01 .....6/10/13
J-22.15-03 .....6/21/24
J-22.16-03 .....7/10/15
J-22.17-00 .....6/21/24
J-26.10-03..... 7/21/16
J-26.15-01..... 5/17/12
J-26.20-01..... 6/28/18
J-27.10-01..... 7/21/16
J-27.15-00..... 3/15/12
J-28.01-00..... 8/30/22
J-28.10-02..... 8/7/19
J-28.22-00..... 8/07/07
J-28.24-02..... 9/16/20
J-28.26-01..... 12/02/08
J-28.30-04..... 6/18/24
J-28.40-02..... 6/11/14
J-28.42-01..... 6/11/14
J-28.43-01..... 6/28/18
J-28.45-03..... 7/21/16
J-28.50-03..... 7/21/16
J-28.60-03..... 8/27/21
J-28.70-04..... 8/30/22
J-29.10-02..... 8/26/22
J-29.15-01..... 7/21/16
J-29.16-02..... 7/21/16
J-30.10-01..... 8/26/22
J-40.01-00..... 8/30/22
J-40.05-00..... 7/21/16
J-40.10-04..... 4/28/16
J-40.20-03..... 4/28/16
J-40.30-04..... 4/28/16
J-40.35-01..... 5/29/13
J-40.36-02..... 7/21/17
J-40.37-02..... 7/21/17
J-40.38-01..... 5/20/13
J-40.39-00..... 5/20/13
J-40.40-02..... 7/31/19
J-45.36-00..... 7/21/17
J-50.05-00..... 7/21/17
J-50.10-01..... .7/31/19
J-50.11-02..... 7/31/19
J-50.12-02..... 8/7/19
J-50.13-01..... 8/30/22
J-50.15-01..... 7/21/17
J-50.16-01..... 3/22/13
J-50.18-00..... 8/7/19
J-50.19-00..... 8/7/19
J-50.20-00..... 6/3/11
J-50.25-00..... 6/3/11
J-50.30-00..... 6/3/11
J-60.05-01..... 7/21/16
J-60.11-00..... 5/20/13
J-60.12-00..... 5/20/13
J-60.13-00..... 6/16/10
J-60.14-01..... 7/31/19
J-75.10-02..... 7/10/15
J-75.20-01..... 7/10/15
J-75.30-02..... 7/10/15
J-75.50-00..... 8/30/22
J-75.55-00..... 8/30/22
J-80.05-00..... 8/30/22
J-80.10-01..... 8/18/21
J-80.12-00..... 8/18/21
J-80.15-00..... 6/28/18
J-81.10-02..... 8/18/21
J-81.12-00..... 9/3/21
J-84.05-00..... 8/30/22
J-86.10-00..... 6/28/18
J-90.10-03..... 6/28/18
J-90.20-03..... 6/28/18
J-90.21-02..... 6/28/18
J-90.50-00..... 6/28/18

2

K-70.20-01..... 6/1/16
K-80.10-02.....9/25/20
K-80.32-00 ..... 8/17/21
K-80.34-00 ..... 8/17/21
K-80.35-01 ..... 9/16/20
K-80.37-01 ..... 9/16/20

3

L-5.10-02 ..... 6/5/24
L-5.15-00 .....9/19/22
L-10.10-02 .....6/21/12
L-20.10-03..... 7/14/15
L-30.10-02..... 6/11/14
L-40.15-01..... 6/16/11
L-40.20-02..... 6/21/12
L-70.10-01..... 5/21/08
L-70.20-01..... 5/21/08

4

M-1.20-04 .....9/25/20
M-1.40-03 .....9/25/20
M-1.60-03 .....9/25/20
M-1.80-03 .....6/3/11
M-2.20-03 .....7/10/15
M-9.60-00..... 2/10/09
M-11.10-04 ..... 8/2/22
M-12.10-04..... 6/28/24
M-15.10-02..... 7/17/23
M-17.10-02..... 7/3/08
M-24.66-00..... 7/11/17
M-40.10-04..... 10/17/23
M-40.20-00..... 10/12/07
M-40.30-01..... 7/11/17
M-40.40-00..... 9/20/07

M-2.21-00 .....7/10/15
M-3.10-04 .....9/25/20
M-3.20-04 ..... 8/2/22
M-3.30-04 .....9/25/20
M-3.40-04 .....9/25/20
M-3.50-03 .....9/25/20
M-5.10-03 .....9/25/20
M-7.50-01 .....1/30/07
M-9.50-02 .....6/24/14
M-20.10-04..... 8/2/22
M-20.20-02..... 4/20/15
M-20.30-05..... 6/28/24
M-20.40-03..... 6/24/14
M-20.50-02..... 6/3/11
M-24.20-02..... 4/20/15
M-24.40-02..... 4/20/15
M-24.60-04..... 6/24/14
M-24.65-00..... 7/11/17
M-40.50-00..... 9/20/07
M-40.60-00..... 9/20/07
M-60.10-01..... 6/3/11
M-60.20-03..... 8/17/21
M-65.10-03..... 8/17/21
M-80.10-01..... 6/3/11
M-80.20-00..... 6/10/08
M-80.30-00..... 6/10/08

APPENDIX A

Standard Plans

Link to WSDOT Standard Plans

https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/standard-plans

APPENDIX B

Wage Rates

Washington State Prevailing Wage Rates

Skagit County Public Works
Prevailing Wage Rates for Public Works Projects

Prevailing Wage Rates shall apply in accordance with RCW 39.12.030, WAC 296-127-011(5)

Project Name:	**2025 HMA Overlay Project**
Project Number:	**ESHMA25-1**
Bid Opening Date & Time:	**May 12, 2025 @ 12:00 p.m.**
Effective Date for Washington State Prevailing Wage Rates: ***Note: The contractor shall be responsible for obtaining the correct rates if the rates are modified prior to bid opening, or the bid opening is rescheduled.***	**May 12, 2025**
County in which public works project is located: ***Note: For off-site work, use rates for the county in which off-site work will be performed.***	**Skagit County**

Washington State Prevailing wage rates can be found at:

Journey: https://lni.wa.gov/licensing-permits/public-works-projects/prevailing-wage-rates/

Apprentice: https://secure.lni.wa.gov/wagelookup/rates/apprentice-rates

Benefit Key Code and Supplemental to wages pdf can be found at:

https://wsdot.wa.gov/business-wsdot/contracts/about-public-works-contracts/payments-reporting/wage-rates

APPENDIX C

Construction Contract and Contract Bond-Informational Only

CONSTRUCTION CONTRACT AGREEMENT

THIS AGREEMENT, effective upon the date of mutual execution, is made and entered into between Skagit County, Washington, and _____, hereinafter called the Contractor.

WITNESSETH:
That in consideration of the terms and conditions contained herein and attached and made a part of this agreement, the parties hereto covenant and agree as follows:

I. The Contractor shall do all work and furnish all tools, materials, equipment, and transportation required for the construction of **2025 HMA Overlay Project #ESHMA25-1** in accordance with and as described in the attached plans and specifications and the Washington State Department of Transportation *Standard Specifications for Road, Bridge, and Municipal Construction M 41-10 2025 edition*, which are by this reference incorporated herein and made a part hereof, and shall perform any changes to the work in accord with the Contract Documents.

II. The Contractor shall provide and bear the expense of all equipment, work, and labor of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the work provided for in this contract and every part thereof and shall guarantee said materials and work for a period of one year after substantial completion of this contract, except as may be modified by the plans, specifications and/or contract documents.

III. Skagit County, Washington, hereby promises and agrees with the Contractor to retain and does retain the Contractor to provide the materials and to do and cause to be done the above-described work and to complete and finish the same according to the attached plans and specifications and the terms and conditions herein contained, and hereby contracts to pay for the same according to the attached specifications and the schedule of prices bid and hereto attached, at the time and in the manner and upon the conditions provided for in this contract.

IV. The Contractor for himself/herself, and for his/her heirs, executors, administrators, successors, and assigns, does hereby agree to full performance of all covenants required of the Contractor in the contract.

V. It is further provided that no liability shall attach to Skagit County by reason of entering into this contract, except as provided herein.

IN WITNESS WHEREOF the Contractor has executed this instrument on the day and year first below written, and the Authorized Official has caused this instrument to be executed by and in the name of Skagit County the day and year first above written.

CONTRACTOR

Signature _____ Mailing Address:

Printed _____

Title _____

Date _____ Telephone No. (___) ____-____

DATED this _____ day of _____, 2025.

BOARD OF COUNTY COMMISSIONERS
SKAGIT COUNTY, WASHINGTON

_____
Lisa Janicki, Chair

_____
Ron Wesen, Commissioner

_____
Peter Browning, Commissioner

Attest:

_____
Clerk of the Board

For contracts under $5,000:
Authorization per Resolution R20030146

_____
County Administrator

Recommended:

_____
Department Head

Approved as to form:

_____
Civil Deputy Prosecuting Attorney

Approved as to indemnification:

_____
Risk Manager

Approved as to budget:

_____
Budget & Finance Director

CONTRACT BOND

KNOW ALL MEN BY THESE PRESENTS, that Skagit County, a Municipal Corporation of Washington, has awarded _____ of _____, as Principal, and _____as Surety, are jointly and severally held and bound unto the County of Skagit in the penal sum of _____ ($_____), dollars, for the payment of which we jointly and severely bind ourselves, our heirs, executors, administrators, and assigns, and successors and assigns, firmly by these presents.

THE CONDITION of this bond is such that whereas, on the _____ day of _____ A.D., 2025, the said Principal, herein, executed a certain contract with the County of Skagit by the items, conditions and provisions of which contract the said _____, Principal, herein agree to furnish all material and do certain work, to wit: That _____ will undertake and complete the construction of

2025 HMA OVERLAY PROJECT #ESHMA25-1

according to the maps, plans and specifications made a part of said contract, which contract as so executed, is hereunto attached, is now referred to and by reference is incorporated herein and made a part hereof as fully for all purposes as if here set forth at length. The bond shall cover all approved change orders as if they were in the original contract.

NOW, THEREFORE, if the Principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of said contract in all respects and shall well and truly and fully do and perform all matters and things by _____ (principal) undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein, and until the same is accepted, and shall pay all laborers, mechanics, subcontractors and material men, and all persons who shall supply such contractor or subcontractor with provisions and supplies for the carrying on of such work, and shall in all respects faithfully perform said contract according to law, then this obligation to be void, otherwise to remain in full force and effect.

WITNESS our hands this _____ day of _____, 2025.

_____

_____

_____

(Principal)

_____

_____

_____

Attorney-in-Fact, Surety

_____

Name and Address
Local Office of Agent

APPROVED AS TO FORM
RICH WEYRICH
Skagit County Prosecuting Attorney

APPROVED AS TO FORM
MARY HOUBEN
Skagit County Risk Manager

BY: _____
Approving Authority

DATE: _____, 2025

_____
SURETY BOND NUMBER

_____

_____
CONTRACT NUMBER

_____

APPENDIX D

Proposal Forms-Informational Only

Proposal for Bidding Purposes

For Construction of:

2025 HMA OVERLAY PROJECT #ESHMA25-1

SKAGIT COUNTY PUBLIC WORKS

SKAGIT COUNTY
Public Works Department
1800 Continental Place
Mount Vernon, WA 98273

PROPOSAL

2025 HMA OVERLAY PROJECT
#ESHMA25-1

All bid envelopes must be plainly marked on the outside, **"Sealed Bid, 2025 HMA Overlay Project #ESHMA25-1**

Sealed Bids will be received at the following location before the specified time:

Bids may be hand delivered to: The Reception Desk of Skagit County Commissioners Office, located at 1800 Continental Place, Mount Vernon, WA.

Bids may be mailed to: Skagit County Commissioners
1800 Continental Place, Suite 100
Mount Vernon, Washington, 98273

The bid opening date for this project will be **Monday, May 12, 2025.** The bids will be publicly opened and read after **12:00 p.m.** on this date.

Bid Advertisement: Skagit Valley Herald – April 24, 2025, and May 1, 2025

ENTIRE PROPOSAL TO BE RETURNED AS YOUR BID PACKAGE

FAILURE TO SIGN OR COMPLETE ALL INFORMATION ON THE FORMS PROVIDED CAN RESULT IN REJECTION OF THE PROPOSAL AS NON-RESPONSIVE

PROPOSAL

BOARD OF SKAGIT COUNTY COMMISSIONERS
MOUNT VERNON, WASHINGTON 98273

Attention:

This certifies that the undersigned has examined the locations of:

2025 HMA OVERLAY PROJECT #ESHMA25-1

and that the plans, specifications and contract governing the work embraced in this improvement, and the method by which payment will be made for said work is understood. The undersigned hereby proposes to undertake and complete the work embraced in this improvement, or as much thereof as can be completed with the money available in accordance with the said plans, specifications, and contract, and the following schedule of rates and prices:

Note: for work performed on this project the contractor should refer to Section 1-07.2(1) of the contract provisions and Department of Revenue Rule #171.

(Note: Unit prices for all items, all extensions, and total amount of bid shall be shown. All entries must be typed or entered in ink.)

2025 HMA Overlay Project #ESHMA25-1

Item No.	Description	Spec	QTY	Unit of Measure	Unit Price	Total Price
1	MOBILIZATION	1-09.7	1.00	L.S.	$_____ .___	$_____ .___
2	REMOVING PAINT LINE	8-22.5	440.00	L.F.	$_____ .___	$_____ .___
3	SHOULDER FINISHING	4-04.5	0.26	MI.	$_____ .___	$_____ .___
4	PLANING BITUMINOUS PAVEMENT	5-04.5	16000.00	S.Y.	$_____ .___	$_____ .___
5	HMA CL. 1/2 IN. PG 58H-22	5-04.5	1800.00	TON	$_____ .___	$_____ .___
6	HMA FOR APPROACH CL. 1/2 IN. PG 58H-22	5-04.5	65.00	TON	$_____ .___	$_____ .___

7	EROSION CONTROL AND WATER POLLUTION PREVENTION	8-01.5(1)	1.00	L.S.	$_____ .___	$_____ .___
8	PLASTIC LINE	8-22.5	8033.00	L.F.	$_____ .___	$_____ .___
9	PLASTIC WIDE LINE	8-22.5	298.00	L.F.	$_____ .___	$_____ .___
10	PLASTIC STOP LINE	8-22.5	17.00	L.F.	$_____ .___	$_____ .___
11	PLASTIC TRAFFIC ARROW	8-22.5	4.00	EACH	$_____ .___	$_____ .___
12	PLASTIC RAILROAD CROSSING SYMBOL	8-22.5	1.00	EACH	$_____ .___	$_____ .___
13	TEMPORARY PAVEMENT MARKING-SHORT DURATION	8-23.5 (SP)	20200.00	L.F.	$_____ .___	$_____ .___
14	PORTABLE CHANGEABLE MESSAGE SIGN	1-10.5	240.00	HR	$_____ .___	$_____ .___
15	PROJECT TEMPORARY TRAFFIC CONTROL	1-10.5	1.00	L.S.	$_____ .___	$_____ .___
16	FLAGGERS	1-10.5	160.00	HR	$_____ .___	$_____ .___
17	OTHER TRAFFIC CONTROL LABOR	1-10.5	40.00	HR	$_____ .___	$_____ .___
18	TRAFFIC CONTROL SUPERVISOR	1-10.5	1.00	L.S.	$_____ .___	$_____ .___
19	CONSTRUCTION SIGNS CLASS A	1-10.5	128.00	S.F.	$_____ .___	$_____ .___
20	ROADWAY SURVEYING	1-05.4 (SP)	1.00	L.S.	$_____ .___	$_____ .___

21	ADJUST MONUMENT CASE AND COVER	8-13.5 (SP)	2.00	EACH	$_____ .___	$_____ .___
22	ADJUST CATCH BASIN	7-05.5	1.00	EACH	$_____ .___	$_____ .___
23	TRIMMING AND CLEANUP	2-11.5	1.00	L.S.	$_____ .___	$_____ .___
24	MINOR CHANGE	1-04.4(1)	1.00	CALC	$ 1 .00	$ 15,000 .00
25	SPCC PLAN	1-07.15(1)	1.00	L.S.	$_____ .___	$_____ .___
26	WORK ZONE SAFETY CONTINGENCY	1-10.5(2) (SP)	DOL	EST.	$ 1 .00	$ 15,000 .00
27	PAVEMENT PULVERIZING	2-05.5 (SP)	1060.00	S.Y.	$_____ .___	$_____ .___
					TOTAL BID	**$_____ .___**

FOR WORK PERFORMED ON THIS PROJECT THE CONTRACTOR SHOULD REFER TO SECTION 1-07.2(1) OF THE CONTRACT PROVISIONS AND DEPARTMENT OF REVENUE RULE #171.

PROPOSAL – Signature Page

The bidder is hereby advised that by signature of this proposal he/she is deemed to have acknowledged all requirements and signed all certificates contained herein.

The undersigned hereby agrees to pay labor not less than the prevailing rates of wages in accordance with the requirements of the special provisions for this project.

A proposal guaranty in an amount of five percent (5%) of the total bid based upon the approximate estimate of quantities at the above prices and in the form as indicated below is attached hereto:

☐ CASHIER'S CHECK In the amount of $_____Dollars

☐ CERTIFIED CHECK (Payable to Skagit County) In the amount of $_____Dollars

☐ PROPOSAL BOND In the amount five percent (5%) of the total bid.

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

Signature of Authorized Officials(s):

Proposal Must Be Signed →

_____

_____

PRINT NAME

Firm Name: _____

Address: _____

_____

_____

Telephone No.: _____

State of Washington Contractor's License No._____

UBI No._____

Employment Security Department No. _____

Project Contact – Name & Phone#: _____

Note:

(1) This proposal form is not transferable, and any alteration of the firm's name entered hereon without prior permission from the Skagit County will be cause for considering the proposal irregular and subsequent rejection of the bid.

(2) Please refer to Section 1-02.6 of the Standard Specifications, "Preparation of Proposal", or "Article 4" of the Instruction to Bidders for building construction jobs.

BID PROPOSAL MUST BE SIGNED.

FAILURE TO SIGN OR COMPLETE ALL INFORMATION CAN RESULT IN REJECTION OF THE PROPOSAL AS NON-RESPONSIVE.

SUBMIT THE ENCLOSED PROPOSAL BOND FORM WITH YOUR PROPOSAL

USE OF OTHER FORMS MAY SUBJECT YOUR BID TO REJECTION

PROPOSAL BOND

KNOW ALL MEN BY THESE PRESENTS, That we, _____

_____

of _____ as principal, and the

_____ a corporation duly

organized under the laws of the State of _____,
and authorized to do business in the State of Washington, as surety, are held and firmly bound unto Skagit County in the full and penal sum of five (5) percent of the total amount of the bid proposal of said principal for the work hereinafter described for the payment of which, well and truly to be made, we bind our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such, that whereas the principal herein is herewith submitting his or its sealed proposal for the following highway construction, to wit:

2025 HMA Overlay Project #ESHMA25-1

said bid and proposal, by reference thereto, being made a part hereof.

NOW THEREFORE, If the said proposal bid by said principal be accepted, and the contract be awarded to said principal, and if said principal shall duly make and enter into and execute said contract and shall furnish bond as required by Skagit County within a period of twenty (20) days from and after said award, exclusive of the day of such award, then this obligation shall be null and void, otherwise it shall remain and be in full force and effect.

IN TESTIMONY WHEREOF, The principal and surety have caused these presents to be signed and sealed this _____ day of _____, 2025.

_____

_____
(Principal)

_____ _____
(Surety) (Attorney-in-fact)

Failure to return this Declaration as part of the bid proposal package will make the bid nonresponsive and ineligible for award.

NON-COLLUSION DECLARATION

I, by signing the proposal, hereby declare, under penalty of perjury under the laws of the United States that the following statements are true and correct:

1. That the undersigned 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 the project for which this proposal is submitted.
2. **That by signing the signature page of this proposal, I am deemed to have signed and to have agreed to the provisions of this declaration.**

NOTICE TO ALL BIDDERS

To report rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (USDOT) operates the above 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.

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: _____

Washington State Department of Transportation

Recycled Materials Reporting

Contract Number		Contract Title					
Contractor			Engineer				
		Reclaimed Hot Mix Asphalt	Recycled Concrete Aggregate	Recycled Glass	Steel Furnace Slag	Other Recycled Aggregates	Contract Total Quantity
Fine Aggregate for Portland Cement Concrete	9-03.1(2)						
Coarse Aggregate for Portland Cement Concrete	9-03.1(4)						
Coarse Aggregate for Commercial Concrete	9-03.1(4)						
Aggregates for Hot Mix Asphalt	9-03.8	see below					
Ballast	9-03.9(1)						
Permeable Ballast	9-03.9(2)						
Crushed Surfacing	9-03.9(3)						
Aggregate for Gravel Base	9-03.10						
Gravel Backfill for Foundations	9-03.12(1)						
Gravel Backfill for Walls	9-03.12(2)						
Gravel Backfill for Pipe Zone Bedding	9-03.12(3)						
Gravel Backfill for Drains	9-03.12(4)						
Gravel Backfill for Drywells	9-03.12(5)						
Backfill for Sand Drains	9-03.13						
Sand Drainage Blanket	9-03.13(1)						
Gravel Borrow	9-03.14(1)						
Select Borrow	9-03.14(2)						
Common Borrow	9-03.14(3)						
Foundation Material Class A and Class B	9-03.17						
Foundation Material Class C	9-03.18						
Bank Run Gravel for Trench Backfill	9-03.19						
Other Aggregate Materials (total quantity not required)	9-03						
TOTAL (recycled materials and contract total quantity)		0	0	0	0	0	0
		Reclaimed Hot Mix Asphalt	Reclaimed Asphalt Shingles		Steel Furnace Slag	Other Recycled Materials	Total Quantity
Hot Mix Asphalt	5-04.2						

I declare that the statements made in this document, including attachments, are complete, true and accurate.
Signed by an authorized representative of the Contractor

Contractor Representative Name	Signature	Title	Date

INSTRUCTIONS:

The Contractor shall report the quantity in ***tons*** for each type of recycled material that was used for each of the listed materials. If the Contract did not include the listed material or recycled materials were not used for this material a "0" shall be entered in the box. The Standard Specifications in Section 9-03.21 do not allow the use of recycled materials in the boxes that are shaded. If the Contract Provisions allowed and the Contractor utilized recycled materials for any of these items the amount of recycled material shall be entered in the box. The contract total quantity for each aggregate material (e.g., Fine Aggregate for Portland Cement Concrete) is the total weight in tons and includes both recycled and natural occurring materials. The total quantity for hot mix asphalt (HMA) is the total HMA weight in tons and includes recycled asphalt pavement (RAP) and new HMA materials.

Other recycled aggregates include other material sources that are utilized on a project. These sources include on-site recycling and aggregates from returned (uncured) concrete. Roadway excavation and embankment are not allowed in the quantity for other aggregate materials or other recycled aggregates.

Attach cost estimates as required in Section 1-06.6 of the Standard Specifications when the total percentage of recycled aggregate and concrete is less than 25 percent of the required amount for the entire Contract.

DOT Form 350-075
Revised 06/2016

Certification of Compliance with Wage Payment Statutes

The bidder hereby certifies that, within the three-year period immediately preceding the bid solicitation date (April 24, 2025), the bidder is not a "willful" violator, as defined in RCW 49.48.082, of any provision of chapters 49.46, 49.48, or 49.52 RCW, as determined by a final and binding citation and notice of assessment issued by the Department of Labor and Industries or through a civil judgment entered by a court of limited or general jurisdiction.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

_____
Bidder's Business Name

_____
Signature of Authorized Official*

_____
Printed Name

_____
Title

_____ _____ _____
Date City State

Check One:
Sole Proprietorship ☐ Partnership ☐ Joint Venture ☐ Corporation ☐

State of Incorporation, or if not a corporation, State where business entity was formed:

_____

If a co-partnership, give firm name under which business is transacted:

_____

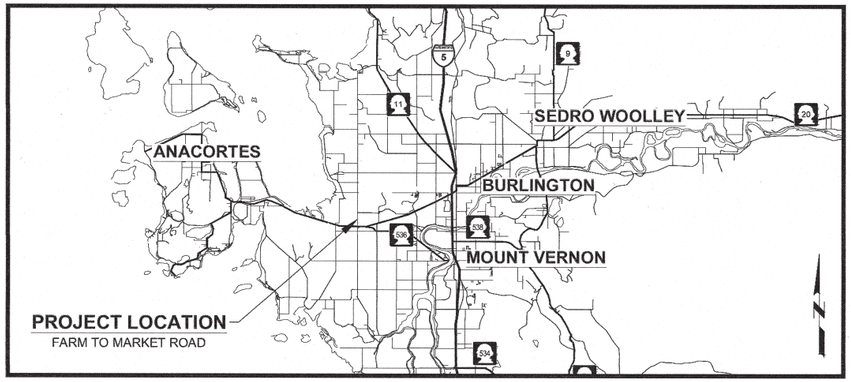
** If a corporation, proposal must be executed in the corporate name by the president or vice-president (or any other corporate officer accompanied by evidence of authority to sign). If a co-partnership, proposal must be executed by a partner.*

APPENDIX E

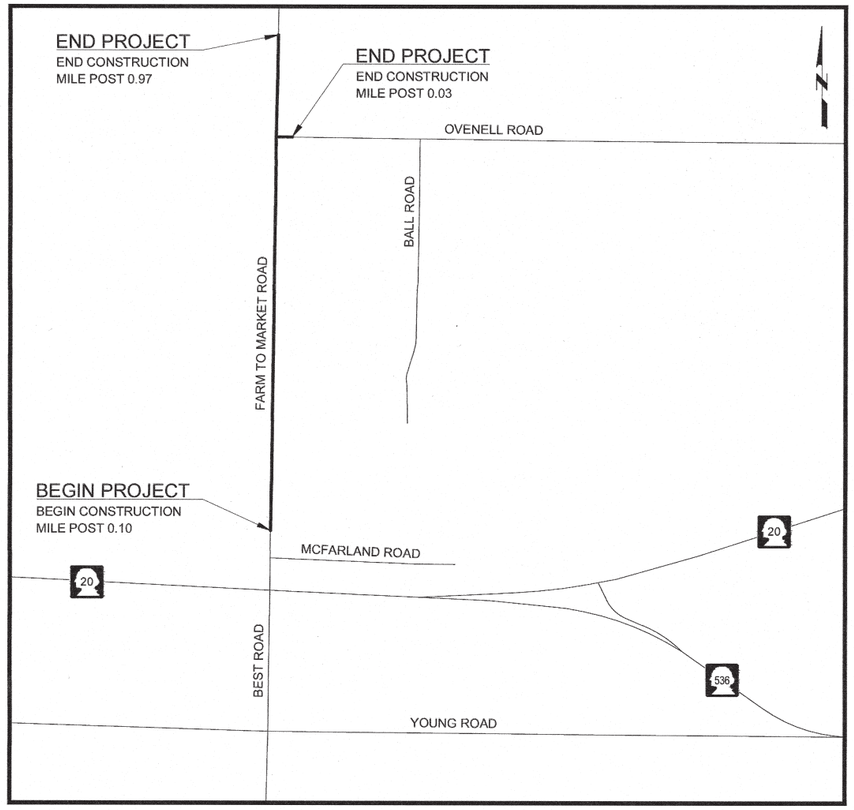
Vicinity Map and Plans

2025 HMA OVERLAY - FARM TO MARKET ROAD

ESHMA25-1



VICINITY MAP NTS



SITE MAP NTS

SKAGIT COUNTY OFFICIALS

BOARD OF COMMISSIONERS
- LISA JANICKI, CHAIR
- RON WESEN, COMMISSIONER
- PETER BROWNING, COMMISSIONER

04/10/25
THOMAS M. WELLER, P.E., ACTING COUNTY ENGINEER — DATE

PLAN SHEET INDEX

SHEET	TITLE
01	COVER SHEET
02	LEGEND, ABBREVIATIONS, NOTES, & SUMMARY OF QUANTITIES
03	ROADWAY SECTIONS, BUTT JOINT DETAIL, & APPROACH DETAILS
04	SWPPP ELEMENTS
05	CONSTRUCTION CLASS 'A' SIGNING PLAN & CONSTRUCTION CLASS 'B' SIGNS REFERENCE DATA
06	CLASS 'B' SIGNING PLAN
07 & 08	SITE PLAN
09	CHANNELIZATION PLAN

SURVEY NOTES:

HORIZONTAL DATUM: NAD83 WASHINGTON STATE PLANE NORTH ZONE
VERTICAL DATUM: NAVD88

811 Know what's **below** **Call** before you dig.
Determina lo que está **bajo tierra** **Llama** antes de excavar.

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

ENGINEER OF RECORD
COUNTY ENGINEER

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
DRAWN BY: DJB
CHECKED BY: JAS
APPROVED BY: TMW

2025 HMA OVERLAY

PROJECT LOCATED NEAR: BOW, WA
SEC. 04, 05, 08, & 09, T. 34N., R. 03E., W.M.

COVER SHEET

1 INCH SCALE BAR ADJUST SCALE ACCORDINGLY

SHEET 01 OF 09

SUMMARY OF QUANTITIES

ITEM NO.	SPEC.	QUANTITY	UNIT	ITEM DESCRIPTION
1	1-09.7	1	L.S.	MOBILIZATION
2	8-22.5	440.00	L.F.	REMOVING PAINT LINE
3	4-04.5	0.28	MI.	SHOULDER FINISHING
4	5-04.5	16,730	S.Y.	PLANING BITUMINOUS PAVEMENT
5	5-04.5	1,880	TON	HMA CL. ½ IN. PG. 58H-22
6	5-04.5	64	TON	HMA FOR APPROACH CL. ½ IN. PG. 58H-22
7	8-01.5	1	L.S.	EROSION CONTROL AND WATER POLLUTION PREVENTION
8	8-22.5	7,878	L.F.	PLASTIC LINE
9	8-22.5	305	L.F.	PLASTIC WIDE LINE
10	8-22.5	17	L.F.	PLASTIC STOP LINE
11	8-22.5	4	EACH	PLASTIC TRAFFIC ARROW
12	8-22.5	1	EACH	PLASTIC RAILROAD CROSSING SYMBOL
13	8-23.5(SP)	20,200	L.F.	TEMPORARY PAVEMENT MARKING-SHORT DURATION
14	1-10.5	240	HR	PORTABLE CHANGEABLE MESSAGE SIGN
15	1-10.5	1	L.S.	PROJECT TEMPORARY TRAFFIC CONTROL
16	1-10.5	160	HR	FLAGGERS
17	1-10.5	40	HR	OTHER TRAFFIC CONTROL LABOR
18	1-10.5	1	L.S.	TRAFFIC CONTROL SUPERVISOR
19	1-10.5	132	S.F.	CONSTRUCTION SIGNS CLASS A
20	1-05.4 (SP)	1	L.S.	ROADWAY SURVEYING
21	8-13.5	2	EACH	ADJUST MONUMENT CASE AND COVER
22	7-05.5	1	EACH	ADJUST CATCH BASIN
23	2-11.5	1	L.S.	TRIMMING AND CLEANUP
24	1-04.4(1)	1	CALC	MINOR CHANGE
25	1-07.15(1)	1	L.S.	SPCC PLAN
26	1-10.5(2) (SP)	1	EST.	WORK ZONE SAFETY CONTIGENCY
27	2-05.5 (SP)	1130	S.Y.	PAVEMENT PULVERIZING

THE CONTRACTOR SHALL INCLUDE FOR COMPENSATION THE AMOUNT OF ANY TAXES PAID IN THE VARIOUS UNIT BID PRICES IN ACCORDANCE WITH SECTION 1-07.2

GENERAL NOTES:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CONTRACT PLANS AND PROVISIONS, THE CURRENT ADOPTED EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), WAC 468-95 AND THE CURRENT WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
2. ALL UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES BEFORE DIGGING, IN ACCORDANCE WITH RCW 19.122.030. CALL 1-800-424-5555 AND VISIT WWW.CALLBEFOREYOUDIG.ORG FOR DETAILS.
3. THE DEBRIS MATERIAL RESULTING FROM THE PLANING OPERATIONS WILL BECOME THE PROPERTY OF SKAGIT COUNTY PUBLIC WORKS AND DISPOSED OF AT A COUNTY-PROVIDED SITE. DETAILS OF THIS WORK CAN BE FOUND IN THE PROJECT'S SPECIAL PROVISIONS SECTION AS SKAGIT COUNTY SPECIFICATION 5-04.3(14) "PLANING BITUMINOUS PAVEMENT".
4. THE CONTRACTOR IS OBLIGATED TO PREVENT EROSION AND THE RELEASE OF SEDIMENT AND OTHER POLLUTANTS THROUGH BEST MANAGEMENT PRACTICES (BMPS). THE GOAL IS TO KEEP POLLUTANTS OUT OF STORM DRAINS, WATERWAYS AND ADJACENT PROPERTIES.

LEGEND

LINETYPES:

- WSDOT TURN BACK LINE
- BURLINGTON NORTHERN SANTA FE (BNSF) RIGHT OF WAY
- APPROXIMATE COUNTY RIGHT OF WAY
- EXISTING EDGE OF ASPHALT
- EXISTING GUARDRAIL
- EXISTING RAILROAD
- DOUBLE CENTERLINE
- EDGE LINE
- STOP BAR
- WIDE LINE
- STATE HIGHWAY
- CONCRETE CURB
- ALIGNMENT (10+00, 11+00, 12+00)

SYMBOLS:

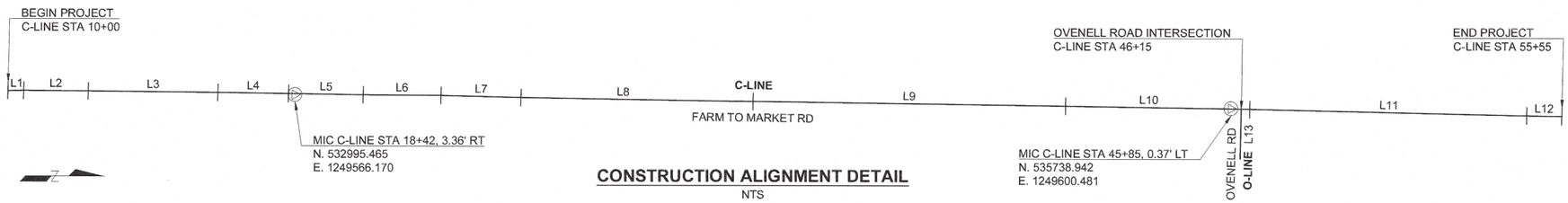
- MONUMENT IN CASE
- TYPE 2L TRAFFIC ARROW
- TYPE 2R TRAFFIC ARROW
- PROPOSED CLASS A SIGN
- EXISTING ROAD SIGN
- CB — EXISTING CATCH BASIN
- RR — RAILROAD CROSSING SYMBOL - LAYOUT B

HATCHES:

- PLANING / PAVING LIMITS
- PAVEMENT PULVERIZING / SHOULDER FINISHING
- HMA FOR APPROACH

ABBREVIATIONS:

AC	ACRE
AP	ANGLE POINT
APPROX	APPROXIMATE
ASPH	ASPHALT
AVE	AVENUE
BLDG	BUILDING
BLVD	BOULEVARD
BVC	BEGIN VERTICAL CURVE
CALC	CALCULATED
CAT	CATEGORY
CB	CATCH BASIN
CIP	CAST IRON PIPE
CFS	CUBIC FEET PER SECOND
CL & ℄	CENTERLINE
CP	CONTROL POINT
CPCP	CORRUGATED POLYETHYLENE CULVERT PIPE
CPSSP	CORRUGATED POLYETHYLENE STORM SEWER PIPE
CONT'D	CONTINUED
CULV	CULVERT
CY	CUBIC YARD
DEG	DEGREE
DIA	DIAMETER
DWG	DRAWING
E	EAST/EASTING
EL & ELEV	ELEVATION
EST	ESTIMATED
EVC	END VERTICAL CURVE
FGR	FACE OF GUARDRAIL
FT & '	FEET
GALV	GALVANIZED
GND	GROUND
GR	GUARDRAIL
HMA	HOT MIX ASPHALT
HR	HOUR
IN & "	INCHES
INV	INVERT
K	CURVE COEFFICIENT
L	LENGTH OF CURVE
LF	LINEAR FEET
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
MIC	MONUMENT IN CASE
MON	MONUMENT
MP	MILE POST
MUTCD	MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES
N	NORTH/NORTHING
NTS	NOT TO SCALE
OD	OUTSIDE DIAMETER
OHW	ORDINARY HIGH WATER MARK
PCMS	PORTABLE CHANGEABLE MESSGE SIGN
PERF	PERFORATED PIPE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
R	RADIUS
RD	ROAD
RGE	RANGE
R/W & ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
SEC	SECTION
SF	SQUARE FOOT
SHLD	SHOULDER
SPEC	SPECIFICATIONS
ST	STREET
STA	STATION
SY	SQUARE YARD
SYMM	SYMMETRICAL
TWN	TOWNSHIP
TYP	TYPICAL
UG	UNDERGROUND
VCL	VERTICAL CURVE LENGTH
VPI	VERTICAL POINT INTERSECTION
W	WEST
W.M.	WILLAMETTE MERIDIAN
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION



CONSTRUCTION ALIGNMENT DETAIL

NTS

ALIGNMENT LINE TABLE

LINE #	DISTANCE (FT)	BEARING
L13	147.00	N88° 58' 16.37"W
L1	46.24	N0° 24' 00.73"W
L2	189.27	N0° 24' 09.48"E
L3	379.94	N0° 31' 51.01"E
L4	207.38	N0° 39' 47.10"E
L5	218.51	N0° 48' 08.59"E
L6	228.23	N0° 20' 56.26"E
L7	234.18	N1° 23' 41.05"E
L8	597.53	N0° 52' 14.50"E
L9	915.73	N0° 45' 21.81"E
L10	489.05	N0° 42' 59.86"E
L11	811.70	N1° 12' 38.89"E
L12	103.25	N0° 56' 51.42"E

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

ENGINEER OF RECORD

COUNTY ENGINEER

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
DRAWN BY: DJB
CHECKED BY: JAS
APPROVED BY: TMW

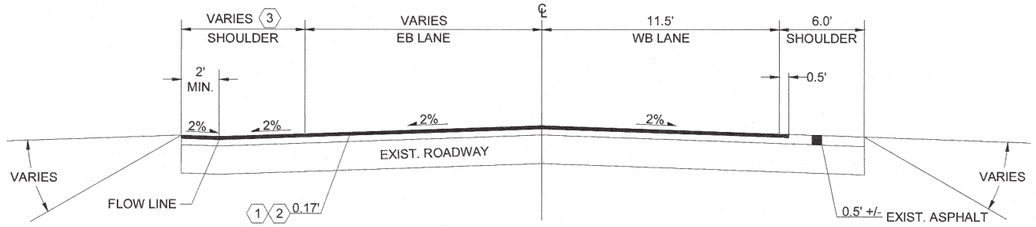
PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

LEGEND, ABBREVIATIONS, NOTES, & SUMMARY OF QUANTITIES

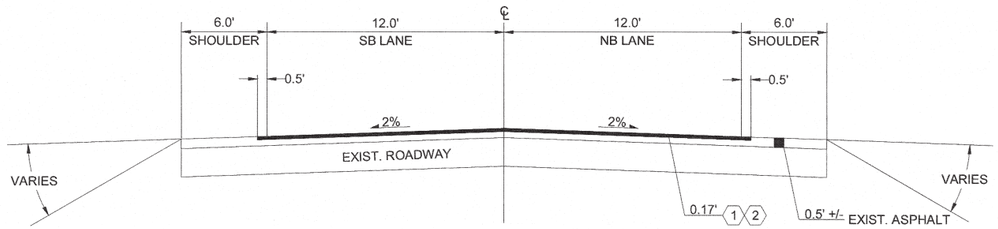
1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
02 OF 09



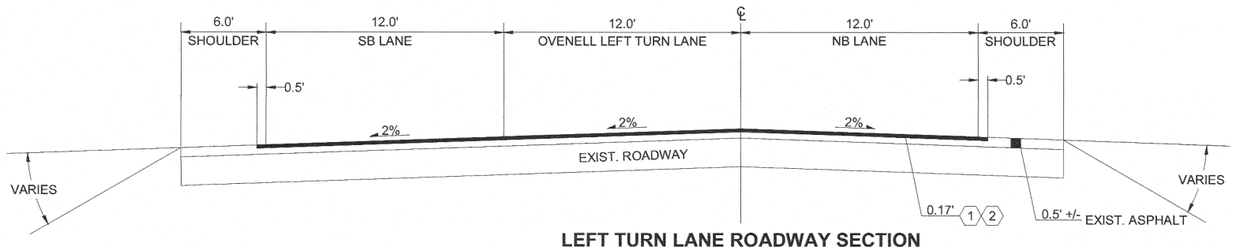
OVENELL ROADWAY SECTION

O-LINE STA. 20+00 TO 21+47



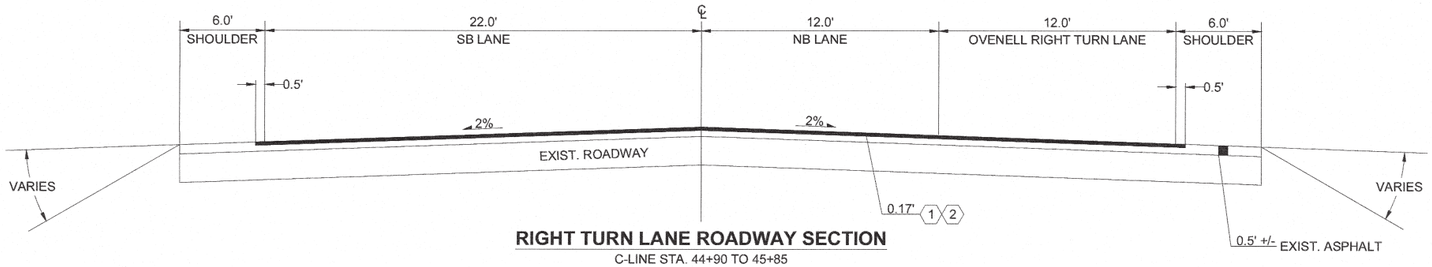
TYPICAL PLANING & PAVING SECTION

C-LINE STA. 10+00 TO 17+61
C-LINE STA. 32+22 TO 40+00



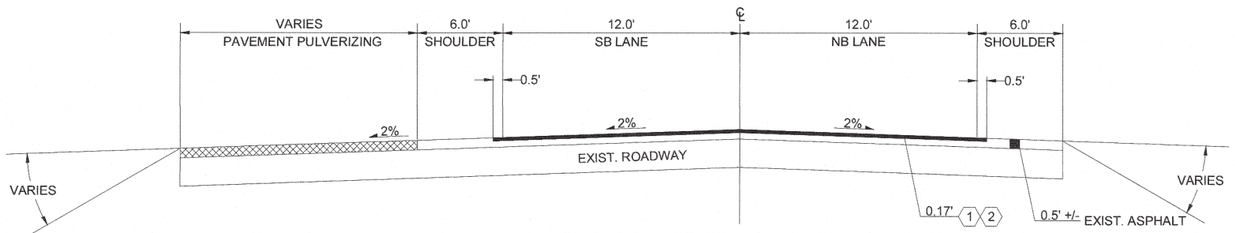
LEFT TURN LANE ROADWAY SECTION

C-LINE STA. 46+65 TO 49+00



RIGHT TURN LANE ROADWAY SECTION

C-LINE STA. 44+90 TO 45+85

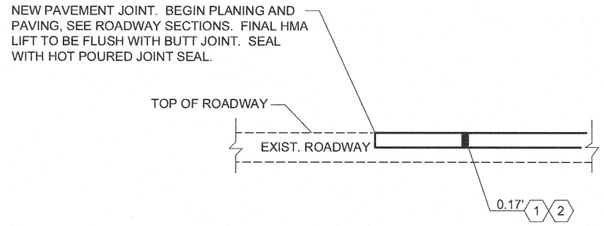


PAVEMENT PULVERIZING ROADWAY SECTION

C-LINE STA. 17+61 TO 32+22

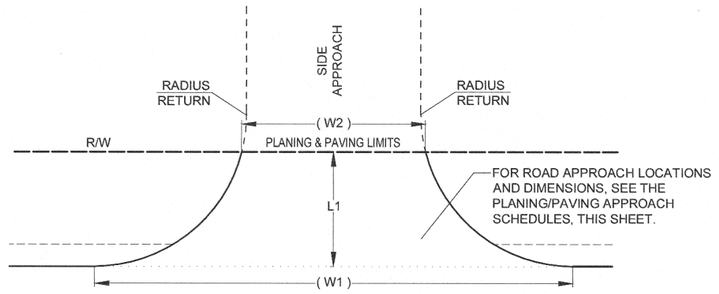
1 ROADWAY SECTIONS

Scale: NTS



2 BUTT JOINT DETAIL

Scale: NTS



3 APPROACH DETAIL

Scale: NTS

PLANING/PAVING APPROACH SCHEDULE							
ROAD	STATION	LT/RT	W1*	W2*	L1*	DEPTH	S.Y.
FARM TO MARKET RD DWY #13527	C-LINE 17+08	RT	144	41	30	0.17	270
FARM TO MARKET RD DWY #13225 & #13221	C-LINE 33+91	RT	156	73	24	0.17	281

NOTES:

1. ALL DIMENSIONS SHOWN IN PLANS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS
3. FIELD INSPECTOR TO VERIFY LOCATIONS WHERE PLANING/PAVING WIDTHS ARE DIFFERENT THAN 0.5' OUTSIDE OF EDGE LINE.

CONSTRUCTION NOTES:

1. PLANING BITUMINOUS ASPHALT
2. HMA CL ½ IN. PG 58H-22
3. PLANING BITUMINOUS ASPHALT DEPTH VARIES

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MOUNT VERNON, WA 98273-5625
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NO.	REVISIONS	DATE

ENGINEER OF RECORD
COUNTY ENGINEER

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
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CHECKED BY: JAS
APPROVED BY: TMW

PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08 & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

ROADWAY SECTIONS, BUTT JOINT DETAIL, & APPROACH DETAILS

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
03 OF 09

DARONB - April 10, 2025 - 9:23 AM - P:\2025 HMAO_ESHMA25-1\VI_CAD\CONTRACTPLANS\CAD FILES\VI - 100 PERCENT\02-LA-ESHMA25-1.DWG

CONSTRUCTION STORMWATER POLLUTION PREVENTION (SWPPP) ELEMENTS:

ELEMENT 1 - PRESERVE VEGETATION/MARK CLEARING LIMITS

a. BEFORE BEGINNING LAND-DISTURBING ACTIVITIES, INCLUDING CLEARING AND GRADING, CLEARLY MARK ALL CLEARING LIMITS, SENSITIVE AREAS AND THEIR BUFFERS, AND TREES THAT ARE TO BE PRESERVED WITHIN THE CONSTRUCTION AREA.

b. RETAIN THE DUFF LAYER, NATIVE TOPSOIL, AND NATURAL VEGETATION IN AN UNDISTURBED STATE TO THE MAXIMUM DEGREE PRACTICABLE.

ELEMENT 2 - ESTABLISH CONSTRUCTION ACCESS

a. LIMIT CONSTRUCTION VEHICLE ACCESS AND EXIT TO ONE ROUTE, IF POSSIBLE.

b. STABILIZE ACCESS POINTS WITH A PAD OF QUARRY SPALLS, CRUSHED ROCK, OR OTHER EQUIVALENT BMPS, TO MINIMIZE TRACKING SEDIMENT ONTO PUBLIC ROADS.

c. LOCATE WHEEL WASH OR TIRE BATHS ON SITE, IF THE STABILIZED CONSTRUCTION ENTRANCE IS NOT EFFECTIVE IN PREVENTING TRACKING SEDIMENT ONTO PUBLIC ROADS.

d. IF SEDIMENT IS TRACKED OFF SITE, CLEAN THE AFFECTED ROADWAY THOROUGHLY AT THE END OF EACH DAY, OR MORE FREQUENTLY AS NECESSARY (FOR EXAMPLE, DURING WET WEATHER). REMOVE SEDIMENT FROM ROADS BY SHOVELING, SWEEPING, OR PICKUP AND TRANSPORT OF THE SEDIMENT TO A CONTROLLED SEDIMENT DISPOSAL AREA.

e. CONDUCT STREET WASHING ONLY AFTER SEDIMENT REMOVAL IN ACCORDANCE WITH 2.d ABOVE.

f. CONTROL STREET WASH WASTEWATER BY PUMPING BACK ON SITE OR OTHERWISE PREVENTING IT FROM DISCHARGING INTO SYSTEMS TRIBUTARY TO WATERS OF THE STATE.

ELEMENT 3 - CONTROL FLOW RATES

a. PROTECT PROPERTIES AND WATERWAYS DOWNSTREAM OF DEVELOPMENT SITES FROM EROSION AND THE ASSOCIATED DISCHARGE OF TURBID WATERS DUE TO INCREASES IN THE VELOCITY AND PEAK VOLUMETRIC FLOW RATE OF STORMWATER RUNOFF FROM THE PROJECT SITE, AS REQUIRED BY LOCAL PLAN APPROVAL AUTHORITY.

b. WHERE NECESSARY TO COMPLY WITH 3.a (ABOVE), CONSTRUCT STORMWATER INFLITRATION OR DETENTION BMPs AS ONE OF THE FIRST STEPS IN GRADING. ASSURE THAT DETENTION BMPs FUNCTION PROPERLY BEFORE CONSTRUCTING SITE IMPROVEMENTS (E.G., IMPERVIOUS SURFACES).

c. IF PERMANENT INFILTRATION PONDS ARE USED FOR FLOW CONTROL DURING CONSTRUCTION, PROTECT THESE FACILITIES FROM SILTATION DURING THE CONSTRUCTION PHASE.

ELEMENT 4 - INSTALL SEDIMENT CONTROLS

THE PERMITTEE MUST DESIGN, INSTALL AND MAINTAIN EFFECTIVE EROSION CONTROLS AND SEDIMENT CONTROLS TO MINIMIZE THE DISCHARGE OF POLLUTANTS. AT A MINIMUM, THE PERMITTEE MUST DESIGN, INSTALL AND MAINTAIN SUCH CONTROLS TO:

a. CONSTRUCT SEDIMENT CONTROL BMPS (SEDIMENT PONDS, TRAPS, FILTERS, INFILTRATION FACILITIES, ETC.) AS ONE OF THE FIRST STEPS IN GRADING. THESE BMPS MUST BE FUNCTIONAL BEFORE OTHER LAND DISTURBING ACTIVITIES TAKE PLACE.

b. MINIMIZE SEDIMENT DISCHARGES FROM THE SITE. THE DESIGN, INSTALLATION, AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS MUST ADDRESS FACTORS SUCH AS THE AMOUNT, FREQUENCY, INTENSITY AND DURATION OF PRECIPITATION, THE NATURE OF RESULTING STORMWATER RUNOFF, AND SOIL CHARACTERISTICS, INCLUDING THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT ON THE SITE.

c. DIRECT STORMWATER RUNOFF FROM DISTURBED AREAS THROUGH A SEDIMENT POND OR OTHER APPROPRIATE SEDIMENT REMOVAL BMP BEFORE THE RUNOFF LEAVES A CONSTRUCTION SITE OR BEFORE DISCHARGE TO AN INFILTRATION FACILITY. RUNOFF FROM FULLY STABILIZED AREAS MAY BE DISCHARGED WITHOUT A SEDIMENT REMOVAL BMP BUT MUST CONTROL FLOW RATES PER ELEMENT 3: CONTROL FLOW RATES.

d. LOCATE BMPS INTENDED TO TRAP SEDIMENT ON SITE IN A MANNER TO AVOID INTERFERENCE WITH THE MOVEMENT OF JUVENILE SALMONIDS ATTEMPTING TO ENTER OFF-CHANNEL AREAS OR DRAINAGES.

e. PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATERS, DIRECT STORMWATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORMWATER INFILTRATION, UNLESS INFEASIBLE.

f. WHERE FEASIBLE, DESIGN OUTLET STRUCTURES THAT WITHDRAW IMPOUNDED STORMWATER FROM THE SURFACE TO AVOID DISCHARGING SEDIMENT THAT IS STILL SUSPENDED LOWER IN THE WATER COLUMN.

ELEMENT 5 - STABILIZE SOILS

a. THE PERMITTEE MUST STABILIZE EXPOSED AND UNWORKED SOILS BY APPLICATION OF EFFECTIVE BMPS THAT PREVENT EROSION. APPLICABLE BMPS INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY AND PERMANENT SEEDING, SODDING, MULCHING, PLASTIC COVERING, EROSION CONTROL FABRICS AND MATTING, SOIL APPLICATION OF POLYACRYLAMIDE (PAM), THE EARLY APPLICATION OF GRAVEL BASE ON AREAS TO BE PAVED, AND DUST CONTROL.

b. THE PERMITTEE MUST CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE SOIL EROSION.

c. THE PERMITTEE MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOW RATES AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND TO MINIMIZE DOWNSTREAM CHANNEL AND STREAM BANK EROSION.

d. DEPENDING ON THE GEOGRAPHIC LOCATION OF THE PROJECT, THE PERMITTEE MUST NOT ALLOW SOILS TO REMAIN EXPOSED AND UNWORKED FOR MORE THAN THE TIME PERIODS SET FORTH BELOW TO PREVENT EROSION:

WEST OF THE CASCADE MOUNTAINS CREST
DURING THE DRY SEASON (MAY 1 - SEPTEMBER 30): 7 DAYS DURING THE WET SEASON (OCTOBER 1 - APRIL 30): 2 DAYS

EAST OF THE CASCADE MOUNTAINS CREST, EXCEPT FOR CENTRAL BASIN* DURING THE DRY SEASON (JULY 1 - SEPTEMBER 30): 10 DAYS
DURING THE WET SEASON (OCTOBER 1 - JUNE 30): 5 DAYS

THE CENTRAL BASIN*, EAST OF THE CASCADE MOUNTAINS CREST DURING THE DRY SEASON (JULY 1 - SEPTEMBER 30): 30 DAYS DURING THE WET SEASON (OCTOBER 1 - JUNE 30): 15 DAYS
NOTE THE CENTRAL BASIN IS DEFINED AS THE PORTIONS OF EASTERN WASHINGTON WITH MEAN ANNUAL PRECIPITATION OF FEWER THAN 12 INCHES.

e. THE PERMITTEE MUST STABILIZE SOILS AT THE END OF THE SHIFT BEFORE A HOLIDAY OR WEEKEND IF NEEDED BASED ON THE WEATHER FORECAST.

f. THE PERMITTEE MUST STABILIZE SOIL STOCKPILES FROM EROSION, PROTECTED WITH SEDIMENT TRAPPING MEASURES, AND WHERE POSSIBLE, BE LOCATED AWAY FROM STORM DRAIN INLETS, WATERWAYS, AND DRAINAGE CHANNELS.

g. THE PERMITTEE MUST MINIMIZE THE AMOUNT OF SOIL EXPOSED DURING CONSTRUCTION ACTIVITY.

h. THE PERMITTEE MUST MINIMIZE THE DISTURBANCE OF STEEP SLOPES.

i. THE PERMITTEE MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.

ELEMENT 6 - PROTECT SLOPES

a. THE PERMITTEE MUST DESIGN AND CONSTRUCT CUT-AND-FILL SLOPES IN A MANNER TO MINIMIZE EROSION. APPLICABLE PRACTICES INCLUDE, BUT ARE NOT LIMITED TO, REDUCING CONTINUOUS LENGTH OF SLOPE WITH TERRACING AND DIVERSIONS, REDUCING SLOPE STEEPNESS, AND ROUGHENING SLOPE SURFACES (FOR EXAMPLE, TRACK WALKING).

b. THE PERMITTEE MUST DIVERT OFF-SITE STORMWATER (RUN-ON) OR GROUNDWATER AWAY FROM SLOPES AND DISTURBED AREAS WITH INTERCEPTOR DIKES, PIPES, AND/OR SWALES. OFF-SITE STORMWATER SHOULD BE MANAGED SEPARATELY FROM STORMWATER GENERATED ON THE SITE.

c. AT THE TOP OF SLOPES, COLLECT DRAINAGE IN PIPE SLOPE DRAINS OR PROTECTED CHANNELS TO PREVENT EROSION.

i. WEST OF THE CASCADE MOUNTAINS CREST: TEMPORARY PIPE SLOPE DRAINS MUST HANDLE THE PEAK 10-MINUTE FLOW RATE FROM A TYPE 1A, 10-YEAR, 24-HOUR FREQUENCY STORM FOR THE DEVELOPED CONDITION. ALTERNATIVELY, THE 10-YEAR, 1-HOUR FLOW RATE PREDICTED BY AN APPROVED CONTINUOUS RUNOFF MODEL, INCREASED BY A FACTOR OF 1.6, MAY BE USED. THE HYDROLOGIC ANALYSIS MUST USE THE EXISTING LAND COVER CONDITION FOR PREDICTING FLOW RATES FROM TRIBUTARY AREAS OUTSIDE THE PROJECT LIMITS. FOR TRIBUTARY AREAS ON THE PROJECT SITE, THE ANALYSIS MUST USE THE TEMPORARY OR PERMANENT PROJECT LAND COVER CONDITION, WHICHEVER WILL PRODUCE THE HIGHEST FLOW RATES. IF USING THE WESTERN WASHINGTON HYDROLOGY MODEL (WWHM) TO PREDICT FLOWS, BARE SOIL AREAS SHOULD BE MODELED AS "LANDSCAPED AREA."

ii. EAST OF THE CASCADE MOUNTAINS CREST: TEMPORARY PIPE SLOPE DRAINS MUST HANDLE THE EXPECTED PEAK FLOW RATE FROM A 6-MONTH, 3-HOUR STORM FOR THE DEVELOPED CONDITION, REFERRED TO AS THE SHORT DURATION STORM.

i. PLACE EXCAVATED MATERIAL ON THE UPHILL SIDE OF TRENCHES, CONSISTENT WITH SAFETY AND SPACE CONSIDERATIONS.

j. PLACE CHECK DAMS AT REGULAR INTERVALS WITHIN CONSTRUCTED CHANNELS THAT ARE CUT DOWN A SLOPE.

ELEMENT 7 - PROTECT DRAIN INLETS

a. PROTECT ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SO THAT STORMWATER RUNOFF DOES NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR TREATED TO REMOVE SEDIMENT.

b. CLEAN OR REMOVE AND REPLACE INLET PROTECTION DEVICES WHEN SEDIMENT HAS FILLED ONE-THIRD OF THE AVAILABLE STORAGE (UNLESS A DIFFERENT STANDARD IS SPECIFIED BY THE PRODUCT MANUFACTURER).

ELEMENT 8 - STABILIZE CHANNELS AND OUTLETS

a. DESIGN, CONSTRUCT, AND STABILIZE ALL ON-SITE CONVEYANCE CHANNELS TO PREVENT EROSION FROM THE FOLLOWING EXPECTED PEAK FLOWS:

i. WEST OF THE CASCADE MOUNTAINS CREST: CHANNELS MUST HANDLE THE PEAK 10-MINUTE FLOW RATE FROM A TYPE 1A, 10-YEAR, 24-HOUR FREQUENCY STORM FOR THE DEVELOPED CONDITION. ALTERNATIVELY, THE 10-YEAR, 1-HOUR FLOW RATE INDICATED BY AN APPROVED CONTINUOUS RUNOFF MODEL, INCREASED BY A FACTOR OF 1.6, MAY BE USED. THE HYDROLOGIC ANALYSIS MUST USE THE EXISTING LAND COVER CONDITION FOR PREDICTING FLOW RATES FROM TRIBUTARY AREAS OUTSIDE THE PROJECT LIMITS. FOR TRIBUTARY AREAS ON THE PROJECT SITE, THE ANALYSIS MUST USE THE TEMPORARY OR PERMANENT PROJECT LAND COVER CONDITION, WHICHEVER WILL PRODUCE THE HIGHEST FLOW RATES. IF USING THE WWHM TO PREDICT FLOWS, BARE SOIL AREAS SHOULD BE MODELED AS "LANDSCAPED AREA."

ii. EAST OF THE CASCADE MOUNTAINS CREST: CHANNELS MUST HANDLE THE EXPECTED PEAK FLOW RATE FROM A 6-MONTH, 3-HOUR STORM FOR THE DEVELOPED CONDITION, REFERRED TO AS THE SHORT DURATION STORM.

b. PROVIDE STABILIZATION, INCLUDING ARMORING MATERIAL, ADEQUATE TO PREVENT EROSION OF OUTLETS, ADJACENT STREAM BANKS, SLOPES, AND DOWNSTREAM REACHES AT THE OUTLETS OF ALL CONVEYANCE SYSTEMS.

ELEMENT 9 - CONTROL POLLUTANTS

DESIGN, INSTALL, IMPLEMENT, AND MAINTAIN EFFECTIVE POLLUTION PREVENTION MEASURES TO MINIMIZE THE DISCHARGE OF POLLUTANTS. THE PERMITTEE MUST:

a. HANDLE AND DISPOSE OF ALL POLLUTANTS, INCLUDING WASTE MATERIALS AND DEMOLITION DEBRIS THAT OCCUR ON SITE IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER.

b. PROVIDE COVER, CONTAINMENT, AND PROTECTION FROM VANDALISM FOR ALL CHEMICALS, LIQUID PRODUCTS, PETROLEUM PRODUCTS, AND OTHER MATERIALS THAT HAVE THE POTENTIAL TO POSE A THREAT TO HUMAN HEALTH OR THE ENVIRONMENT. ON-SITE FUELING TANKS MUST INCLUDE SECONDARY CONTAINMENT. SECONDARY CONTAINMENT MEANS PLACING TANKS OR CONTAINERS WITHIN AN IMPERVIOUS STRUCTURE CAPABLE OF CONTAINING 110% OF THE VOLUME CONTAINED IN THE LARGEST TANK WITHIN THE CONTAINMENT STRUCTURE. DOUBLE- WALLED TANKS DO NOT REQUIRE ADDITIONAL SECONDARY CONTAINMENT.

c. CONDUCT MAINTENANCE, FUELING, AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES USING SPILL PREVENTION AND CONTROL MEASURES. CLEAN CONTAMINATED SURFACES IMMEDIATELY FOLLOWING ANY SPILL INCIDENT.

d. DISCHARGE WHEEL WASH OR TIRE BATH WASTEWATER TO A SEPARATE ON-SITE TREATMENT SYSTEM THAT PREVENTS DISCHARGE TO SURFACE WATER, SUCH AS CLOSED-LOOP RECIRCULATION OR UPLAND LAND APPLICATION, OR TO THE SANITARY SEWER WITH LOCAL SEWER DISTRICT APPROVAL.

e. APPLY FERTILIZERS AND PESTICIDES IN A MANNER AND AT APPLICATION RATES THAT WILL NOT RESULT IN LOSS OF CHEMICAL TO STORMWATER RUNOFF. FOLLOW MANUFACTURERS' LABEL REQUIREMENTS FOR APPLICATION RATES AND PROCEDURES.

f. USE BMPS TO PREVENT CONTAMINATION OF STORMWATER RUNOFF BY pH-MODIFYING SOURCES. THE SOURCES FOR THIS CONTAMINATION INCLUDE, BUT ARE NOT LIMITED TO: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHING AND CURING WATERS, RECYCLED CONCRETE STOCKPILES, WASTE STREAMS GENERATED FROM CONCRETE GRINDING AND SAWING, EXPOSED AGGREGATE PROCESSES, DEWATERING CONCRETE VAULTS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS.

g. ADJUST THE pH OF STORMWATER OR AUTHORIZED NON-STORMWATER IF NECESSARY TO PREVENT AN EXCEEDANCE OF GROUNDWATER AND/OR SURFACE WATER QUALITY STANDARDS.

h. ASSURE THAT WASHOUT OF CONCRETE TRUCKS IS PERFORMED OFF-SITE OR IN DESIGNATED CONCRETE WASHOUT AREAS ONLY. DO NOT WASH OUT CONCRETE TRUCK DRUMS OR CONCRETE HANDLING EQUIPMENT ONTO THE GROUND, OR INTO STORM DRAINS, OPEN DITCHES, STREETS, OR STREAMS. WASHOUT OF CONCRETE HANDLING EQUIPMENT MAY BE DISPOSED OF IN A DESIGNATED CONCRETE WASHOUT AREA OR IN A FORMED AREA AWAITING CONCRETE WHERE IT WILL NOT CONTAMINATE SURFACE OR GROUNDWATER. DO NOT DUMP EXCESS CONCRETE ON SITE, EXCEPT IN DESIGNATED CONCRETE WASHOUT AREAS. CONCRETE SPILLAGE OR CONCRETE DISCHARGE DIRECTLY TO GROUNDWATER OR SURFACE WATERS OF THE STATE IS PROHIBITED. DO NOT WASH OUT TO FORMED AREAS AWAITING LID FACILITIES.

i. OBTAIN WRITTEN APPROVAL FROM ECOLOGY BEFORE USING ANY CHEMICAL TREATMENT, EXCEPT FOR CO2, DRY ICE, OR FOOD GRADE VINEGAR TO ADJUST pH.

j. UNCONTAMINATED WATER FROM WATER-ONLY BASED SHAFT DRILLING FOR CONSTRUCTION OF BUILDING, ROAD, AND BRIDGE FOUNDATIONS MAY BE INFILTRATED PROVIDED THE WASTEWATER IS MANAGED IN A WAY THAT PROHIBITS DISCHARGE TO SURFACE WATERS. PRIOR TO INFILTRATION, WATER FROM WATER-ONLY BASED SHAFT DRILLING THAT COMES INTO CONTACT WITH CURING CONCRETE MUST BE NEUTRALIZED UNTIL pH IS IN THE RANGE OF 6.5 TO 8.5 (SU).

ELEMENT 10 - CONTROL DEWATERING

j. PERMITTEES MUST DISCHARGE FOUNDATION, VAULT, AND TRENCH DEWATERING WATER, WHICH HAVE CHARACTERISTICS SIMILAR TO STORMWATER RUNOFF AT THE SITE, INTO A CONTROLLED CONVEYANCE SYSTEM BEFORE DISCHARGE TO A SEDIMENT TRAP OR SEDIMENT POND.

k. PERMITTEES MAY DISCHARGE CLEAN, NON-TURBID DEWATERING WATER, SUCH AS WELL-POINT GROUNDWATER, TO SYSTEMS TRIBUTARY TO, OR DIRECTLY INTO SURFACE WATERS OF THE STATE, AS SPECIFIED IN ELEMENT 8: STABILIZE CHANNELS AND OUTLETS, PROVIDED THE DEWATERING FLOW DOES NOT CAUSE EROSION OR FLOODING OF RECEIVING WATERS. DO NOT ROUTE CLEAN DEWATERING WATER THROUGH STORMWATER SEDIMENT PONDS. NOTE THAT "SURFACE WATERS OF THE STATE" MAY EXIST ON A CONSTRUCTION SITE AS WELL AS OFF SITE; FOR EXAMPLE, A CREEK RUNNING THROUGH A SITE.

l. OTHER DEWATERING TREATMENT OR DISPOSAL OPTIONS MAY INCLUDE:
i. INFILTRATION
ii. TRANSPORT OFF SITE IN A VEHICLE, SUCH AS A VACUUM FLUSH TRUCK, FOR LEGAL DISPOSAL IN A MANNER THAT DOES NOT POLLUTE STATE WATERS.
iii. ECOLOGY-APPROVED ON-SITE CHEMICAL TREATMENT OR OTHER SUITABLE TREATMENT TECHNOLOGIES.
iv. SANITARY OR COMBINED SEWER DISCHARGE WITH LOCAL SEWER DISTRICT APPROVAL, IF THERE IS NO OTHER OPTION.
v. USE OF A SEDIMENTATION BAG WITH DISCHARGE TO A DITCH OR SWALE FOR SMALL VOLUMES OF LOCALIZED DEWATERING.
vi. PERMITTEES MUST HANDLE HIGHLY TURBID OR CONTAMINATED DEWATERING WATER SEPARATELY FROM STORMWATER.

ELEMENT 11 - MAINTAIN BMPS

a. PERMITTEES MUST MAINTAIN AND REPAIR ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL BMPS AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION IN ACCORDANCE WITH BMP SPECIFICATIONS.

b. PERMITTEES MUST REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL BMPS WITHIN 30 DAYS AFTER ACHIEVING FINAL SITE STABILIZATION OR AFTER THE TEMPORARY BMPS ARE NO LONGER NEEDED.

ELEMENT 12 - MANAGE THE PROJECT

a. PHASE DEVELOPMENT PROJECTS TO THE MAXIMUM DEGREE PRACTICABLE AND TAKE INTO ACCOUNT SEASONAL WORK LIMITATIONS.

b. INSPECTION AND MONITORING - INSPECT, MAINTAIN AND REPAIR ALL BMPS AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. PROJECTS REGULATED UNDER THE CONSTRUCTION STORMWATER GENERAL PERMIT (CSWGP) MUST CONDUCT SITE INSPECTIONS AND MONITORING IN ACCORDANCE WITH SPECIAL CONDITION S4 OF THE CSWGP.

c. MAINTAINING AN UPDATED CONSTRUCTION SWPPP.

ELEMENT 13 - PROTECT LOW IMPACT DEVELOPMENT (LID) BMPS

a. THE PRIMARY PURPOSE OF LID BMPS/ON-SITE LID STORMWATER MANAGEMENT BMPS IS TO REDUCE THE DISRUPTION OF THE NATURAL SITE HYDROLOGY. LID BMPS ARE PERMANENT FACILITIES.

b. PERMITTEES MUST PROTECT ALL BIORETENTION AND RAIN GARDEN FACILITIES FROM SEDIMENTATION THROUGH INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL BMPS ON PORTIONS OF THE SITE THAT DRAIN INTO THE BIORETENTION AND/OR RAIN GARDEN FACILITIES. RESTORE THE FACILITIES TO THEIR FULLY FUNCTIONING CONDITION IF THEY ACCUMULATE SEDIMENT DURING CONSTRUCTION. RESTORING THE FACILITY MUST INCLUDE REMOVAL OF SEDIMENT AND ANY SEDIMENT-LADEN BIORETENTION/RAIN GARDEN SOILS, AND REPLACING THE REMOVED SOILS WITH SOILS MEETING THE DESIGN SPECIFICATION.

c. PERMITTEES MUST MAINTAIN THE INFILTRATION CAPABILITIES OF BIORETENTION AND RAIN GARDEN FACILITIES BY PROTECTING AGAINST COMPACTION BY CONSTRUCTION EQUIPMENT AND FOOT TRAFFIC. PROTECT COMPLETE LAWN AND LANDSCAPED AREAS FROM COMPACTION DUE TO CONSTRUCTION EQUIPMENT.

d. PERMITTEES MUST CONTROL EROSION AND AVOID INTRODUCING SEDIMENT FROM SURROUNDING LAND USES ONTO PERMEABLE PAVEMENTS. DO NOT ALLOW MUDDY CONSTRUCTION EQUIPMENT ON THE BASE MATERIAL OR PAVEMENT. DO NOT ALLOW SEDIMENT-LADEN RUNOFF ONTO PERMEABLE PAVEMENTS.

e. PERMITTEES MUST CLEAN PERMEABLE PAVEMENTS FOULED WITH SEDIMENTS OR NO LONGER PASSING AN INITIAL INFILTRATION TEST USING LOCAL STORMWATER MANUAL METHODOLOGY OR THE MANUFACTURER'S PROCEDURES.

f. PERMITTEES MUST KEEP ALL HEAVY EQUIPMENT OFF EXISTING SOILS UNDER LID FACILITIES THAT HAVE BEEN EXCAVATED TO FINAL GRADE TO RETAIN THE INFILTRATION RATE OF THE SOILS.

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

COUNTY ENGINEER

ENGINEER OF RECORD

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
DRAWN BY: DJB
CHECKED BY: JAS
APPROVED BY: TMW

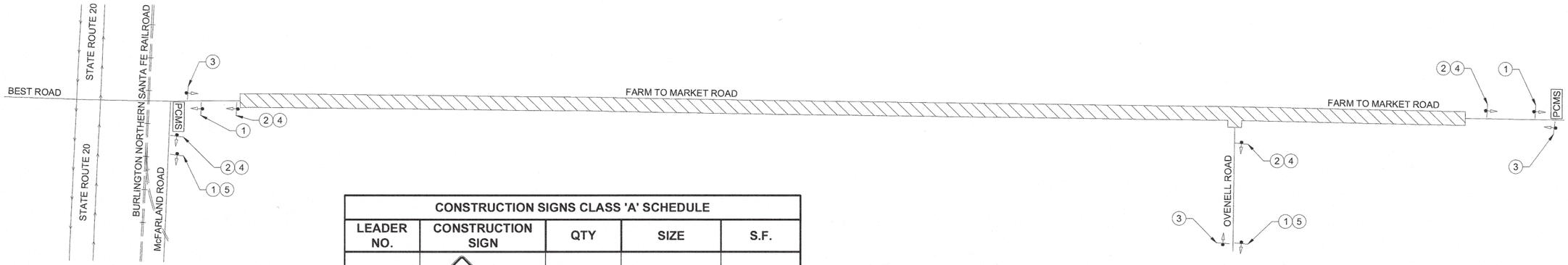
2025 HMA OVERLAY

SWPPP ELEMENTS

PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N., R. 03E, W.M.

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
04 OF 09



LEGEND:

- PROPOSED CLASS 'A' SIGN
- PROJECT LIMITS
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

CONSTRUCTION SIGNS CLASS 'A' SCHEDULE

LEADER NO.	CONSTRUCTION SIGN		QTY	SIZE	S.F.
1	ROAD WORK AHEAD	W20-1	4	36" X 36"	36
*2	MOTORCYCLES USE EXTREME CAUTION	W21-1701	4	36" X 36"	36
3	END ROAD WORK	G20-2	3	36" X 18"	14
*4	GROOVED PAVEMENT	W8-15	4	36" X 36"	36
5	FARM TO MARKET	W16-8P	2	36" X 12"	6
* COVER SIGNS UNLESS CONDITIONS ARE PRESENT			TOTAL S.F. = 128		

CONSTRUCTION SIGN CLASS A NOTES:

1. SIGNS SHALL BE SPACED IN ACCORDANCE WITH THE MOST CURRENT MUTCD. ADOPTED BY WAC 468-95 AND IT'S MODIFICATIONS.
2. SIGNS SHALL CONFORM TO THE CURRENT EDITION OF THE WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION
3. SIGNS SHALL NOT BE LOCATED WHERE THEY IMPAIR THE SIGHT DISTANCE OF THE TRAVELING PUBLIC.
4. IF WORK INCLUDES GROOVED PAVEMENT, ABRUPT LANE EDGES, STEEL PLATES, OR GRAVEL OR EARTH SURFACES, SIGNS SHALL BE PLACED STATING THE CONDITION, AS REQUIRED BY THE CURRENT MUTCD & WAC 468-95.
5. CONTRACTOR SHALL FURNISH ALL SIGNS.
6. SIGNS SHALL BE MOUNTED ON 4X4 WOOD POSTS.
7. CLASS B SIGNS ARE NOT SHOWN ON DRAWING.
8. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE AT-GRADE INTERSECTIONS AND DRIVEWAYS.
9. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY CONFLICTS PRIOR TO SIGN INSTALLATION.
10. COVER SIGNS UNLESS CONDITIONS ARE PRESENT.

PCMS

PANEL 1	PANEL 2
FTM RD	MM/DD/YY
PAVING	TO
AHEAD	MM/DD/YY
2.0 SEC	2.0 SEC

PORTABLE CHANGEABLE MESSAGE SIGN DETAIL

N.T.S.

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FEET)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

CHANNELIZATION DEVICE SPACING (FEET)

MPH	TAPER	TANGENT
50-60	40	80
35-45	30	60
25-30	20	40

MINIMUM TAPER LENGTH = L (FEET)

LANE WIDTH (FEET)	POSTED SPEED LIMIT (MPH)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

SIGN SPACING = X (FEET)

FREEWAYS/EXRESSWAYS	55-70 MPH	1500±
RURAL HIGHWAY	60-65 MPH	800±
RURAL ROADS	45-55	500±
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25-30 MPH	200±
URBAN STREETS	25 MPH-LESS	100±

CONSTRUCTION SIGNS CLASS 'B' NOTES:

1. ALL SIGNS SHOWN ON TRAFFIC CONTROL PLANS ARE CONSTRUCTION SIGNS CLASS 'B' UNLESS OTHERWISE SPECIFIED.
2. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
3. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
4. ALL TAPERS SHALL HAVE A SIX DEVICE MINIMUM.

GENERAL NOTES:

1. THE CONTRACTOR SHALL PLACE A SET OF THREE TRAFFIC DRUMS IN THE WORK ZONE. AS WORK PROCEEDS AWAY FROM THE MERGING TAPER AN ADDITIONAL SET OF DRUMS WILL BE REQUIRED FOR EVERY 1000' OF CLOSED LANE.
2. SEE SPECIAL PROVISION "CONSTRUCTION UNDER TRAFFIC".
3. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE AT-GRADE INTERSECTIONS AND DRIVEWAYS.

SIGN PROGRESSION "A"

CONSTRUCTION CLASS 'B' SIGNS
REFERENCE DATA

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

ENGINEER OF RECORD

COUNTY ENGINEER

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
DRAWN BY: DJB
CHECKED BY: JAS
APPROVED BY: TMW

PROJECT LOCATED NEAR: BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

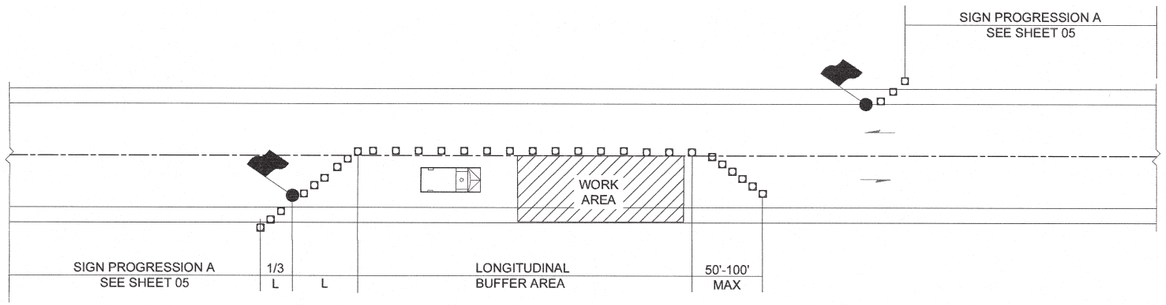
2025 HMA OVERLAY

CONSTRUCTION CLASS 'A' SIGNING PLAN & CONSTRUCTION CLASS 'B' SIGNS-REFERENCE DATA

1 INCH SCALE BAR ADJUST SCALE ACCORDINGLY

SHEET 05 OF 09

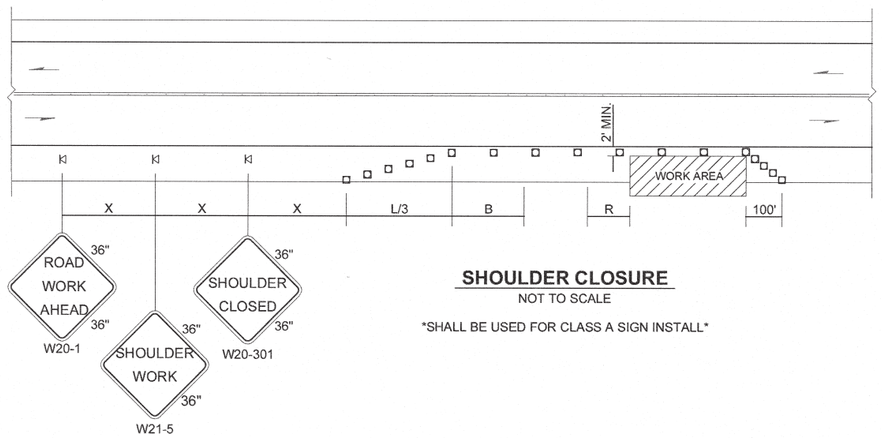
DARONB - April 10, 2025 - 10:42 AM - P:\2025 HMAO_ESHMA25-1\VI_CAD\CONTRACTPLANS\CAD FILES\VI - 100 PERCENT\04-TC-ESHMA25-1.DWG



SINGLE LANE CLOSURE

NOT TO SCALE

SHALL BE USED FOR TEMPORARY WORK ONLY



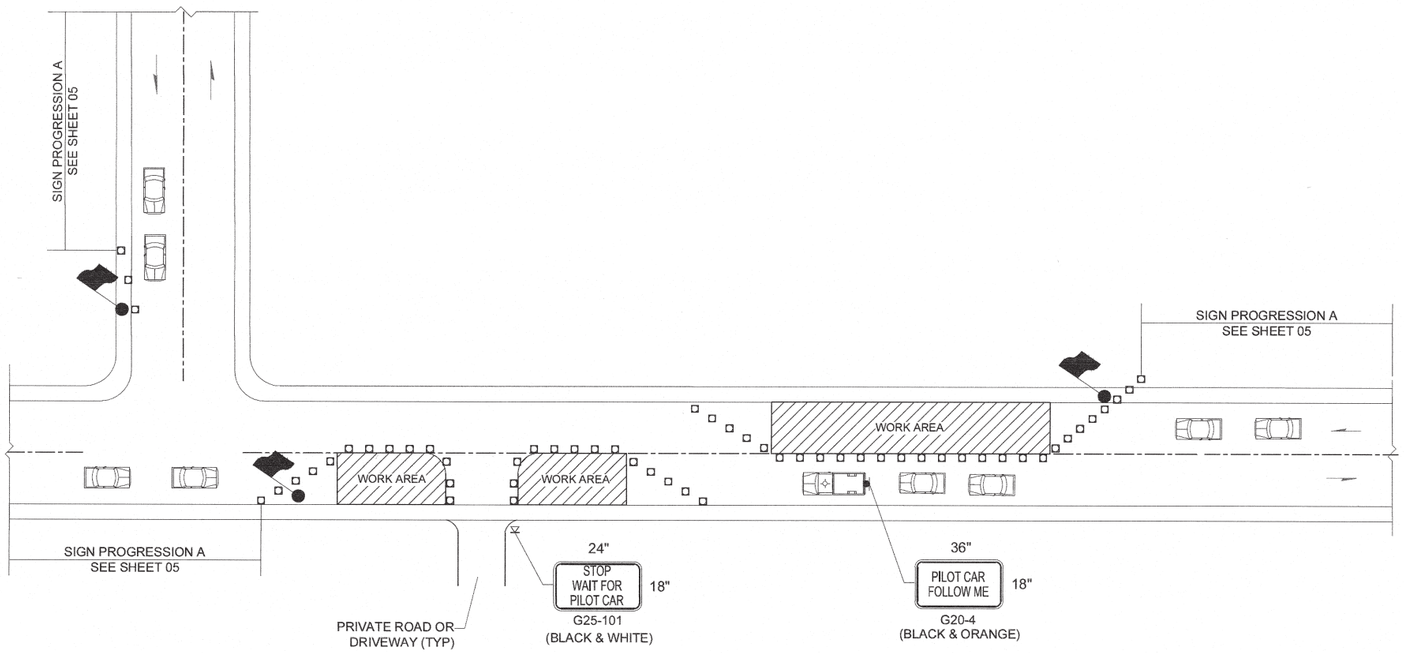
SHOULDER CLOSURE

NOT TO SCALE

SHALL BE USED FOR CLASS A SIGN INSTALL

LEGEND:

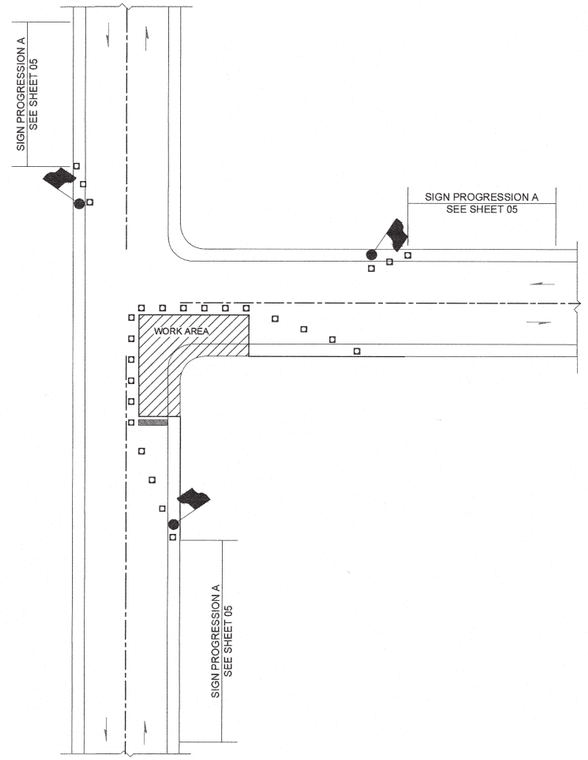
- PROPOSED CLASS 'B' SIGN
- FLAGGING STATION
- CHANNELIZING DEVICES
- PILOT VEHICLE
- MOTORIST VEHICLE



PILOT CAR OPERATION FOR ALTERNATING 2-WAY TRAFFIC W/ INTERSECTION (FLAGGER CONTROLLED)

NOT TO SCALE

SHALL BE USED FOR PLANING AND PAVING



INTERSECTION CLOSURE (FLAGGER CONTROLLED)

NOT TO SCALE

SHALL BE USED FOR TEMPORARY WORK ONLY

SKAGIT COUNTY
PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
(360) 416-1400

NO.	REVISIONS	DATE

COUNTY ENGINEER

ENGINEER OF RECORD

PROJECT NO.: ESHMA25-1
FED. AID NO.:
DESIGNED BY: DJB
CHECKED BY: JAS
DRAWN BY: DJB
APPROVED BY: TMW

PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

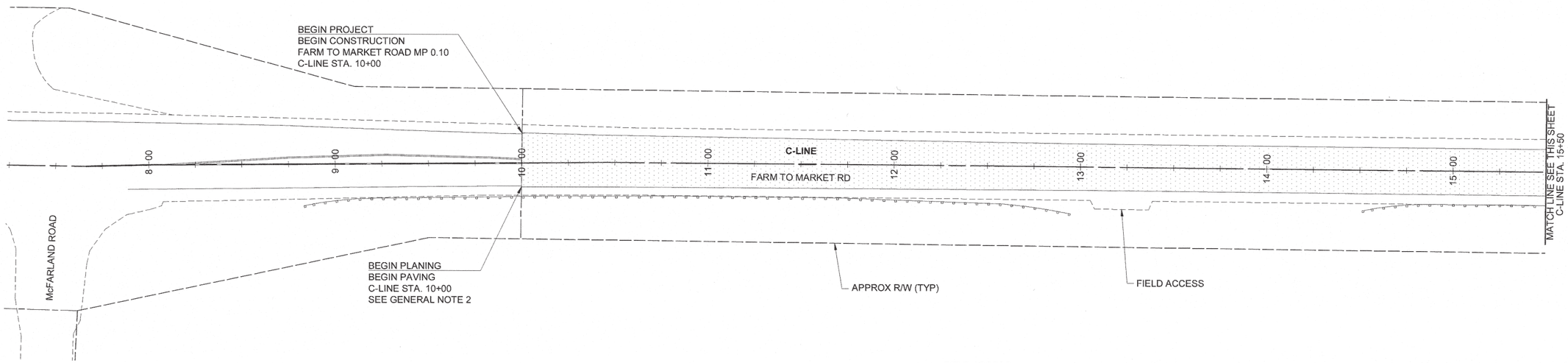
2025 HMA OVERLAY

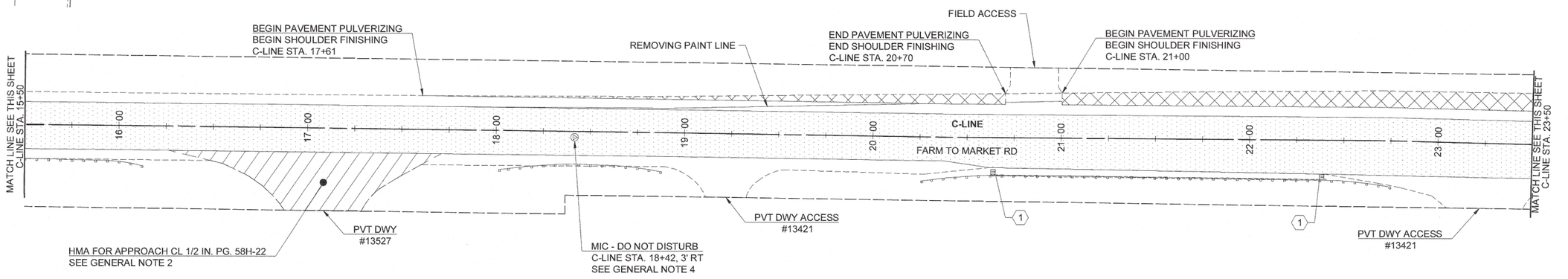
CLASS 'B' SIGNING PLAN

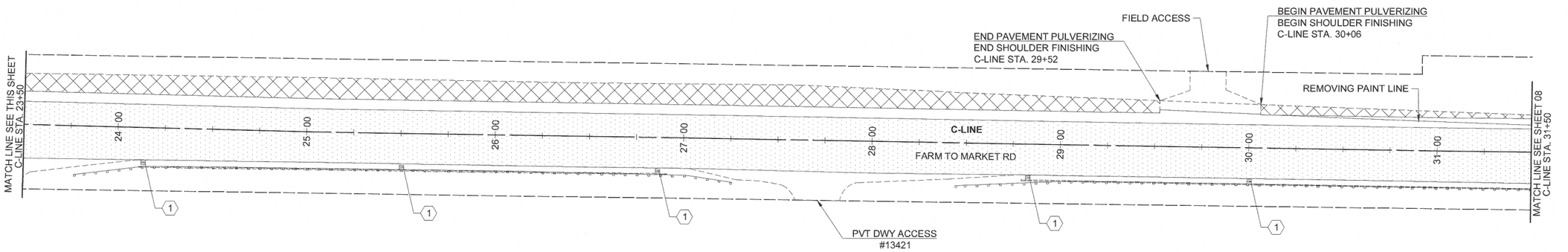
1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
06 OF 09

DARONB - April 10, 2025 - 10:52 AM - P:\2025 HMAO_ESHMA25-1\VI_CAD\CONTRACTPLANS\CAD FILES\VI - 100 PERCENT\05-TC-ESHMA25-1.DWG







GENERAL NOTES:

1. SEE LEGEND, ABBREVIATIONS, AND NOTES ON SHEET 02.
2. FOR ROADWAY SECTIONS, BUTT JOINT DETAIL, AND APPROACH DETAIL SEE SHEET 03.
3. ALL MEASUREMENTS ARE IN FEET UNLESS OTHERWISE NOTED.
4. PROTECT SURVEY MONUMENT CASE AND COVER TO AVOID PENALTY PER RCW 55.04.015 AND WAC 332-120-040.

CONSTRUCTION NOTES:

1. CONTRACTOR SHALL INSTALL "INLET PROTECTION". SEE WSDOT STANDARD PLAN I-40.20.00.

0 30 60 Feet

SKAGIT COUNTY
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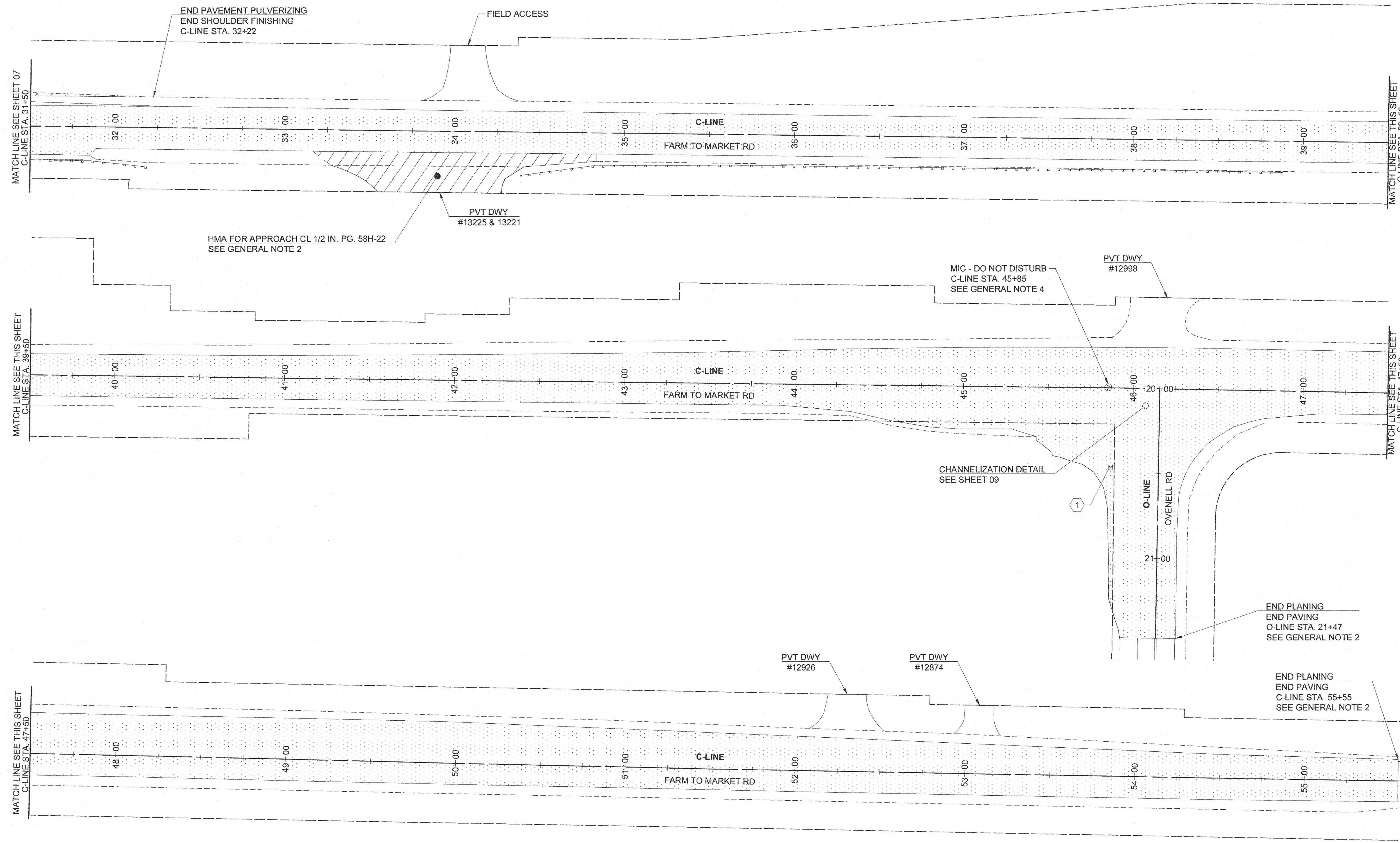
PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

SITE PLAN
C-LINE STA. 10+00 TO 31+50

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET
07 OF 09



GENERAL NOTES:

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3. ALL MEASUREMENTS ARE IN FEET UNLESS OTHERWISE NOTED.
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CONSTRUCTION NOTES:

(1.) CONTRACTOR SHALL INSTALL "INLET PROTECTION". SEE WSDOT STANDARD PLAN I-40.20.00.

0 30 60 Feet

SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
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NO. | REVISIONS | DATE

ENGINEER OF RECORD

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PROJECT LOCATED NEAR:
BOW, WA
SEC. 04, 05, 08, & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

SITE PLAN
C-LINE STA. 31+50 TO 55+55

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

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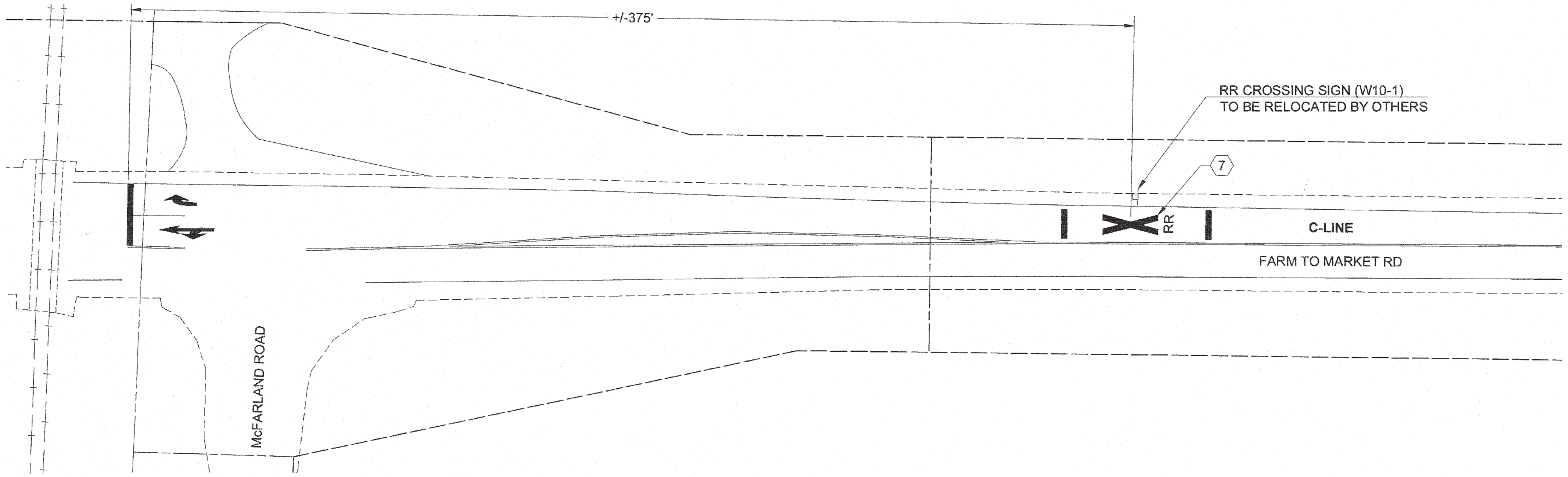
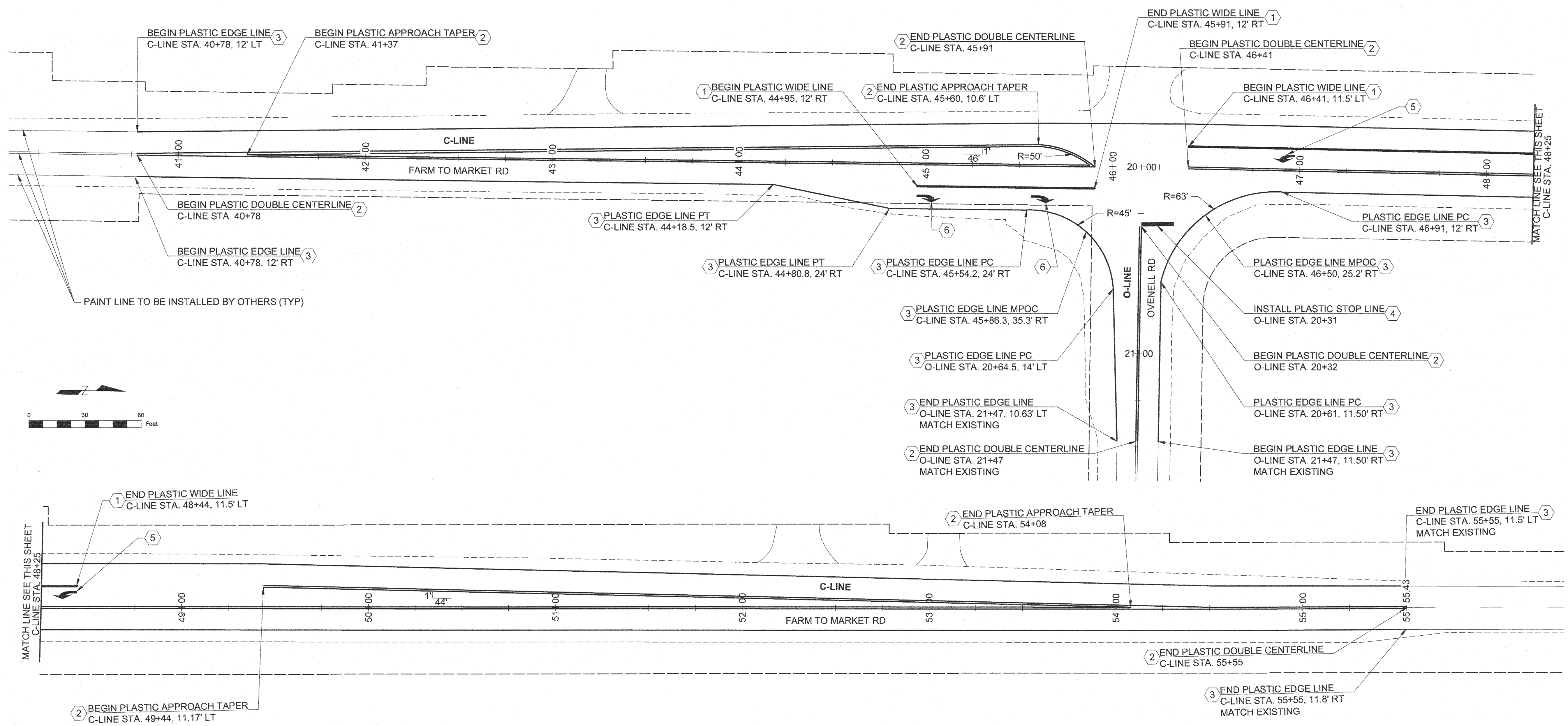


CONSTRUCTION NOTES:

1. CONTRACTOR SHALL INSTALL "PLASTIC WIDE LINE". SEE WSDOT STANDARD PLANS M-20.10-04 AND M-20.40-03.
2. CONTRACTOR SHALL INSTALL "PLASTIC DOUBLE CENTERLINE". SEE WSDOT STANDARD PLANS M-20.10-04 AND M-20.40-03.
3. CONTRACTOR SHALL INSTALL "PLASTIC EDGE LINE". SEE WSDOT STANDARD PLANS M-20.10-04 AND M-20.40-03.
4. CONTRACTOR SHALL INSTALL "PLASTIC STOP LINE". SEE WSDOT STANDARD PLAN M-24.60-04.
5. CONTRACTOR SHALL INSTALL "PLASTIC TRAFFIC ARROW-TYPE 2L". SEE WSDOT STANDARD PLAN M-24.40-02.
6. CONTRACTOR SHALL INSTALL "PLASTIC TRAFFIC ARROW-TYPE 2R". SEE WSDOT STANDARD PLAN M-24.40-02.
7. CONTRACTOR SHALL INSTALL "PLASTIC RAILROAD CROSSING SYMBOL - LAYOUT B". SEE WSDOT STANDARD PLAN M-11.10-04.

GENERAL NOTES:

1. FIELD INSPECTOR TO VERIFY LOCATION OF PAVEMENT MARKINGS PRIOR TO INSTALL.
2. DISTANCE BETWEEN LINES OF THE PLASTIC DOUBLE YELLOW CENTERLINE SHALL BE 4". SEE WSDOT STANDARD PLAN M-20.10-04.



SKAGIT COUNTY PUBLIC WORKS
1800 CONTINENTAL PLACE
MOUNT VERNON, WA 98273-5625
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REVISIONS

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BOW, WA
SEC. 04, 05, 08 & 09, T. 34N, R. 03E, W.M.

2025 HMA OVERLAY

CHANNELIZATION PLAN

1 INCH SCALE BAR
ADJUST SCALE ACCORDINGLY

SHEET 09 OF 09

DARONB - April 10, 2025 - 11:20 AM - P:\2025 HMAO_ESHMA25-1\VI_CAD\CONTRACTPLANS\CAD FILES\VI - 100 PERCENT\07-PL-ESHMA25-1.DWG