The following contains the GSPs that consist of the September 7, 2021 Update Package. Only the changed documents are included in this package and any unchanged sections from the last update are not included. To view all GSPs, please visit our website: www.wsdot.wa.gov/Business/Construction/SpecificationsAmendmentsGSPs.htm.

The package is set up with three parts. The first part is a memo containing a listing of the revisions to the Standard Specifications that are included in the 2022 publication, available for download at: https://wsdot.wa.gov/Publications/Manuals/M41-10.htm. The second part is an itemized list of the GSP file names, file types, and a brief description of the change. The third part is a memo detailing the changes in the GSPs, followed by track changes versions of the indexes and GSPs that are being updated. Please use the PDF bookmarks to navigate around this update package electronically.

If you choose to print this package, we suggest printing double sided to save paper and it is formatted to start new sub-sections on the right hand page.
Please note: The following is a brief description of the latest updates that are being published in the 2022 Standard Specifications. The updated Sections should be reviewed in depth to become completely knowledgeable of the full extent of the revisions. Any Sections not listed below are unchanged from the 2021 Standard Specifications.

The 2022 Standard Specifications Book is effective for all WSDOT projects advertised on or after Tuesday, September 7, 2021.

**GENERAL**

Throughout the Standard Specification the term Materials Safety Data Sheet (MSDS) has been changed to the new Department of Ecology term Safety Data Sheet (SDS). Where possible, terms such as workmanship, deadman, man-made, craftman, etc. have been modified to an appropriate alternative. Requirements for submittal of paper copies is changed to electronic submittals wherever possible.

**DIVISION 1 – General Requirements**

1-01.2(1) Associations and Miscellaneous
Acronym added for Post Tensioning Institute.

1-01.3 Definitions
Definitions added for Certified Claim and Written Determination.

1-01.4 Interpretations
Titles & Headings moved from definitions into this new Section 1-01.4 Interpretations, which further defines how to generally interpret language in the Contract Documents.

1-02.4(2) Subsurface Information
Subsurface Information is revised for clarity.

1-02.5 Proposal Forms
Proposal Forms is revised to make electronic bidding the default, at the request of the bidder a physical form will be made available.

1-02.9 Delivery of Proposal
This revision incorporates GSP 1-02.9.OPT2.GR1 into the 2022 book, removing Trns Port Expedite software (no longer used). This GSP is also deleted as part of this update package.

1-03.3 Execution of Contract
Updates to this section require all Contract Documents to be provided electronically.

1-04.4 Changes
The second to last paragraph is moved from Section 1-04.5 paragraph 1 and revised.

1-04.5 Procedure and Protest by the Contractor
Paragraph 1 is deleted (moved to 1-04.4 and revised). Oral Orders language is moved to a new Section. A Written Determination will be issued by the Engineer. The Contractor has 14 days to protest anything in a change order or Written Determination. (prior language was “immediately”). Adds language for Engineer to extend 14 days with...
Engineer’s approval. Deletes item #2b. Give Contractor one opportunity to correct their supplemental information when the Engineer deems in insufficient to evaluate the protest.

1-04.5(1) Disputes
This is a new Section, the content of which was moved from 1-09.11(1). This covers the full DRB process. Sections are reorganized and revised.

1-04.7 Differing Site Conditions (Changed Conditions)
Section 1-04.7 has added language to require Section 1-04.5 process be followed for differing site conditions and has other minor editorial comments.

1-05.1 Authority of the Engineer
The first paragraph is revised.

1-05.1(1) Oral Orders
This new section is added, moving language from 1-04 and further clarifying expectations for oral orders.

1-05.1(2) Requests for Information (RFI)
This new section is added and formalizes the common practice of Contractor’s requesting additional or clarifications for Contract information from the Engineer. The new section also distinguishes what information is requested and how it may be related to a request for a change to the Contract.

1-05.2 Authority of Assistant Inspectors
Revised for clarity.

1-05.3 Working Drawings
This section is revised to remove the requirement to submit paper copies of Working Drawings.

1-05.7 Removal of Defective and Unauthorized Work
Revised for clarity.

1-05.7(1) Request for Change for Defective or Unauthorized Work
This new Section is added to clarify how the RFI/RFC process fits with the rejection of unauthorized work.

1-05.13(1) Emergency Contact List
This revision designates the Emergency Contact List submittal as a Type 1 Working Drawing.

1-05.15 Methods of Serving Notices
This section is revised to allow electronic delivery.

1-06.1(3) Aggregate Source Approval (ASA) Database
This section is revised to clarify information in relation to ASA database and toxicity.

1-06.1(4) Fabrication Inspection Expense
These revisions increase Fabrication Expense reimbursement and adds anchor cable and components to the allowable items eligible for reimbursement of expenses to the State.
1-07.1 Laws to be Observed
This revision incorporates GSP 1-07.1.OPT5.GR1 into the 2022 book. This GSP is also deleted as part of this update package.

1-07.5(2) State Department of Fish and Wildlife
The last paragraph is deleted.

1-07.5(3) State Department of Ecology
This revision incorporates GSP 1-07.5(3).OPT3.GR1 into the 2022 book. This GSP is also deleted as part of this update package.

1-07.5(7) U.S. Environmental Protection Agency
This new section is added to address submittal of waste manifests and specifies the use of the e-Manifest system which furthers the use of electronic documents and replaces paper documents.

1-07.14 Responsibility for Damage
This section is revised to allow for transmittal and management of claims to the Contractor electronically.

1-07.16(5) Wells
This revision incorporates GSP 1-07.16.OPT1.GR1 into a new section for Wells. This GSP is also deleted as part of this update package.

1-07.18 Public Liability and Property Damage Insurance
This section is reorganized. Changes to content include requiring all insurance policies to be marked with identifying information, allowance of electronic delivery processes and other minor changes.

1-07.23(1) Construction Under Traffic
This revision incorporates GSP 1-07.23(1).OPT7.GR1 into the 2022 book and clarifies barrier offsets. The changes help clarify requirements for when barrier needs to be anchored for the various applications (HMA, PCCP or Bridge Deck), noting applicable standard plans. This GSP is also deleted as part of this update package.

1-07.23(3) Work Zone Clear Zone
This new Section is added and incorporates GSP 1-07.23(1).OPT2.GR1 into the 2022 book. This GSP is also deleted as part of this update package.

1-08.3(2)A Type A Progress Schedule, 1-08.3(2)B Type B Progress Schedule, & 1-08.3(3) Schedule Updates
The revisions to these sections remove the requirement to submit 5 copies of the progress schedule.

1-08.5 Time for Completion
The revisions to this section add June 19th as a holiday and clarifies the procedure the Engineer will follow to submit working day statements (and the procedure the Contractor must follow to protest them). These revisions also remove the designation that certified payrolls are only required for Federal Projects, as all projects now require certified payrolls.
1-08.6 Suspension of Work
The revisions to this section define the maximum number of days the Contractor has to submit a protest when they believe the project is suspended, delayed, or interrupted for an unreasonable period of time. Other revisions to this Section add clarification.

1-08.8 Extensions of Time
The time allowed for a request for an extension of time is changed from 10 days to 14 days and clarifies language, so it complements Section 1-04. The response in the form of an Engineer’s Written Determination is changed from 15 to 21 days.

1-09.2(1) General Requirements for Weighing Equipment
This revision incorporates GSP 1-09.2(1).OPT2.GR1 into the 2022 book for E-ticketing, except that the bid item, “Electronic Ticketing System”, Lump Sum will be discontinued for projects advertised on or after September 7, 2021. This GSP is also deleted as part of this update package.

1-09.9 Payments
These revisions incorporate GSP 1-09.9.OPT2.GR1, clarifying the process of electronic acceptance of Final Contractor Vouchers. This GSP is also deleted as part of this update package.

1-09.11(1) Disputes Review Board
This section is vacated, as it has been moved into Section 1-04.5(1).

1-09.11(2) Claims
This section is revised to clarify the next step in the process when the provisions of 1-04.5 are exhausted.

1-09.11(3) Time Limitation and Jurisdiction
This section is revised with minor edits.

1-09.13 Claims Resolution
This section (including subsections) is revised to clarify arbitration and litigation process after the Contractor has filed a Certified Claim. The arbitration/limits have changed and language is updated to match the language in the American Arbitration Association Rules.

1-10 Temporary Traffic Control
Throughout this section, the term “approved” Traffic Control is revised to “accepted”.

1-10.1(2) Temporary Traffic Control
This revision to description provides for adding detectible warning surfaces for pedestrian pathways.

1-10.2(1)A Traffic Control Management
Item number 2 is revised to delete information on the PROWAG which is included elsewhere in Section 1-10. Item number 9 is added.

1-10.2(1)B Traffic Control Supervisor
Item number 8 is added.
1-10.2(2) Traffic Control Plans
The revisions to this section are minor edits. The last sentence of the first paragraph is deleted.

1-10.2(3) Conformance to Established Standards
The first paragraph is revised, including updating the web address for the PROWAG.

1-10.3(1)A Flaggers
This revision corrects a typo (insure is changed to ensure).

1-10.3(2)B Rolling Slowdown
The last paragraph is revised to read that a traffic control vehicle will be used to block ramps and entrances. (This formerly read flagger.)

1-10.3(3)C Portable Changeable Message Sign
This revision updates clear zone to work zone clear zone.

1-10.4(2) Item Bids With Lump Sum for Incidentals
The third paragraph is revised to remove the provisions for patrolling work zones. (This work is being moved to the new item, “Patrol and Maintain Traffic Control Measures.”) The bullets have been replaced by a numbered list. Item number 6 is new. Payment for “Transportable Attenuator” will now be full payment for both providing and operating the Attenuator. Payment unit of measure is revised to an hourly payment. “Operation of Transportable Attenuator” is deleted. A new bid item is added, “Patrol and Maintain Traffic Control Measures”, per hour. This work was previously paid for under “Other Traffic Control Labor”, per hour.

1-10.5(2) Item Bids With Lump Sum for Incidentals
Payment for “Transportable Attenuator” will now be full payment for both providing and operating the Attenuator. Payment unit of measure is revised to an hourly payment. “Operation of Transportable Attenuator” is deleted. A new bid item is added: “Patrol and Maintain Traffic Control Measures”, per hour. This work was previously paid for under “Other Traffic Control Labor”, per hour.

DIVISION 2 – Roadway Excavation and Embankment

2-09.3(1)E Backfilling
This revision adds clarification to ensure that walls over 15 are not backfilled against until after 14 days. (There is concern over the green concrete wall creeping/being pushed inward if fill is placed prior to 14 days.)

DIVISION 3 – Acceptance of Aggregate

N/A

DIVISION 4 – Ballast and Crushed Surfacing

N/A
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DIVISION 5 – Surface Treatments and Pavements

5-01.3(2)B Cement Concrete for Panel Replacement
This revision updates AASHTO T 23 to AASHTO R 100.

5-01.3(4)B Sawing and Dimensional Requirements
For concrete slabs, this revision changes the location of the relief cutting to 6" to 18" from a required joint and clarifies when overcutting is allowed.

5-04.2(1) How to Get an HMA Mix Design on the QPL
When a mix design is approved by the Contracting Agency and listed on the QPL it will automatically be active for 24 months.

5-04.2(1)A2 High RAP/Any RAS - Mix Design Submittals for Placement on QPL
Revisions to this section clarify testing and other requirements when RAP or RAS is added to the original sequestered stockpiles.

5-04.3(8) Aggregate Acceptance Prior to Incorporation in HMA
A change to the number of times the Contractor may request a retest of aggregate specific gravity (Gsb) is included.

5-04.3(9)B2 Mixture Statistical Evaluation - Sampling
This revision updates AASHTO 168 to AASHTO R 97.

5-05.3(1) Concrete Mix Design for Paving
This revision updates AASHTO T 23 to AASHTO R 100.

5-05.3(4)A Acceptance of Portland Cement or Blended Hydraulic Cement Concrete Pavement
This revision updates AASHTO T 23 to AASHTO R 100.

5-05.3(9) Joint Matching Pre-existing Pavement Joints
This vacant Section is revised to provide guidance for constructing new PCCP adjacent to existing pavement. Section covers allowable grinding and matching of joints.

5-05.3(22) Repair of Defective Pavement
Revisions to this section will help clarify the requirements of repair of defective pavement slabs. The language “or panels that otherwise do not meet contract requirements” was added to what is required to be repaired.

5-05.4 Measurement & 5-05.5 Payment
The new Bid Item for PCCP Joint Matching is added to Measurement and Payment.

DIVISION 6 – Structures

6-02.3(2)A1 Contractor Mix Design for Concrete Class 4000D
Last paragraph is revised to clarify that full amount of water specified in the mix-design is required in test sample.

6-02.3(3) Admixtures
Conflicting text regarding use of accelerators is deleted.
6-02.3(5)A General
This revision updates AASHTO T 23 to AASHTO R 100.

6-02.3(5)B Certification of Compliance
This revision deletes the requirement for printed forms.

6-02.3(5)D Test Methods
This revision updates AASHTO T 23 to AASHTO R 100.

6-02.3(5)H Sampling and Testing for Compressive Strength and Initial Curing
This revision updates AASHTO T 23 to AASHTO R 100 in two locations.

6-02.3(7) Tolerances
Adds a tolerance for plumbness/vertical deviation at points of support (after erection of precast concrete girders and beams).

6-02.3(9)D Control Strength
This revision updates AASHTO T 23 to AASHTO R 100 in two locations.

6-02.3(10)D5 Bridge Deck Concrete Finishing and Texturing
This revision clarifies that repairs are required prior to texturing.

6-02.3(14)D Concrete Surface Finishes Produced by Form Liners
Revisions incorporated to eliminate conflicts in table and text as it relates to allowable joints for various types of forms.

6-02.3(17)N Removal of Falsework and Forms
Minimum time until removal of forms for Bridge Deck supported stringers, beam, or girders is revised from 10 to 14 days. AASHTO T 23 is also revised to AASHTO R 100.

6-02.3(17)O Early Concrete Test Cylinder Breaks
AASHTO T 23 is revised to AASHTO R 100 in two locations.

6-02.3(24)C Placing and Fastening
This revision allows a Contractor’s Certificate of Compliance in lieu of a Manufacturers’ Certificate of Compliance for Pre-Concrete Supports (also known as dobies).

6-02.3(25)C Casting
This section is revised with additional language for when Air-entrainment is required for prestressed concrete girders, cast in place concrete closures for prestressed concrete girders and prestressed concrete partial depth stay in place panels.

6-02.3(25)E Contractors Control Strength
AASHTO T 23 is revised to AASHTO R 100.

6-02.3(25)J Horizontal Alignment
This revision adds a new paragraph to the end of this section to clarify requirements of the girder erection plan.
2022 Standard Specifications Updates

**6-02.3(25)L Handling and Storage**
Language is updated so that an analysis of girder lateral stability and concrete stresses are triggered when a Contractor intends to handle a girder with temporary works or appurtenances attached to the girder.

**6-02.3(25)L1 Lifting and Handling Devices**
The last sentence is revised to clarify girder lifting requirements.

**6-02.3(25)L2 Girder Lateral Stability and Stress Analysis**
Contract design assumptions are added for the Contractor’s use.

**6-02.3(25)L5 Girder Erection**
Item #9 is added to address plumbness.

**6-02.3(26) Post-Tensioned Concrete**
This section is rewritten to adopt best practices from three Post-Tensioning Institute specification documents into WSDOT work for post-tensioned concrete structures. Key changes include new certification requirements for contractor personnel, expanded field testing of grout for post-tensioned tendons, additional submittals, and improvements to construction quality management practices and documentation.

**6-03.3 Construction Requirements**
For smaller projects with relatively simple fabrication, the Bridge Office is considering allowing AISC Simple or Intermediate certification options on a case-by-case basis (if included as a Special Provision).

**6-03.3(14) Edge Finishing**
In the fifth paragraph, the option for control burning as recommended by the manufacturer is deleted.

**6-03.3(15) Planing of Bearing Surfaces**
The second paragraph is revised to provide clarification for contact areas on sole plates. In last paragraph, replacing the term “mill” with “finish.”

**6-03.3(25)A2 Radiographic Inspection**
Welding code reference updated.

**6-03.3(25)A4 Magnetic Particle Inspection**
The last sentence of item number 3 is being moved to item number 4, and clarifies that MT is required on all CJP welds and not just ones less than 5/16”. Existing item number 4 is renumbered to item number 5.

**6-03.3(29) Welded Shear Connectors**
Updated the welding code chapter.

**6-03.3(33) Bolted Connections**
The fourth paragraph is modified. Historically on painted bridges, field connections are made with black bolts, which then need to be blasted to bare metal SSPC-SP10 and primed. The remaining coats are then applied to the entire bridge. Using galvanized bolts will eliminate the need for field blasting, which not only prepares the bolts but also damages surrounding areas. Our current intermediate paint coats have been found to
have proper adhesion over the galvanized bolts with minimal surface preparation. In accordance with Section 6-07, the Contractor will be required to demonstrate their surface prep techniques and perform adhesion testing to ensure proper bond of the first coat to be applied to the galvanized surfaces.

6-03.3(33)A Pre-Erection Testing
Item number 2 in the first paragraph is revised to clarify the required amount of turns for the test.

6-07.3(1)B Work Force Qualifications for Field Application of Paint
This revision removes the option for Contractor to substitute documentation in lieu of SSPC or NiICAP certification.

6-07.3(2) Submittals
The change to this section adds language to require submittals to be assembled in order and help streamline the review process.

6-07.3(2)B Contractor’s Quality Control Program Submittal Component
This section is reorganized for clarity.

6-07.3(2)F Paint Application Equipment and Operations Submittal Component
Item number 3 is revised to require a Type 2E Working Drawing.

6-07.3(9)A Paint System
Coating reference publication is updated.

6-07.3(9)D Coating Thickness
Changing minimum dry film thickness of primer coat from 2.5 mils to 3.0 mils.

6-07.3(9)G Application of Shop Primer Coat
Clarifying that bolts cannot be painted prior to installation.

6-07.3(9)H Containment for Field Coating
For new steel bridges, we are moving towards requiring galvanized bolts. This will eliminate the need for field sand blasting and damaging previously applied primer in connection areas, therefore removing the specific language referencing the hardware.

6-07.3(9)I Application of Field Coatings
Revising to require galvanized bolts on new steel structures.

6-07.3(10) Painting Existing Steel Structures
Section is modified to be consistent with Section on treatment of pack rust.

6-07.3(10)A Containment
In the second paragraph, clarifying that holes drilled in the structure must comply with an accepted painting plan.

6-07.3(10)C Dry Cleaning
Adding language referencing Section 1-07.5 for disposal documentation.
6-07.3(10)F Collecting, Testing, and Disposal of Containment Waste
Adding language referencing Section 1-07.5 for disposal documentation.

6-07.3(10)K Coating Thickness
Removing the exception since the prime coat for new bridges has been increased to 3.0 mils. Leaving this statement to clarify total coating thickness is a combination of the prime and primer stripe coat.

6-07.3(10)O Applying Field Coatings
Adding a requirement to seal expansion joints prior to top coat application to ensure deck joints, mainly on old truss bridges are not stained with rust penetrating from water penetrating through the deck joint. The eighth paragraph is modified to include information, and the eleventh paragraph is deleted.

6-07.3(11)A Painting of Galvanized Surfaces
Adding clarification of surface prep procedures when galvanized bolts are used in new painted steel structures or small galvanized surfaces.

6-07.3(11)A2 Paint Coat Materials
Clarifying paint coat requirements when applied over galvanized bolts or other galvanized surfaces. Opening it up to other first coat paint systems as long as adhesion testing is performed.

6-10.3(2) Cast-In-Place Concrete Barrier
The revisions to this section provide for a method for Contractors to request alternate spacing and size of rebar for barrier.

6-10.3(5) Temporary Barrier
While allowing the use of Type 2 and 4 barrier that is in a stockpile, this revision prevents fabrication of new type 2 and type 4 barrier which are being phased out.

6-12.3(9) Access Doors and Concrete Landing Pads
The second paragraph is revised to add language for painting of doors to be painted by the supplier according to manufacturer’s recommendations.

6-19.3(3)I Required Use of Slurry in Shaft Excavation
This section is revised and split into two new subsections for different scenarios – 6-19.3(3)I1, Uncased Shafts or Excavation Below Partial Depth Casing and 6-19.3(3)I2 Excavation Within Temporary Casing. The revisions to these sections address slurry requirements for each condition.

6-20.3(1)A Design Delivery Method
Revised to clarify that a Contracting Agency design will include a Structural Engineering Stamp.

6-20.3(1)D Geotechnical Considerations
These revisions require that additional geotechnical investigations are to comply with the WSDOT Geotechnical Design Manual.
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6-20.3(1)E Hydraulic Considerations
These revisions require that additional hydraulic investigations are to comply with the WSDOT Hydraulics Manual.

6-20.3(1)F Fall Protection
Updated WAC reference to new location.

6-20.3(1)I Structural Plate Structures
Deleted restriction to placing galvanizing or zinc coatings below the 100 year mean. This will be added in Section 1-07 as a condition when required by permits.

6-20.3(2)F Installation Plan
Added additional requirements for what must be shown on an installation plan.

6-20.3(4) Preconstruction Conference
Changed the requirement for submittals to be accepted and/or approved 5 days prior to the conference. This previously only required submittal 5 days in advance.

6-20.3(5) Excavation
Added allowance for quarry spall to be used in an over excavation when capped with CSBC.

6-20.3(7)A Precast Concrete Structures
Added additional information and requirements for the inspection of the shop fit-up.

6-20.3(9) Backfilling
Added language for option for the Engineer to allow differential backfill on opposing sides of a structure.

DIVISION 7 – Drainage Structures, Storm Sewers, Sanitary Sewers, Water Mains and Conduits

7-12.3 Construction Requirements
The fourth paragraph is revised to require an additional test be performed at no cost to the Contracting Agency when valve tests are unsatisfactory.

DIVISION 8 – Miscellaneous Construction

8-01.1(1) Definitions
Clarifications are included for the definition of PH Affected Stormwater and PH Affected Non-Stormwater. Language has been modified to be more in line with the Construction Stormwater General Permit.

8-01.3(1)C1 Disposal of Dewatering Water
Language has been modified to be more in line with the Construction Stormwater General Permit.

8-01.5(4) Items not included with Lump Sum Erosion Control and Water Pollution Prevention
In the 2020 Spec book, the Bid Item “High Visibility Fence” had a description of payment that included fence removal. That paragraph is being reimplemented.
2022 Standard Specifications Updates

8-02.3(2) Work Plans
Language is being modified to make it clear that weed and pest control plans are required regardless of whether the proposal contains the item "Project Area Weed and Pest Control".

8-02.3(2)C Plant Establishment Plan
Revised item number 4 to include watering plan.

8-02.3(3)C Project Area Weed and Pest Control
Revisions intended to better convey that noxious weeds have to be controlled both in planting and seeding areas and other areas outside the planting areas but within the project limits.

8-02.3(5)A Seeding Area Preparation
Minor formatting revision, changing 2 to two.

8-02.3(5)C Planting Area Preparation
Changes to this section clarify the requirements of planting area preparation.

8-02.3(8)A Dates and Conditions for Planting
This section is revised to require the Contractor to provide written evidence of plant material order/procurement within 30 calendar days of Execution.

8-02.3(9) Seeding, Fertilizing, and Mulching
This section is revised to require the Contractor to provide written evidence of seed mix material order/procurement within 30 calendar days of Execution.

8-02.3(9)E Protection and Care of Seeded Areas
Minor formatting revision, changing % to percent.

8-02.3(13) Plant Establishment
First year plant establishment is revised from one calendar year to 12-month period.

8-02.4 Measurement
Measurement by square yard is added to Topsoil, bark, woodchip, and soil amendments.

8-02.5 Payment
The Bid Item “Topsoil Type ___” is revised to apply to both per acre or square yard.
The Bid Item “Soil Amendment” is revised to apply to both per acre or square yard.
The Bid Item “Seeding, Fertilizing and Mulching” is revised to apply to both per acre or square yard.
The description for payment of “Bark or Wood Chip Mulch” was moved from measurement section to payment.
The description for payment of “Bark or Wood Chip Mulch Rings” is revised to include full item name.

8-07 Precast Traffic Curb
The section is updated. Provisions pertaining to Construction Requirements were moved from Section 9-18.
2022 Standard Specifications Updates

8-11.3(1)A Erection of Posts
This section is being revised to better describe the backfill process around leave-outs and to include a polymer modified asphalt mastic to cap around posts.

8-14 Cement Concrete Sidewalks
This section is being modified to define the types of detectable warning surfaces and clarify their measurement and payment.

8-18 Mailbox Support
Type 3 mailbox supports, options for wood posts for mailbox supports, and snow guards are no longer allowed and removed from this section.

8-20.1(3) Permitting and Inspections
Various revisions are included to clarify requirements for inspectors prior to energizing a new or modified electrical circuit/system.

8-20.2(1) Equipment List and Drawings
The third paragraph (and associated items no. 1 and no. 2) are obsolete and deleted. Construction Lock out tag out procedures are added to the list of submittals.

8-20.3(1) General
Language is revised in the first and second paragraphs for emphasis on normal safety practices in relation to energization of circuits.

8-20.3(4) Foundations
Clarification added to verify anchor bolt positions before placing concrete. Clarification added that anchor bolt straps or templates are not to be cut.

8-20.3(5)A General
Clarification added to address conduits entering boxes and vaults for new installations.

8-20.3(5)E4 Directional Boring
The second paragraph is split into multiple paragraphs for easier reading.

8-20.3(6) Junction Boxes, Cable Vaults, and Pull boxes
Item number 3 in the first paragraph is revised to state that conduits may not enter boxes except through knockouts. The last paragraph is revised to delete reference to concrete junction boxes so as to not exclude polymer boxes.

8-20.3(8) Wiring
The list of wire marking tags is updated with a new item to include fiber optic cables and patch cords.

Both of these Sections are revised to better clarify signal system testing and activation requirements. Clarification has been added for system functional testing to occur at least one working day in advance of scheduled turn-on date to simplify scheduling and resolve difficulties in attempting to make corrections for same-day turn-on.
8-20.3(11)C Uninterruptible Power Supply (UPS) Testing
This new section for Uninterruptible Power Supply (UPS) Testing is being moved from the GSPs. The associated GSPs are deleted as part of this update package.

8-20.3(12) Painting
Updated to clarify that painting is not normally allowed (this is separate from powder-coating).

8-20.3(13)A Light Standards
Item number 2 of the fourth paragraph is revised. Clarification that new anchor bolts installations may not be cut is added. Clarification on requirements for existing anchor bolts are included.

8-20.3(13)D Sign Lighting
This section is deleted as WSDOT no longer uses sign lighting.

8-20.3(14)D Test for Induction Loops and Lead-In Cable
The last paragraph is revised to add splices, as this is a frequent point of failure and replacement will often resolve the issue. Avoids need to re-cut/re-install loops or lead-in cables.

8-20.3(16) Reinstalling Salvaged Material
Per the Bridge Office, nuts, bolts, and related hardware cannot be reused due to deformation and are removed from the list of allowable salvage materials.

8-20.5 Payment
The payment statement for directional boring is revised. This revision is necessary to accommodate increased requests by designers to include the Work as part of the system lump sum bid item. This change provides the same flexibility as the “conduit pipe” bid item.

8-21.3(7) Sign Message Revision & 8-21.3(11) Multiple Panel Signs
The revisions to these sections allows for rivet heads to remain uncoated for white signs.

8-22.3(2) Preparation of Roadway Surfaces
The term “bond test” is changed to “adhesion test” to be consistent with Section 9-34.3(4) and corresponding ASTM D7234.

8-22.3(4) Tolerances for Lines and Grooves
The section and title are revised to include a groove tolerance both horizontal and vertically. This will give guidance to Contractors and Inspectors to avoid overgrinding for pavement marking installations.

8-22.4 Measurement & 8-22.5 Payment
Revisions to bid items are being made to accommodate new line types added to Standard Plans for roundabouts. The current specifications use the bid items paint, plastic, embossed plastic, profiled plastic, profiled embossed plastic and grooved plastic for all line types that are 4” wide. Using this method corresponding line types that are 8” will be included in the items Painted Wide Line, Plastic Wide Line, Profiled Plastic Wide Line, Profiled Embossed Wide Line, and Grooved Plastic Wide Line.
The Bid Items “Painted Wide Dotted Entry Line and Plastic Dotted Entry Line” are removed. These should be paid for with the new wide line items.

**8-23 Temporary Pavement Markings**

Minor changes are incorporated throughout this section for clarity.

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

Definitions for temporary miscellaneous pavement markings, temporary stop line, and temporary crosswalk line are added.

**8-23.3(4)B Temporary Pavement Markings – Long Duration**

Definitions for temporary center line, temporary edge line, temporary lane line, temporary miscellaneous pavement markings, temporary stop line, and temporary crosswalk line are added.

**8-23.4 Measurement & 8-23.5 Payment**

The current specifications only include bid items for temporary pavement markings -short duration and temporary pavement markings – long durations by the linear feet. Since symbols, stop bars, and crosswalks can vary in width and size, additional bid items are being added to help consistently pay for temporary pavement markings. The new Bid Items are:

- “Temporary Miscellaneous Pavement Markings – short duration” per each
- “Temporary Miscellaneous Pavement Markings – long duration” per each
- “Temporary Stop Line - Short Duration” per linear foot
- “Temporary Stop Line - Long Duration” per linear foot
- “Temporary Crosswalk Line - Short Duration” per square foot
- “Temporary Crosswalk Line - Long Duration” per square foot.

**DIVISION 9 – Materials**

**9-05.50(9) Synthetic Micro Fibers for Precast Units & 9-05.50(10) Synthetic Macro Fibers for Precast Units**

Section titles are changed to Micro/Macro and minor changes are incorporated related to ASTM references.

**9-06.2 Structural Low Alloy Steel & 9-06.3 Structural High-Strength Steel**

Minor revisions are incorporated to current standards.

**9-06.5(3) High-Strength Bolts**

The second paragraph is deleted since galvanized tension control bolts are not allowed. These are removed because installation of tension control bolts will shear off spline and leave an uncoated surface to repair. Other revisions to this section add tension control bolts as option for unpainted structures, add equivalent ASTM testing methods for nuts, and clarifies the language regarding direct tension indicators so that the correct DTI is used with the type and strength of bolt.

**9-06.5(4) Anchor Bolts and Anchor Rods**

A new ASTM reference is added to the second paragraph.
2022 Standard Specifications Updates

9-09.2(2) Guardrail Posts and Blocks.
The revision to this section adds a requirement for timber and lumber to be inspected and marked to confirm preservative and retention levels.

9-09.3 Preservative Treatment & 9-09.3(1) General Requirements
The revisions to these sections modify the Use Category allowed for posts.

9-10.5 Steel Piling
A new paragraph is added after the first paragraph, clarifying requirements for base metals used for fabrication of steel piping. The last paragraph of this Section is deleted. The Standard Specifications were not consistent with guidance in the Construction Manual. Refer to Construction Manual (9-4.38) for guidance.

9-13.1(2) Heavy Loose Riprap
Grading requirements are revised.

9-13.1(3) Light Loose Riprap
Grading requirements are revised.

9-16.3(2) Posts and Blocks
The list of retention values for treatment of wood is moved to a table, penetration values are updated and split into two categories (UC4A and UC4B).

9-18 Traffic Curb
Section title is changed from Traffic Curb to Vacant. Construction Requirements for Traffic Curb were moved to 8-07. Water repellent Compound and Sodium Metasilicate were moved to Section 9-23.

9-20.3 Grouting
AASHTO T 23 is revised to AASHTO R 100.

9-23 Concrete Curing Materials, Bonding Agents and Admixtures
The title was revised to include bonding agents.

9-23.3 Water Repellent Compound
This language was moved into this section from Section 9-18.

9-23.4 Sodium Metasilicate
This language was moved into this section from Section 9-18.

9-28.4 Extruded Windbeams and “Z” Bar
Revision to this section allow for uncoated rivet heads on white signs.

9-29.3(2)A4 Location Wire
Expanded wire types to include USE/USE-2.

9-29.3(2)J Ethernet Cable
This is a new section to address range of ethernet cable applications.
2022 Standard Specifications Updates

9-29.10 Luminaires
Correlated color temperature standards are moved from Section 9-29.10(1)B. Light Emitting Diode (LED) Conventional Roadway Luminaires to cover all luminaire types. Removed requirement for “LED” text on wattage labels.

9-29.13(3) Traffic Signal Controller
Removed references to Type 170 series controllers. Updated requirements for Type 2070 series controllers.

9-29.13(7) Drawings and Wiring Diagrams
Revised electronic format requirements to flash drive in place of CD.

9-29.13(8) Generator Transfer Switch
Updated to address required and optional installations, cable access through closed door, and transfer switch construction options.

9-29.13(10)B Auxiliary Equipment for Type 2070 Assemblies
Title and section are revised to remove “Type 170E”. Clarification added for output files and detector test panel. Added new Standard Plan references.

9-29.13(10)C NEMA Controller Cabinets
Item number 2 is divided into separate paragraphs for general rack mounted equipment (remaining as item 2), and detector rack specific information is moved into a new item 3. The remaining items in the list are renumbered accordingly. Lock core information updated.

9-29.13(10)D Cabinets for Type 2070 Controllers
Title and section are revised to remove “Type 170E”. Section updated to current standards, to address changes to CalTrans TEES (primary reference), and to incorporate new/updated Standard Plans. Clarification added for double-width cabinets.

9-29.13(11) Traffic Data Accumulator and Ramp Meters
Section updated to current standards, to address changes to CalTrans TEES (primary reference), and to incorporate new/updated Standard Plans. Clarification added for double-width cabinets.

9-29.13(12) Type 331L ITS Cabinet
Section updated to current standards, to address changes to CalTrans TEES (primary reference), and to incorporate new/updated Standard Plans. Clarification added for double-width cabinets.

9-29.17 Signal Head Mounting Brackets and Fittings
Material types updated for signal mount parts.

9-32 Mailbox Support & 9-32.1 Steel Posts
Added clarification that these sections only pertain to Type 1 Mailbox supports.

9-32.2 Bracket, Platform, and Anti-Twist Plate
Clarification added that twist plate only applies to Type 1 Mailbox supports.
2022 Standard Specifications Updates

9.32.4 Vacant
The content is deleted from this section, and the title is changed from Wood Posts to Vacant. Wood Posts are not MASH compliant and no longer allowed for mailbox supports.

9-32.5 Fasteners
Added the requirement for fasters to be Grade 5.

9.32.6 Vacant
The content is deleted from this section, and the title is changed from Snow Guard to Vacant. Snow Guards have not been verified to be MASH compliant.

9.32.10 Vacant
The content is deleted from this section, and the title is changed from U Channel Post to Vacant. U Channel Posts were used with the Type 3 Mailbox which was removed from Standard Plans in September 2021. (Mailbox Type 3 is not MASH complaint.)

9-34.2(5) Low VOC Waterborne Paint
The test Method for the paint property Directional Reflectance %, @ 15 mils wet is updated. Footnote #8 is added to the table.

9-34.3(4) Type D – Liquid Cold Applied Methyl Methacrylate
The test method for table property Adhesion to PCC or HMA, Psi is updated.

9-34.5(1) Temporary Pavement Marking Tape – Short Duration
The section title and language are updated to be consistent with Section 8-23. Corrected ASTM reference.

9-34.5(2) Temporary Pavement Marking Tape – Long Duration
The section title and language are updated to be consistent with Section 8-23. Corrected ASTM reference.
General Special Provision (GSP) revisions that occurred for the annual update package (September 7, 2021)

**Posted: September 7, 2021**

**Update Corresponding Indexes**

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Revisions to General Special Provisions  
Effective September 7, 2021

Please note: New revisions to WSDOT General Special Provisions are described below. Previous GSPs that are not revised in this package are still in effect. Special Provisions take precedence over the Standard Specifications in accordance with Section 1-04.2.

The following list is a brief description of the latest revisions, with an explanation of why each change was made. The actual provisions should be reviewed in depth to become completely knowledgeable of the full extent of the revisions. These provisions are available at the following location:

http://www.wsdot.wa.gov/Business/Construction/SpecificationsAmendmentsGSPs.htm

GENERAL

GSPs with the term Materials Safety Data Sheet (MSDS) have been changed to the new Department of Ecology term Safety Data Sheet (SDS). Where possible, terms such as workmanship, deadman, man-made, craftsman, etc. have been modified to an appropriate alternative. Requirements for submittal of paper copies is changed to electronic submittals wherever possible.

INTRODUCTION

INTRO.GR1  
The revision to this GSP updates the Standard Specifications reference from 2021 to 2022.

DIVISION 1 – General Requirements

1-02.5.INST1.GR1 & 1-02.5.OPT1.GR1 - Deleted  
This GSP (and its associated instruction file) is deleted as it has been incorporated into the 2022 Standard Specifications.

1-02.6.OPT4.FR1  
This GSP is updated with the current bidding software.

1-02.6.OPT6.FR1 - Deleted  
This GSP is deleted. There is no longer a requirement to use a minimum bid for progress schedule. (Standard Item 7003, Type B Progress Schedule, lump sum and Standard Item 7004, Type C Progress Schedule, lump sum will be used.)

1-02.6.OPT7.FR1 - Deleted  
This GSP is deleted. There is no longer a requirement to use a minimum bid for Schedule Update. (Standard Item 7000 Schedule Update, per each will be used.)
Revisions to General Special Provisions
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1-02.9.OPT2.GR1 - Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

1-02.OPT1.GR1
This GSP is updated to reflect electronic submittal of documents during protest.

1-03.3.OPT1.GR1
This GSP for Escrow Bid Documentation is updated to reflect the option for including electronic storage media of bid documents.

1-04.4.OPT1.GR1 - Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

1-07.1.OPT1.GR1 - Deleted
This GSP, created for the American Recovery and Reinvestment Act of 2009 (ARRA), is removed. ARRA funding has been expended and this GSP is now obsolete.

1-07.1.OPT4.GR1 & 1-07.4(2).OPT2.GR1 - Deleted
The COVID-19 Health and Safety Plan GSPs are deleted as part of this update package. The Contractor’s Safety Plan, as required by Section 1-07.1(2), will now cover any additional safety requirements related to COVID when necessary.

1-07.1.INST2.GR1 & 1-07.1.OPT5.GR1 - Deleted
This GSP (and its associated instruction file) is deleted as it has been incorporated into the 2022 Standard Specifications.

1-07.5(3).OPT3.GR1
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

1-07.5(6).OPT1(Q).GR1
This new GSP in the Environmental commitment section is being added to cover restrictions to the use of galvanization or zinc below the 100 year OHWM.

1-07.5(6).OPT1(R).FR1
This is a new GSP for bird protection and monitoring.

1-07.7.OPT1.GR1 & 1-07.7.OPT2.FR1 - Deleted
These GSPs for Load Limits are deleted. Information in these GSPs were previously incorporated into the Standard Specifications and they are no longer necessary.

1-07.9(1).OPT4.GR1 - Deleted
This GSP is deleted.

1-07.11.OPT2.GR1, 1-07.11.OPT3.FR1, & 1-07.11.OPT7.GR1
These GPSs are updated to remove references to UDBE (underutilized DBEs). The title of a form that contains the term UDBE is unchanged.

1-07.13(4).OPT1.GR1 - Deleted
This GSP is deleted, as Reimbursement for Third Party Damage is standard practice for use on Contracts.

September 7, 2021
MLB:rah
Revisions to General Special Provisions
Effective September 7, 2021

1-07.18 - Insurance GSPs
Revisions to these GSPs were required as a result of the reorganization of Section 1-07.18. Minor changes to text are included to be consistent with the current language in the Standard Specifications.

Replaced (content not new, just moved from existing file):
1-07.18.INST1.GR1 (formerly 1-07.18.INST4.GR1)
1-07.18.OPT1.FR1 (formerly 1-07.18.OPT16.FR1)

Deleted:
1-07.18.INST2.GR1, 1-07.18.INST3.GR1, 1-07.18.INST4.GR1

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New Instruction Files:
1-07.18(5).INST1.GR1, 1-07.18(5).INST2.GR1, 1-07.18(5).INST3.GR1

1-07.16.OPT1.GR1 – Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

1-07.23(1).OPT2.GR1 - Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

1-07.23(1).OPT7.GR1 - Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

1-08.3(2).INST2.GR1 & 1-08.3(2).OPT1.GR1
This GSP (and its associated instruction file) is deleted, as this content has previously been incorporated into the Standard Specifications.

1-08.3(2).OPT2.FR1
This GSP for Type C Progress Schedules is updated and adds a fill-in, and the file is renamed to reflect this change (now using an .FR1 extension). The new fill-in will be the scheduling software version.
Revisions to General Special Provisions
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1-08.3(5).OPT1.GR1
GSP 1-08.3(5).OPT1.FR1 is updated to remove the fill-in, and the file is renamed to reflect this change (now using the .GR1 extension). There is no longer a requirement to use a minimum bid for Schedule Update (Standard Item 7000 Schedule Update, per each will be used).

1-08.3(5).OPT2.GR1
GSP 1-08.3(5).OPT2.FR1 is updated to remove the fill-in, and the file is renamed to reflect this change (now using the .GR1 extension). There is no longer a requirement to use a minimum bid for progress schedule (Standard Item 7004, Type C Progress Schedule, lump sum will be used).

1-09.2(1).INST1.GR1, 1-09.2(1).OPT1.GR1, 1-09.2(1).OPT2.GR1, 1-09.2(1).INST2.GR1, 1-09.2(1).OPT7.FR1, 1-09.2(1).OPT8.GR1, 1-09.2(2).OPT1.GR1, 1-09.2(3).OPT1.GR1, 1-09.2(4).OPT1.GR1, 1-09.2(5).INST1.GR1, 1-09.2(5).OPT1.GR1, 1-09.2(6).INST1.GR1, 1-09.2(6).OPT1.GR1, 1-09.2(6).INST2.GR1, 1-09.2(6).OPT7.GR1
- Deleted
These GSPs are deleted, as most of the information contained in these GSPs were previously incorporated into the Standard Specifications. The GSP for incorporating a second platform scale is not used and is deleted. GSP 1-09.2(1).OPT2.GR1 is being incorporated into the Standard Specifications as part of this update (additionally, the bid item for E-Ticketing is being deleted as it is now incidental to the Work) and deleted as part of this update package as well.

1-09.9.OPT2.GR1
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

1-10.2(1).OPT1.GR1
The first line of this GSP is deleted and additional vendors are added.

1-10.3(3).OPT3.FR1, 1-10.4(2).OPT5.GR1, 1-10.4(3).OPT2.GR1, & 1-10.5(2).OPT3.GR1
These GSPs for Smart Work Zone Systems are modified for clarity.

1-10.3(3).OPT4.FR1 (New), 1-10.4(2).OPT7.GR1 (New), 1-10.4(3).OPT3.GR1 (New), 1-10.5(2).OPT4.GR1 (Revised)
These new and revised GSPs are added for projects that will include a Queue Warning System.

DIVISION 2 – Roadway Excavation and Embankment

2-02.3.OPT1.FR2
The revision to this GSP adds clarifying language prior to the fill-in.

2-02.3.OPT3.FR2
This GSP is updated to cross reference the new Standard Specifications section on Manifests (Section 1-07.5(7)).
Revisions to General Special Provisions
Effective September 7, 2021

2-03.3(2).OPT1.GR1
This GSP is revised to include the Type of Working Drawing required.

2-09.3(3)B.OPT1.FB2
This GSP revises the Working Drawing for shoring plans to a Type 2E for consistency.

DIVISION 3 – Acceptance of Aggregate
N/A

DIVISION 4 – Ballast and Crushed Surfacing
N/A

DIVISION 5 - Surface Treatments And Pavements

5-01.1.INST1.GR5 (New), 5-01.1.OPT1.GR5 (New), 5-01.2.OPT1.GR1 (Revised), 5-01.3(5).INST1.GR5 (Revised) and 5-01.3(5).OPT1.GR5 (Revised)
These GSPs for Partial Spall Depth Repair are updated to eliminate epoxy concrete as an option for partial depth spall repair of cement concrete pavements and separate materials and construction requirements into their respective files without duplication.

5-04.3(8).INST1.GR5 & 5-04.3(8).OPT1.GR5
This GSP (and its associated instruction file) is deleted as it has been incorporated into the 2022 Standard Specifications.

DIVISION 6 – Structures

6-02.3.OPT1.GR6
This GSP for Epoxy Crack Sealing is revised to reference Section 6-01.16 for repair of core holes.

6-07.3(10)A.OPT2.FB6
The revision to this GSP provides for wireless access to the weather station.

6-10.3(5).INST2.GR6 & 6-10.3(5).OPT2.GR6
This GSP (and its associated instruction file) is deleted as it has been incorporated into the 2022 Standard Specifications.

DIVISION 7 – Drainage Structures, Storm Sewers, Sanitary Sewers, Water Mains and Conduits
N/A

DIVISION 8 - Miscellaneous Construction
Revisions to General Special Provisions
Effective September 7, 2021

These GSPs are deleted as they have been incorporated into the 2022 Standard Specifications.

8-02.3(13), INST1.GR8 & 8-02.3(13).OPT1.GR8 - Deleted
This GSP (and its associated instruction file) is deleted as it has been incorporated into the 2022 Standard Specifications.

8-02.4.OPT1.GR8 - Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

8-02.5.OPT1.GR8 - Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

8-02.5.OPT2.GR8
The bid item name “Removal of Buried Man-Made Debris” is revised to “Removal of Buried Previously Fabricated Debris”.

8-02.5.OPT3.GR8 - Deleted
This GSP is deleted as it has been incorporated into the 2022 Standard Specifications.

8-02.5.INST2.GR8 & 8-02.5.OPT5.GR8 - Deleted
This GSP (and its associated instruction file) is deleted as it has been incorporated into the 2022 Standard Specifications.

8-23.3(4)(9-34.5).GR8, 8-23.3(4)(9-34.5(1)).GR8, 8-23.3(4)(9-34.5(1)).OPT1.GR8, 8-23.3(4)(9-34.5(2)).GR8 & 8-23.3(4)(9-34.5(2)).OPT1.GR8 - Deleted
These GSPs are deleted as they have been incorporated into the 2022 Standard Specifications.

DIVISION 9 – Materials

N/A
Special Provisions

(September 87, 2020-2021)

All Projects

General Requirements

Description of Work

1. Use in all projects except those involving only painting of metal bridges.
   (1 fill-in)

2. Use in projects involving only the painting of metal bridges.
   (3 fill-ins)

Bid Procedures and Conditions

Prequalification of Bidders

1. Use in projects where all of the work will occur outside the highway right of way.
   Requires approval of HQ Contract Ad and Award Manager.

Examination of Plans, Specifications and Site of Work

General

1. Use in projects for which soils investigations have been made, modifications to existing structures are part of the
   Project scope, and for all bridges located within the project limits. The first fill-in identifies the site (web
   address or physical address) where the Reference Information is located. The second fill-in lists the items
   available for the prospective bidder’s review. Soils Reference Information should include the Test Boring
   Legend and the Logs of Test Boring that are included in the project, listed by hole number. Other geotechnical
   resources such as reports and memoranda (including title, author, and date), test pit data and other subsurface
   investigation data can also be listed here. Structural
Reference Information should include bridge inspection reports for all bridges within the project limits and as-built plans for all bridges which are being modified as part of the Project scope including but not limited to widening, repair, retrofit (rail, seismic, etc.), painting, overlay and paving. Structural Reference Information should be listed by bridge number.

(2 fill-ins)

**1-02.5.GR1** Proposal Forms

1-02.5.INST1.GR1 (The first paragraph of Section 1-02.5 is revised to read)

Must use one preceding any of the following:

1-02.5.OPT1.GR1 (February 25, 2021)

Use in all projects:

**1-02.6.GR1** Preparation of Proposal

1-02.6.INST2.GR1 (The fourth paragraph is replaced with the following)

Must use one preceding any of the following:

1-02.6.OPT2.GR1 (Disadvantaged Business Enterprise (DBE) Documentation)

( November 9, 2020)

Use in projects that require the use of the Disadvantaged Business Enterprise (DBE) Condition of Award (COA) Participation Goal Requirement.

Must use with 1-02.9.OPT1.GR1 and 1-07.11.OPT3.FR1.

1-02.6.OPT3.GR1 (Subcontractor list not required with bid)

(The fifth and sixth paragraphs of Section 1-02.6 are deleted)

(August 2, 2004)

Use in all projects with estimated cost of $1,000,000 or less.

1-02.6.INST3.GR1 (Section 1-02.6 is supplemented with the following)

Must use once preceding any of the following:

1-02.6.OPT4.FR1 (Alternative Bids)

(April 2, 2018 September 7, 2021)

Use in projects when the proposal is to contain alternate items for bidding. Fill-ins consist of a brief description of the portion of the project or of the work that would be subject to alternative bidding. Repeat the "Alternative" paragraphs if the project consists of more than two alternatives.

(4 or more fill-ins)

1-02.6.OPT5.FR1 (Cumulative Alternate Bidding)

(August 3, 2015)

Use in contracts when the award process is modified to include cumulative Alternates. The region shall determine and notify the Ad and Award office of the Funds Available. The bid items shall be segregated into a Base Bid and Alternates as appropriate. Fill-ins consist of a brief description of the portion of the project or of the work that is
included in the noted Alternates. The specification language may be adjusted to suit the number of Alternates.

Use of this GSP requires the approval of the HQ Ad and Award Manager and HQ Assistant State Design Engineer. When requesting approval, provide documentation of funds available, and that Approvals consistent with Design Manual Chapter 300 exist for the Base project and each potential combination of Base plus Alternates.

(1 or more fill-ins)

1.02.6.OPT6.FR1 (Progress Schedule)  
(January 7, 2019)  
Use in all projects unless a Type A Schedule (simple bar chart) is requested. This request should come to the Design Project Engineer from the Construction Project Engineer and be the result of discussion between the Design Project Engineer and the Construction Project Engineer concerning the level of schedule complexity required to administer the contract.

Must use with 1.08.3(5).OPT2.FR1.

Must also use 1.02.6.OPT7.FR1 and 1.08.3(2).OPT2.GR1 when a Type C Progress Schedule is specified.

Fill-in #1 and fill-in #3 is the minimum bid amount. Any amount over $100,000 requires HQ Construction Office approval. For the following engineers estimates, use the corresponding minimum bid amount:

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<tr>
<td>$30 mil to $50 mil</td>
<td>$35,000</td>
</tr>
<tr>
<td>Over $50 million</td>
<td>$50,000</td>
</tr>
</tbody>
</table>

Fill-in #2 is the schedule Type, either “B” or “C.” Use of a Type C schedule requires prior approval from HQ Construction Administration and the Region Construction Manager.

1.02.6.OPT7.FR1 (Schedule Updates)  
(January 7, 2019)  
Use in projects that specify a Type C Progress Schedule. Must also use 1.02.6.OPT6.FR1 and 1.08.3(2).OPT2.GR1. (2 fill-ins)

Fill in #1 and fill in #2 is the minimum bid amount.

1.02.6.INST4.GR1 (Item number 3 in the second paragraph of Section 1-02.6 is supplemented with the following)
1-02.6.OPT8.FR1  (Maximum Funds Available) 
(September 3, 2019) 
Use in Connecting Washington projects. Contact your Region Program Management Office and CPDM to determine whether to use this GSP and establish a maximum funds available amount. 
Use of this GSP requires approval from the HQ Construction Office. 
1 fill-in 
Fill-in #1 is the maximum funds available for this Contract.

1-02.9.GR1  Delivery of Proposal 

1-02.9.INST1.GR1  (Section 1-02.9 is supplemented with the following) 
Must use once preceding any of the following:

1-02.9.OPT1.GR1  (February 26, September 7, 2021) 
Use in projects that require the use of the Disadvantaged Business Enterprise (DBE) Condition of Award (COA) Participation Goal Requirement. 
Must use with 1-02.6.OPT2.GR1 and 1-07.11.OPT3.FR1. 

1-02.9.INST2.GR1  (The first sentence of the first paragraph of Section 1-02.9 is revised to read) 
Must use once preceding any of the following:

1-02.9.OPT2.GR1  (February 25, 2021) 
Use in all projects.

1-02.12.GR1  Public Opening of Proposal 

1-02.12.INST1.GR1  (Section 1-02.12 is supplemented with the following) 
Must use once preceding any of the following:

1-02.12.OPT1.FR1  (Date of Opening Bids) 
(August 3, 2015) 
Do not use in projects scheduled for Region bid openings. 
Use in all projects scheduled for bid openings in Olympia. 
1 fill-in 
Bid opening is held on Wednesday, except in the event of holidays. Should a holiday be observed on the Monday prior to bid opening, bid opening will be held on Thursday of that same week. Contact the HQ Contract Ad & Award Office if additional guidance is necessary. 

1-02.INST1.GR1  (Section 1-02 is supplemented with the following) 
Must use once preceding any of the following:

1-02.OPT1.GR1  (Protest Procedures)
Include in all contracts with Federal Transit Administration (FTA) funding. Typically only applies to Ferry System and Sound Transit projects.

1-03.GR1  Award and Execution Of Contract

1-03.2.GR1  Award of Contract

1-03.2.INST1.GR1  (The first sentence of Section 1-03.2 is revised to read)
Must use once preceding any of the following:

1-03.2.OPT1.GR1  (Rapid Award of Contract)
(April 7, 2008)
Use only in projects when the Regional Administrator has declared an emergency, and the nature of the emergency requires a rapid award and execution of the contract. Requires approval of HQ Contract Ad and Award Manager.

1-03.3.GR1  Execution of Contract

1-03.3.INST1.GR1  (Section 1-03.3 is supplemented with the following)
Must use once preceding any of the following:

1-03.3.OPT1.GR1  (Execution of Contract)
(August 5, 2013 - September 7, 2021)
Use in projects selected by the Region when it is desired to have Escrow Bid Documentation established for the project. The project must be of significant size and duration to extend over multiple construction seasons.
Requires Region to set up banking facility for document storage prior to advertisements.

1-03.3.OPT2.GR1  (Execution of Contract)
(July 5, 2021)
Use in all projects.

1-03.3.INST2.GR1  (The first paragraph of Section 1-03.3 is supplemented with the following)
Must use once preceding any of the following:

1-03.3.OPT3.GR1  (Connecting Washington)

1-04.GR1  Scope of the Work

1-04.4.GR1  Changes

1-04.4.INST1.GR1  (Section 1-04.4 is supplemented with the following)
Must use once preceding any of the following:
1-04.4.OPT1.GR1 (Electronically Submitted Change Orders) (April 30, 2020)
Use in all projects.

1-04.5.GR1 Procedure and Protest by the Contractor

1-04.5.INST1.GR1 (Section 1-04.5 is supplemented with the following)
Must use once preceding any of the following:

1-04.5.OPT1.GR1 (Partnering)
(January 13, 2021)
Use in all projects with an Engineer’s estimate of $5 million or greater, and/or Contracts exceeding 200 working days. At the discretion of the Region, may be used in projects with lesser cost and duration where the project complexity, scope of work, or project conditions support the need to host a Project Specific Partnering workshop. Deletion of this item requires Region Construction Engineer approval.

1-05.GR1 Control of Work

1-05.3.GR1 Working Drawings

1-05.3.INST1.GR1 (Section 1-05.3 is supplemented with the following)
Must use once preceding any of the following:

1-05.3.OPT1.FR1 (September 3, 2019)
Use in projects that require submittal review by a Railroad. Projects with work occurring below the bridge deck, work adjacent to the tracks, or work requiring containment systems, falsework, or formwork typically require Railroad review. The design office may need additional special provisions detailing the submittals requiring Railroad review. Deck planing, deck repair, and overlays would typically not require Railroad review as the work is confined between the bridge rails and the deck surface.
(2 fill-ins)
Contact the Development Division Design Office, Railroad Liaison Engineer at (360) 705-7459 to determine if this GSP is necessary, and to obtain the dates for the fill-ins.

1-05.4.GR1 Conformity With and Deviations from Plans and Stakes

1-05.4.INST1.GR1 (Section 1-05.4 is supplemented with the following)
Must use once preceding any of the following:

1-05.4.OPT1.GR1 (Contractor Surveying - Structure)
(January 13, 2021)
Use in projects requiring the Contractor to do all surveying needed for bridges and walls. May be edited to retain portions of surveying for WSDOT crews but editing to assign additional work to the Contractor requires HQ Construction Office approval. Do not use for bridge deck paving existing surfacing profile work (already covered by Section 6-
08.3(2)). Do not use for concrete overlay existing surfacing profile work (already covered by Section 6-09.3(10)A).

1-05.4.OPT2.GR1 (Contractor Surveying - Roadway)

(January 13, 2021)
Use in projects requiring the Contractor to do all surveying needed for roadway items. May be edited to retain portions of surveying for WSDOT crews but editing to assign additional work to the Contractor requires HQ Construction Office approval. Must also use 2-03.4.OPT2.GR2 if roadway excavation or embankment is included in the project.

1-05.4.OPT3.GR1 (Licensed Surveyors)

(April 4, 2011)
Include in projects requiring the Contractor to supply professional land surveyors to establish right-of-way lines and other monuments.

1-05.4.OPT4.GR1 (Contractor Surveying – ADA Features)

(April 2, 2018)
Use in all projects that require any ADA work.
Must use with 8-14.1.OPT1.GR8, 8-14.3.OPT2.GR8, and 8-14.3.OPT3.GR8.

1-05.9.GR1 Equipment

1-05.9.INST1.GR1 (Section 1-05.9 is supplemented with the following)
Must use once preceding any of the following:

1-05.9.OPT1.FR1 (April 7, 2008)
Use in eligible projects that require extensive grading if adequate design files have already been created during the design process. Eligible projects are those that require large areas of linear grading or mass quantities of roadway excavation, and are in locations where satellite signals are not obstructed by natural or manmade feature (such as highly mountainous areas or urban canyons). Requires approval of Region Construction Manager.
Must also use 1-05.4.OPT2.GR1 (Contractor Surveying – Roadway).

(2 fill-ins) The first fill-in describes the type of data to be provided (cross sections Sta. A to B, digital terrain model, etc.) and the file format of the electronic data. The second fill-in is the name and address of the Project Engineer administering the contract.

1-05.9.OPT2.FR1 (April 2, 2018)
RCW 17.10.145 requires state agencies to control Class A noxious weeds. Apply this GSP if the project’s SEPA checklist and/or the Region Landscape Architect determine a Class A noxious weed is present in the upland.
Fill-in #1 will contain the name of the Class A noxious weed.
Fill-in #2 will contain the specific instructions how to clean the equipment prior to leaving the project site.

(Aquatic Invasive Species)

The Hydraulic Project Approval requires that permit holders prevent the spread of aquatic invasive species. Apply this GSP if the project’s Environmental Review Summary/Environmental Classification Survey determines that an aquatic invasive species is present.

Fill-in #1 will contain the name of the Aquatic Invasive Species.

Fill-in #2 will contain the specific instructions how to clean the equipment prior to leaving the project site.

1-05.14.GR1 Cooperation With Other Contractors

1-05.14.INST1.GR1 (Section 1-05.14 is supplemented with the following)
Must use once preceding any of the following:

Use when it is anticipated that other projects are, or will be, under construction during the life of this project within the limits of this project or when access to, or through adjacent projects may be necessary.

1-05.14.OPT2.FR1 (Provide Access)
Use on structure contracts which are separate contracts when other contractors are required to haul past the structure being constructed.

1-06.GR1 Control of Material

1-06.INST1.GR1 (Section 1-06 is supplemented with the following)
Must use once preceding any of the following:

1-06.OPT1.GR1 Buy America
Must use once preceding any of the following:

1-06.OPT1(A).GR1 (Buy America) (August 6, 2012)
May be used in any Contract at each Regions discretion.
Must use if any of the following apply to this Contract:

- has federal aid for construction
- has or is from a Project or one of several Contracts from a Project that has a NEPA decision and federal aid was used or anticipated to be used in any of the
Do not use if using 1-06.OPT1(C).FR1

1-06.OPT1(B).FR1  (Buy America)
(August 6, 2012)
Use if using steel or iron in both permanent and temporary installations AND any of the following apply to this Contract:

- has federal aid for construction
- has or is from a Project or one of several Contracts from a Project that has a NEPA decision and federal aid was used or anticipated to be used in any of the design, right of way, utilities, or construction phases of this Contract or in any other Contracts

Must also use 1-06.OPT1(A).GR1
(1 fill-in)

1-06.OPT1(C).FR1  (Buy America)
(August 6, 2007 September 7, 2021)
May be used in any Contract at each Regions discretion. Must use in all projects that require the use of structural steel when the use of foreign structural steel would result in a cost benefit approaching 25 percent of the cost of the total project AND any of the following apply to this Contract:

- has federal aid for construction
- has or is from a Project or one of several Contracts from a Project that has a NEPA decision and federal aid was used or anticipated to be used in any of the design, right of way, utilities, or construction phases of this Contract or in any other Contracts

If the structural steel items constitute at least 60 percent of the estimated total project cost, alternate bids for domestic and foreign structural steel will be required. Format for alternate bid item is Item Name - Domestic Steel and Item Name - Foreign Steel.
(6 fill-ins) ($$1$$ and $$6$$ will be the same and $$2$$ and $$5$$ will be the same)

1-06.1.GR1  Approval of Materials Prior to Use
1-06.1.INST1.GR1  (Section 1-06.1 is supplemented with the following)
Must use once preceding any of the following:

1-06.1.OPT1.GR1  (April 3, 2017)
May be used on any project with Construction Project Engineer, Region Construction Engineering Manager, or Assistant Regional Administrator approval. Should be
considered on projects that contain large or numerous electrical or ITS components.

1-07.GR1  Legal Relations and Responsibilities to the Public

1-07.1.GR1  Laws to be Observed

1-07.1.INST.GR1  (Section 1-07.1 is revised to read)
Must use once preceding any of the following:

1-07.1.OPT5.GR1  (February 25, 2021)
Use in all projects.

1-07.1.INST1.GR1  (Section 1-07.1 is supplemented with the following)
Must use once preceding any of the following:

(March 25, 2009)
Use in all projects that contain any amount of ARRA funding.

1-07.1.OPT2.FR1  Lead Health Protection Program
(September 3, 2019)
Use in projects when lead based paint on existing structures and non-structural items will be disturbed
(1 fill-in)

1-07.1.OPT3.FR1  Confined Space
(April 3, 2006)
Must use when Contractor workers are required to enter a confined space and all other projects where confined spaces are known to exist. Use requires approval of the Region Safety Manager.

A confined space is a space that is ALL of the following:

• Large enough and arranged so an employee could fully enter the space and work.
• Has limited or restricted entry or exit. Examples of spaces with limited or restricted entry are tanks, vessels, silos, storage bins, hoppers, vaults, excavations, and pits.
• Not primarily designed for human occupancy.

Examples of confined spaces include but are not limited to concrete or steel box girder structures, pontoons on floating bridges, existing stormwater/sewer conveyances and vaults, electrical or signal hubs.

Fill-in #1: Include each known confined space that the Contractor may enter to perform the work. Describe identified hazards and experience with each known confined space, if any. Must contact Region Safety office for fill-in information.

1-07.3.GR1 Forest Protection and Merchantable Timber Requirements
1-07.3.INST1.GR1 (Section 1-07.3 is supplemented with the following) Must use once preceding any of the following:
1-07.3.OPT1.GR1 (August 2, 2004) Use in projects that require work in or adjacent to National Forest Reservations.
Must also use Forest Service Provisions Appendix located at: http://wsdot.wa.gov/publications/fulltext/ProjectDev/GSPsPDF/1-07.3.Appendix.pdf. Do not include this Appendix in the run-list. On the Final Check sheet (Form 221-019EF) under Contract Make-Up check the box Forest Service Provisions.

1-07.3(2).GR1 Merchantable Timber Requirements
1-07.3(2).INST1.GR1 (Section 1-07.3(2) is supplemented with the following) Must use once preceding any of the following:
1-07.3(2).OPT1.GR1 (Timber Export Restrictions) (April 7, 2008) Use in projects that have one log truck load (approximately 5,000 board feet) or more of merchantable timber that is to be cut.

1-07.4.GR1 Sanitation
1-07.4(2).GR1 Health Hazards
1-07.4(2).INST1.GR1 (Section 1-07.4(2) is revised to read) Must use once preceding any of the following:
1-07.4(2).OPT1.FR1 (August 7, 2017) Use in all projects known to be inhabited by transients, and all projects known to contain biological or physical hazards such as drug paraphernalia, human excrement, etc. (1 fill-in)
1-07.4(2).INST2.GR1 (Section 1-07.4(2) is supplemented with the following) Must use once preceding any of the following:
1-07.5.GR1 Environmental Regulations

1-07.5.INST1.GR1 (Section 1-07.5 is supplemented with the following)
Must use once preceding any of the following:

1-07.5.OPT1.GR1 Environmental Commitments
(September 20, 2010)
An Environmental Commitment Meeting is expected as outlined in Division 4 of the Plans Preparation Manual
Must use with 1-07.5.OPT2.GR1. Must use once preceding any of the following Environmental Commitment GSPs:

1-07.5.OPT1(A).FR1 (August 4, 2014)
Use if the project includes a requirement for Cultural Resource Monitoring.
(1 fill-in)
The fill-in can either be a station reference(s), plan sheet(s), or a certain depth below an elevation control point, etc.

1-07.5.OPT1(B).FR1 (April 1, 2019)
Use if work is authorized in environmentally sensitive areas. Use the Environmental Commitment Meeting to determine applicability of this provision for the project.
(1 fill-in - choose the largest number of days noted in your permits/environmental documentation or 15 days, whichever is greater.)

1-07.5.OPT1(C).FR1 (April 1, 2019)
Use in projects applying either Programmatic Biological Assessment (or Individual BA), Hydraulic Project Approval, or local shoreline conditions where setbacks of certain work are required from sensitive areas like waters of the state, wetlands, or unique upland features.
(3 Fill-ins)
Fill-in #1 defines the contractor activity that is not allowed (e.g. staging, storing material, maintaining equipment, etc.)
Fill-in #2 defines the minimum distance between the contractor activity and the sensitive area.
Fill-in #3 defines the sensitive area(s).

1-07.5.OPT2.GR1 Payment
(August 3, 2009)
Must use with 1-07.5.OPT1.GR1.

1-07.5(2).GR1 State Department of Fish And Wildlife

1-07.5(2).INST1.GR1 (Section 1-07.5(2) is supplemented with the following)
Must use once preceding any of the following:

1-07.5(2).OPT1.GR1 Hydraulic Project Approval
An Environmental Commitment Meeting (see Division 4 of the Plans Preparation Manual) is mandatory for all projects to determine the applicability of these requirements.

Must use with 1-07.5(2).OPT2.GR1. Must use once preceding any of the following Hydraulic Project Approval GSPs:

Use in projects with an HPA and a “fish window.”
Fill-in #1 is the start date of the fish window.
Fill-in #2 is the end date.
Consider setting the work completion date one day less than permitted end date. This ensures WSDOT has time to remove the nets, which is technically in-water work.
(2 fill-ins)

1-07.5(2).OPT2.GR1  Payment
(April 2, 2018)
Must use with 1-07.5(2).OPT1.GR1.

1-07.5(3).GR1  State Department of Ecology

1-07.5(3).INST1.GR1  (Section 1-07.5(3) is supplemented with the following)
Must use once preceding any of the following:

1-07.5(3).OPT1.GR1  Water Quality and Resource Protection
(April 2, 2018)
An Environmental Commitment Meeting (see Division 4 of the Plans Preparation Manual) is mandatory for all projects to determine the applicability of these requirements.

Must use with 1-07.5(3).OPT2.GR1. Must use once preceding any of the following Hydraulic Project Approval GSPs:

Use in projects having permitted work within waters of the United States and a mixing zone is allowed by the Washington State Department of Ecology.
(1 fill-in)
Fill in No. $\$$1$$ choose a distance in feet based on either 173-201A of the Washington Administrative Code or the project specific 401 Water Quality Certification from the Washington State Department of Ecology.

1-07.5(3).OPT1(B).GR1  (April 1, 2019)
Use with Contracting Agency owned NPDES Construction Stormwater General Permits (CSWGP). This GSP shall not be used on projects where CSWGP administration will be transferred to the Contractor prior to the start of construction. Additional planning, monitoring, sampling, and reporting requirements, beyond the scope of this GSP, may be required if the project is issued a CSWGP that covers discharges to impaired surface waters, such as those listed on the 303(d) list or in a Total Maximum Daily Load (TMDL) coverage area. Use the Environmental Commitment Meeting to determine applicability of this provision for the project.

1-07.5(3).OPT2.GR1 Payment (April 2, 2018)
Must use with 1-07.5(3).OPT1.GR1.

1-07.5(3).OPT3.GR1 (February 25, 2024)
Use in all projects.

1-07.5(5).GR1 U.S. Army Corps of Engineers

1-07.5(5).INST1.GR1 (Section 1-07.5(5) is supplemented with the following)
Must use once preceding any of the following:

1-07.5(5).OPT1.GR1 U.S. Army Corps Nationwide Permit (April 2, 2018)
An Environmental Commitment Meeting (see Division 4 of the Plans Preparation Manual) is mandatory for all projects to determine the applicability of these requirements.

Must use with 1-07.5(5).OPT2.GR1. Must use once preceding any of the following Hydraulic Project Approval GSPs:

1-07.5(5).OPT1(B).FR1 (February 25, 2013)
Must use when the project requires a U.S. Army Corps of Engineers Nationwide Permit No. 33. The permit provides for temporary fills for up to six months (180 days). The designer must evaluate the length of time needed for temporary fills. Any duration in excess of six months must have received a waiver by the U.S. Army Corps of Engineers. Use the Environmental Commitment Meeting to determine applicability of this provision for the project.

(2-fill-ins)
Fill-in No. $$1$$ defines the location of temporary fill(s).
Fill-in No. $$2$$ is number of calendar days of the temporary fill(s) are permitted to be placed.
1-07.5(OPT1(C)).GR1 (February 25, 2013) Must use when the project requires a U.S. Army Corps of Engineers Nationwide Permit No. 3, 13, 14, or 33.

1-07.5(OPT1(D)).GR1 (August 3, 2009) Use if permits authorize heavy equipment operation in wetlands or mudflats.

1-07.5(OPT1(F)).GR1 (August 3, 2009) Use if the project involves disposing of creosoted materials.

1-07.5(OPT2).GR1 Payment (April 2, 2018) Must use with 1-07.5(OPT1).GR1.

1-07.5(GR1 U.S. Fish and Wildlife Service and National Marine Fisheries Service

1-07.5(INST1).GR1 (Section 1-07.5(6) is supplemented with the following) Must use once preceding any of the following:

1-07.5(OPT1).GR1 (April 2, 2018) An Environmental Commitment Meeting (see Division 4 of the Plans Preparation Manual) is mandatory for all projects to determine the applicability of these requirements. Must use with 1-07.5(OPT2).GR1. Must use once preceding any of the following GSPs:

1-07.5(OPT1(B)).GR1 (April 2, 2018) Use in projects applying Programmatic Biological Assessment Minimization Measure #8, where work will be performed between October 1 and June 1. If this GSP is used, please ensure that the Plans indicate where the 100 year floodplain is. Do not use for Emergency Projects.

1-07.5(OPT1(C)).FR1 (April 2, 2018) Use in projects applying Programmatic Biological Assessment Minimization Measure #15. Fill-in #1 is the maximum number of days. Work with the Region Environmental Coordinator. (1 fill-in)

1-07.5(OPT1(D)).GR1 (April 2, 2018) Use in projects applying Programmatic Biological Assessment Minimization Measure #27.

1-07.5(OPT1(E)).GR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #69.

1-07.5(6).OPT1(F).GR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #71.

1-07.5(6).OPT1(G).GR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #73.

This GSP should pertain only to non-bridge projects (i.e., culverts) because treated wood containment for bridges is covered by Section 2-02.3(2)A1 of the Standard Specifications.

1-07.5(6).OPT1(H).FR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #74.
Fill-in #1 is the maximum decibel level.
(1 fill-in)

Use in projects applying Programmatic Biological Assessment Minimization Measure #76.
Fill-in #1 is the waterbody name that has ESA listed species.
(1 fill-in)

1-07.5(6).OPT1(J).FR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #82.
Fill-in #1 is the Washington city nearest to the project location.
(1 fill-in)

1-07.5(6).OPT1(K).FR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #83.
Fill-in #1 is the Washington city nearest to the project location.
(1 fill-in)

Use in projects applying Programmatic Biological Assessment Minimization Measure #84.
Fill-in #1 is the Washington city nearest to the project location.
(1 fill-in)

Use in projects applying Programmatic Biological Assessment Minimization Measure #85.
Fill-in #1 is the Washington city nearest to the project location.

1-07.5(OPT1(N)).FR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #86.
Fill-in #1 is the Washington city nearest to the project location.

1-07.5(OPT1(O)).GR1 (April 2, 2018)
Use in projects applying Programmatic Biological Assessment Minimization Measure #87.

1-07.5(OPT1(P)).FR1 (September 3, 2019)
Use in projects applying Programmatic Biological Assessment Minimization Measure #93.
Fill-in #1 is the type of visual or noisy work that is not allowed.
Fill-in #2 is the Washington city nearest to the project location.
(2 fill-ins)

1-07.5(OPT1(Q)).GR1 (September 7, 2021)
Restricts the use of Galvanized or Zinc Coatings below the 100-year water level. Contact Region Biologist for direction on use.

1-07.5(OPT1(R)).FR1 (September 7, 2021)
Use in projects that require a Project-specific Bird Protection Plan. Consult Region biologist for assistance.
(2 fill-ins)
Fill-in #1 defines the birds identified for protection.
Fill-in #2 identifies the Appendix in which the MTBA Assessment Report will be located

1-07.5(OPT2).GR1 Payment
(April 2, 2018)
Must use with 1-07.5(OPT1).GR1.

1-07.6.GR1 Permits and Licenses

1-07.6.INST1.GR1 (Section 1-07.6 is supplemented with the following)
Must use once preceding any of the following:

1-07.6.OPT1.FR1 Permits and Licenses
(January 2, 2018)
An Environmental Commitment Meeting is expected as outlined in Division 4 of the Plans Preparation Manual.

*This GSP requires editing the data located in the permit table located at:
http://www.wsdot.wa.gov/publications/fulltext/projectdev/EnvironmentalDocumentation/1-07.6.OPT2.FR1_Table.doc,
copying and pasting the revised table inside this fill-in area.
This needs to be edited prior to insertion and final printing to
delete all permits that are not required for the project and
insert additional permits not part of the original table. All
permits will be attached as an Appendix. Include the
Department of Ecology permit coverage letter with the
CSWGP. If using a Nationwide Permit, attach the most
recent U.S. Army Corps of Engineers Nationwide Permit
 Verification Letter, conditions, and permit drawings.

<table>
<thead>
<tr>
<th>Permit</th>
<th>Description</th>
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<tbody>
<tr>
<td>1-07.6.OPT3.GB1</td>
<td>United States Coast Guard Must use once preceding any of the following:</td>
</tr>
<tr>
<td>1-07.6.OPT3(A).FB1 (January 2, 2018)</td>
<td>Use in projects over navigable waters when the Coast Guard is involved.</td>
</tr>
<tr>
<td>1-07.6.OPT3(B).GB1 (September 3, 2019)</td>
<td>United States Coast Guard Use in all projects involving bridge work, including painting, in or near the navigable portion of a waterway when 1-07.6.OPT3(A).FB1 is not used.</td>
</tr>
<tr>
<td>1-07.7.GR1 Load Limits</td>
<td></td>
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<tr>
<td>1-07.7.INST1.GR1 (Section 1-07.7 is supplemented with the following) Must use once preceding any of the following:</td>
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<tr>
<td>1-07.7.OPT1.GR1 (March 13, 1995)</td>
<td>Use in projects where all existing roadways are subject to major reconstruction or are to be abandoned or replaced under this project.</td>
</tr>
<tr>
<td>1-07.7.OPT2.FR1 (March 13, 1995)</td>
<td>Use in projects where some, but not all, of the existing roadways are subject to major reconstruction, or are to be abandoned or replaced under this project.</td>
</tr>
<tr>
<td>1-07.7.OPT3.FR1 (March 13, 1995)</td>
<td>Use when WSDOT provides a materials source and roads other than State highways are designated as the haul route.</td>
</tr>
<tr>
<td>1-07.7.OPT4.FR1 (March 13, 1995)</td>
<td>Use with 1-07.7.OPT3.FR1 when the agreement stipulates additional requirements.</td>
</tr>
<tr>
<td>1-07.7.OPT5.GR1 (March 13, 1995)</td>
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</tr>
</tbody>
</table>
1 Use in all projects where WSDOT provides a source of materials for part or all required materials.

1-07.7.OPT6.GR1 (March 13, 1995)
Use in projects when no source of materials is provided.

1-07.9.GR1 Wages

1-07.9(1).GR1 General

1-07.9(1).INST1.GR1 (Section 1-07.9(1) is supplemented with the following)
Must use once preceding any of the following:

1-07.9(1).OPT1.GR1 (January 13, 2021)
Use in all Federal Aid projects consisting of highway construction and/or landscaping.


1-07.9(1).OPT2.FR1 (January 13, 2021)
Use in Federal Aid projects consisting of both highway and building construction.
(1 fill-in)


1-07.9(1).OPT3.FR1 (May 11, 2010)
Use in Federal Aid projects consisting of only building construction.
(1 fill-in)


1-07.9(1).OPT4.GR1 Application of Wage Rates For The
Occupation Of Landscape Construction
(April 2, 2007)
Use in Federal Aid projects that include wage rates for the occupation Landscape Construction. This would be projects with seeding and fertilizing, or landscape work.

1-07.9(1).OPT5.FR1 (January 13, 2021)
Use in all Federal Aid project consisting of both highway and heavy construction. (1 fill-in)


1-07.9(1).OPT6.FR1 (January 13, 2021)
Use in all Federal Aid projects consisting of highway, heavy, and building construction. (2 fill-ins)


1-07.9(3).GR1 Apprentices

1-07.9(3).INST1.GR1 (Section 1-07.9(3) is supplemented with the following) Must use once preceding any of the following:

1-07.9(3).OPT1.GR1 Apprentice Utilization (January 6, 2020) Use only on projects advertised by the Washington State Department of Transportation. Use in projects with an Engineer’s estimate of $2 million and greater.

1-07.11.GR1 Requirements for Nondiscrimination

1-07.11.INST1.GR1 (Section 1-07.11 is supplemented with the following) Must use once preceding any of the following:

1-07.11.OPT1.GR1 Requirement for Affirmative Action to Ensure Equal Employment Opportunity (September 3, 2019) Use in Federal Aid projects exceeding $10,000 in contract cost.

1-07.11.OPT2.GR1 Disadvantaged Business Enterprise (DBE) Participation (April 3, 2018 - September 7, 2021)
REQUIREMENTS PERTAINING TO "No DBE Goals"
DO NOT USE UNTIL FURTHER NOTICE.

1-07.11.OPT3.FR1 Disadvantaged Business Enterprise (DBE) Participation. (November 9, 2020 - September 7, 2021)
Requires a CONDITION-OF-AWARD GOAL
Use in selected Federal Aid projects with DBE Condition of Award (COA) goals. The final COA DBE Goal is to be furnished or verified by the Office of Equal Opportunity.

Use of **Disadvantaged Business Enterprise Utilization Certification** (DOT Form 272 056) and use of **Disadvantaged Business Enterprise Written Confirmation Document** (DOT Form 422-031) is required in the proposal.

Must use with **1-02.6.OPT2.GR1** and **1-02.9.OPT1.GR1**

(1 fill-in) The fill-in shall be one of the following formats:

___ percent (___%) of the contract total; or ___ dollars for COA DBE goals

Do not use in projects with Federal Transit Administration (FTA) funding, or where FTA is the lead funding agency (use **1-07.11.OPT8.FR1** instead).

Do not use with **1-07.11.OPT7.GR1** or **1-07.11.OPT8.FR1**.

**1-07.11.OPT4.FR1** Special Training Provisions

(April 3, 2017)

Use in all Federal Aid projects with more than 50 working days that contain Training (Obtain Training Decision & Fill-in from OEO office).

(1 fill-in)

*Note: Fill-in is Total Hours.*

**1-07.11.OPT5.GR1** Voluntary Minority, Small, Veteran and Women's Business Enterprise (MSVWBE) Participation

(January 7, 2019)

Use in all State funded (100%) projects with an estimated cost of $250,000 or more.

**1-07.11.OPT7.FR1** Federal Small Business Enterprise (FSBE) Participation

(November 4, 2019 - September 7, 2021)

Use in selected Federal Aid projects with Federal Small Business Enterprise (FSBE) goals. The FSBE Goal is to be furnished or verified by the Office of Equal Opportunity.

(1 fill-in) The fill-in shall be in the following format:

___ percent (___%) of the contract total for FSBE goals; or ___ dollars for FSBE goals

Do not use with **1-07.11.OPT3.FR1**.

**1-07.11.OPT8.FR1** Disadvantaged Business Enterprise (DBE) Condition of Award Participation.

(June 1, 2017)

Requires a CONDITION-OF-AWARD GOAL

Use in projects with Federal Transit Administration (FTA) funding, or where FTA is the lead funding agency, and the project contains DBE Condition of Award (COA) goals. The final COA DBE Goal is to be furnished or verified by the Office of Equal Opportunity.
Use of Disadvantaged Business Enterprise Utilization Certification (DOT Form 272 056) and use of Disadvantaged Business Enterprise Written Confirmation Document (DOT Form 422-031) is required in the proposal.

(1 fill-in) The fill-in shall be one of the following formats:

___ percent (___%) of the contract total for COA DBE goals; or

___ dollars for COA DBE goals

Do not use with 1-07.11.OPT3.FR1.

1-07.12.GR1 Federal Agency Inspection

1-07.12.INST1.GR1 (Section 1-07.12 is supplemented with the following)

Must use once preceding any of the following:

1-07.12.OPT1.GR1 (January 25, 2016)
Use in all Federal Aid projects.

1-07.12.OPT2.FR1 Indian Preference And Tribal Ordinances
(August 1, 2011)
Use in projects with any portion of the project on an Indian reservation.

(3 fill-ins) ($$1$$ is the Tribe or Reservation; $$2$$ is the Group(s) as shown on the Summary of Quantities where Work is performed on Tribal Lands, $$3$$ is the Tribal representative, telephone and address.)

1-07.13.GR1 Contractor's Responsibility for Work

1-07.13(4).GR1 Repair of Damage

1-07.13(4).INST1.GR1 (Section 1-07.13(4) is revised to read)

Must use once preceding any of the following:

1-07.13(4).OPT1.GR1 (August 6, 2001)
For use on WSDOT projects only.
At the Region's discretion, include in projects when the use of "Reimbursement for Third Party Damage" is NOT desired and the Region wants to set up another method of reimbursement for third party damages.

1-07.16.GR1 Protection and Restoration of Property

1-07.16.INST1.GR1 (Section 1-07.16 is supplemented with the following)

Must use once preceding any of the following:

1-07.16.OPT1.GR1 (February 25, 2021)
Use in all projects.

1-07.16(2).GR1 Vegetation Protection and Restoration

1-07.16(2).INST1.GR1 (Section 1-07.16(2) is supplemented with the following)
Must use once preceding any of the following:

1-07.16(2).OPT1.GR1 (August 2, 2010)
Use in projects to specify preservation of existing desirable vegetation.

1-07.16(4).GR1 Archaeological and Historical Objects

1-07.16(4).INST1.GR1 (Section 1-07.16(4) is supplemented with the following)
Must use once preceding any of the following:

1-07.16(4).OPT1.GR1 (December 6, 2004)
Use in projects when reconnaissance studies indicate that there is the probability of finding cultural remains within the project limits which will require monitoring the project area during clearing, grubbing or excavation operations. Requires a pay item.

1-07.17.GR1 Utilities and Similar Facilities

1-07.17.INST1.GR1 (Section 1-07.17 is supplemented with the following)
Must use once preceding any of the following:

1-07.17.OPT1.FR1 (April 2, 2007)
Use in projects where there are utilities within the R/W that will not be adjusted, replaced or constructed by the utility owner or its contractor during the prosecution of the work.

(1 fill-in)

(May use with 1-07.17.OPT2.FR1 if utilities other than those described in this provision will be adjusted, replaced or constructed by the utility owner during the prosecution of the work.)

1-07.17.OPT2.FR1 (April 2, 2007)
Use in projects where there are utilities within the R/W and those utilities will be adjusted, relocated or replaced by the utility owner or its contractor during the performance of the contract, or when the utility owner or its contractor will construct new utilities within the R/W during the performance of the contract.

(3 fill-ins) ($$1$$ is a description and location of the work the each utility owner or its contractor will complete, and the duration of that work or anticipated date of completion by each utility or its contractor. $$2$$ is the name of the utility company or companies, contact person, address, telephone number and e-mail address or other contact information as required to enable the Contractor to identify and contact each utility performing work during the life of the contract. $$3$$ is a description of any additional requirements that the contractor must perform in order to coordinate with the utility owner or its contractor, such as advance notifications to be provided to the utility for staged work.)
(Use with 1-07.17.OPT1.FR1 if other utilities exist within the R/W that will not be adjusted, relocated or replaced by the utility owner.)

1-07.18.GR1 Public Liability and Property Damage Insurance

1-07.18.INST1.GR1 (Section 1-07.18 is supplemented with the following)
Must use once preceding any of the following:

1-07.18.OPT16.FR1 Relations With Railroad
(September 8, 2020)
Use in projects when a railroad is involved in the contract.
(6 fill-ins) ($$1$$ is list of railroad companies involved in contract; $$2$$ is amount of advance notice contractor is required to provide the Railroad prior to working adjacent to tracks; $$3$$ is name, address and telephone of the railroad contact person; $$4$$ is a list of work to be performed by the Railroad, other than flagging, as specified in the Railroad agreement; $$5$$ is the name, address, and telephone number of the Railroad contact person for right of entry; and $$6$$ is the Appendix number that lists the Draft Right of Entry Agreement.

The design office shall contact the Development Division Design Office, Railroad Liaison Engineer (360) 705-7459 for the fill in information.

1-07.18(5).GR1 Required Insurance Policies

1-07.18(5).INST1.GR1 (The first sentence of Item No. 1 of Section 1-07.18(5) is revised to read)
Must use once preceding any of the following:

1-07.18(5).OPT1.FR1 (Increased Insurance Requirement – Owners and Contractors Protective Insurance)
(January 3, 2011 September 7, 2021)
Use in projects when the Engineer’s estimate is in excess of $10 million or in projects under $10 million when in the Engineer’s judgment the project involves higher than normal risk(s). The project office should contact the Risk Management & Legal Services Division, Administrative Risk Manager (360) 704-6360 to discuss the project’s risks. The Administrative Risk Manager will advise the region as to the need to require the additional insurance, and if so, will provide the fill in amount. This GSP should not be used if the fill-in amounts match the values listed in the Standard Specifications.
(1 fill-in)

1-07.18(5).OPT2.GR1 (Reduced Insurance Requirement)
(January 5, 2004 September 7, 2021)
Use in projects when the Engineer’s estimate is $500,000 or less.
Do not use with **1-07.18(5).INST1.GR1** because this GSP deletes Item number 1 in the first paragraph of Section 1-07.18(5).
Must use with **1-07.18(5).OPT6.OPT3.GR1**.

1-07.18(5).INST2.GR1  (The first sentence of Item No. 2 of Section 1-07.18(5) is revised to read)
Must use once preceding any of the following:

1-07.18(5).OPT3.GR1  (Reduced Insurance Requirement)
(January 3, 2011 - September 7, 2021)
Use in all projects when the Engineer's estimate is $500,000 or less.
Must use with **1-07.18(5).OPT2.GR1**.

1-07.18(5).OPT4.FR1  (Increased Insurance Requirement - Commercial General Liability (CGL))
(April 1, 2013 - September 7, 2021)
Use in projects when the Engineer's estimate is in excess of $10 million or in projects under $10 million when in the Engineer's judgment the project involves higher than normal risk(s). The project office should contact the Risk Management & Legal Services Division, Administrative Risk Manager (360) 704-6360 to discuss the project's risks. The Administrative Risk Manager will advise the region as to the need to require the additional insurance, and if so, will provide the fill in amounts. This GSP should not be used if the fill in amounts match the values listed in the Standard Specifications.
(2-1 fill-ins)

1-07.18(5).INST3.GR1  (Section 1-07.18(5) is supplemented with the following)
Must use once preceding any of the following:

1-07.18(5).OPT5.GR1  (Builders Risk Insurance)
(January 3, 2011)
Use in projects when in the Engineer's judgment the project facilities themselves may be exposed to significant damage. The Project Office should contact the Administrative Risk Manager, at the Risk Management & Legal Services Division to discuss any high risk components of the project regarding damage to departmental owned/rented facilities or assets. The Administrative Risk Manager will advise the region as to the need to require the additional insurance.
CAUTION: Using this provision will result in significantly higher project costs.

1-07.18(5).OPT6.FR1  (Pollution Liability Insurance)
(January 7, 2013)
Use in all projects where in the Engineer’s judgment the Work involves remediation of Environmental hazards, the Contractor shall obtain Contractor’s Pollution Liability Insurance. The Project Office should contact the
Administrative Risk Manager, at the Risk Management & Legal Services Division, to discuss the Projects Environmental risks to determine if Contractor’s Pollution Liability Insurance (CPL) is needed. The Administrative Risk Manager will advise the region as to the need to require the additional insurance, and if so, provide the fill in amount.

(1 fill-in)

1-07.18(5).OPT7.GR1 (Auto and Workers Compensation Insurance – BNSF)  
(August 7, 2006)  
Use with 1-07.18.OPT1.FR1 when BNSF is involved in the contract. Must include Contractor’s Right of Entry and BNSF’s Contractor Requirements as appendices. Contact the Environmental & Engineering Program Design Office, Railroad Liaison Engineer (360) 705-7271 for appendices.

1-07.18(5).OPT8.GR1 (Auto and Workers Compensation Insurance – UPRR)  
(August 7, 2006)  
Use with 1-07.18.OPT1.FR1 when UPRR is involved in the contract. Must include Contractor’s Right of Entry and UPRR Contractor Requirements as appendices. Contact the Environmental & Engineering Program Design Office, Railroad Liaison Engineer (360) 705-7271 for appendices.

1-07.18.INST1.GR1 (Item No. 1 of the first paragraph of Section 1-07.18 is revised to read)  
Must use once preceding any of the following:

1-07.18.OPT1.FR1 Owners and Contractors Protective Insurance  
(January 3, 2011)  
Use in projects when the Engineer’s estimate is in excess of $10 million or in projects under $10 million when in the Engineer’s judgment the project involves higher than normal risk(s). The project office should contact the Risk Management & Legal Services Division, Administrative Risk Manager (360) 704-6360 to discuss the project’s risks. The Administrative Risk Manager will advise the region as to the need to require the additional insurance, and if so, will provide the fill in amount. This GSP should not be used if the fill-in amounts match the values listed in the Standard Specifications.  
(1 fill-in)

1-07.18.OPT2.GR1 Reduced Insurance Requirement  
(January 5, 2004)  
Use in all projects when the Engineer’s estimate is $500,000 or less.  
**Do not use with 1-07.18.INST1.GR1** because this GSP deletes Item number 1 in the first paragraph of Section 1-07.18. Must use with 1-07.18.OPT6.GR1.
1-07.18.INST2.GR1 (Item No. 2 of the first paragraph of Section 1-07.18 is revised to read)
   Must use once preceding any of the following:

1-07.18.OPT6.GR1 Reduced Insurance Requirement
   (January 3, 2011)
   Use in all projects when the Engineer's estimate is $500,000 or less.
   Must use with 1-07.18.OPT2.GR1.

1-07.18.OPT7.FR1 Commercial General Liability (CGL)
   (April 1, 2013)
   Use in projects when the Engineer's estimate is in excess of $10 million or in projects under $10 million when in the Engineer's judgment the project involves higher than normal risk(s). The project office should contact the Risk Management & Legal Services Division, Administrative Risk Manager (360) 704-6360 to discuss the project's risks. The Administrative Risk Manager will advise the region as to the need to require the additional insurance, and if so, will provide the fill in amounts. This GSP should not be used if the fill-in amounts match the values listed in the Standard Specifications.
   (2 fill-ins)

1-07.18.INST4.GR1 (Section 1-07.18 is supplemented with the following)
   Must use once preceding any of the following:

1-07.18.OPT11.GR1 Builders Risk Insurance
   (January 3, 2011)
   Use in projects when in the Engineer's judgment the project facilities themselves may be exposed to significant damage. The Project Office should contact the Administrative Risk Manager, at the Risk Management & Legal Services Division to discuss any high risk components of the project regarding damage to departmental owned/rented facilities or assets. The Administrative Risk Manager will advise the region as to the need to require the additional insurance. CAUTION: Using this provision will result in significantly higher project costs.

1-07.18.OPT14.FR1 Pollution Liability Insurance
   (January 7, 2013)
   Use in all projects where in the Engineer’s judgment the Work involves remediation of Environmental hazards, the Contractor shall obtain Contractor’s Pollution Liability Insurance. The Project Office should contact the Administrative Risk Manager, at the Risk Management & Legal Services Division, to discuss the Projects Environmental risks to determine if Contractor’s Pollution Liability Insurance (CPL) is needed. The Administrative Risk Manager will advise the region as to the need to require the additional insurance, and if so, provide the fill in amount.
   (1 fill-in)
1-07.18.OPT16.FR1 — Relations With Railroad
(September 8, 2020)
Use in projects when a railroad is involved in the contract.
(6 fill ins) ($$1$$ is list of railroad companies involved in contract; $$2$$ is amount of advance notice contractor is required to provide the Railroad prior to working adjacent to tracks; $$3$$ is name, address and telephone of the railroad contact person; $$4$$ is a list of work to be performed by the Railroad, other than flagging, as specified in the Railroad agreement; $$5$$ is the name, address, and telephone number of the Railroad contact person for right of entry; and $$6$$ is the Appendix number that lists the Draft Right of Entry Agreement.

The design office shall contact the Development Division Design Office, Railroad Liaison Engineer (360) 705-7459 for the fill-in information.

1-07.18.OPT17.GR1 — Auto And Workers Compensation Insurance—BNSF
(August 7, 2006)
Use with 1-07.18.OPT16.FR1 when BNSF is involved in the contract. Must include Contractor’s Right of Entry and BNSF’s Contractor Requirements as appendices. Contact the Environmental & Engineering Program Design Office, Railroad Liaison Engineer (360) 705-7271 for appendices.

1-07.18.OPT18.GR1 — Auto And Workers Compensation Insurance—UPRR
(August 7, 2006)
Use with 1-07.18.OPT16.FR1 when UPRR is involved in the contract. Must include Contractor’s Right of Entry and UPRR Contractor Requirements as appendices. Contact the Environmental & Engineering Program Design Office, Railroad Liaison Engineer (360) 705-7271 for appendices.

1-07.23.GR1 — Public Convenience and Safety
1-07.23(1).GR1 — Construction Under Traffic
1-07.23(1).INST1.GR1 (Section 1-07.23(1) is supplemented with the following)
Must use once preceding any of the following:

1-07.23(1).OPT1.FB1 — (Traffic Restrictions)
(March 13, 1995)
Use in bridge painting projects.
(1 fill-in)

1-07.23(1).OPT2.GR1 — (Work Zone Clear Zone)
(February 3, 2020)
Use in all projects that require traffic control unless the conditions described in Design Manual Chapter 1010 warrant a more restrictive special provision.

1-07.23(1).OPT4.GR1 — (Temporary Access Breaks)
Use to allow temporary access to the traveled way at locations other than those defined in **Standard Specifications 1-07.23(1)**. Consider for use on all limited access facilities, and on non-interstate limited access.

Requires Region Approval for all projects. Requires FHWA Approval for use on limited access interstate facilities (allow 30 days minimum for approval). Requires Headquarters State Design Engineer approval for use on non-interstate limited access facilities. Region Project Development shall insure that site conditions meet the criteria contained in the provision. Region Construction and Traffic Offices should concur with projects selected for use. Contact Headquarters Design, Access and Hearings Engineer for guidance.

1-07.23(1).OPT5.FR1 (Lane Closure Restrictions)
(January 5, 2015)
Use in projects that prohibit lane closures prior to a holiday, and where traffic volumes require that lane closures are restricted.

(3 Fill-ins) Fill-in #1 describes the specific facility or location and the hours that closures are allowed. Fill-ins #2 and #3 designate the period of time over a holiday weekend when closures will not be allowed.

1-07.23(1).OPT6.GR1 (Accommodating Oversized Loads through the Work Zone)
(April 14, 2014)
Use in projects on the following routes:

I-5, I-405, I-90, I-82, I-182, SR 18, SR 167 and US 395 (Tri-Cities to Spokane)
If there is the potential for the travelled way to be reduced to less than 16 feet

The designer is authorized to modify this specification as necessary to coordinate with the rest of the contract provisions that may contradict, provided the intent of the GSP is maintained. The intent being; provide a clear width of at least 16 feet to accommodate a wide load, provide windows of time to accommodate a wide load (if possible) and/or provide notice as described. Changes in this specification should be coordinated with Commercial Vehicle Services.

This specification requires that the Engineer must approve any proposed reduction of the travelled way to a single lane with a clear width of less than 16 feet for duration of 4 calendar days or more.

1-07.23(1).INST2.GR1 (The last paragraph of Section 1-07.23(1) is revised to read)
Must use once preceding any of the following:

1-07.23(1).OPT7.GR1 (September 30, 2020)
Use in all projects.

1-07.24.GR1 Rights of Way

1-07.24.INST1.GR1 (Section 1-07.24 is supplemented with the following)
Must use once preceding any of the following:

1-07.24.OPT1.FR1 (March 13, 1995)
Use in projects when it is possible that the right of way will
not be fully acquired at the time of award.
(2 fill-ins)

1-08.GR1 Prosecution and Progress

1-08.1.GR1 Subcontracting

1-08.1.INST1.GR1 (Section 1-08.1 is supplemented with the following)
Must use once preceding any of the following:

1-08.1.OPT1.GR1 (Subcontracting)
(June 3, 2019)
Use in all Federal Aid projects.

1-08.1.OPT2.FR1 Specialty Items
(March 13, 1995)
Use in projects when unusual work will likely have to be
subcontracted. Obtain concurrence from Pre-contract
Administration.
(1 fill-in)

1-08.1.OPT3.GR1 Qualifications Of Building Contractor
(March 13, 1995)
Use in road construction projects that also include building
construction.

1-08.3.GR1 Progress Schedule

1-08.3(1).GR1 General Requirements

1-08.3(1).INST1.GR1 (The first sentence of Section 1-08.3(1) is revised to read)
Must use once preceding any of the following:

1-08.3(1).OPT1.GR1 (August 7, 2006)
Include in complex or high impact projects, requiring the
use of a Type C Schedule, as described for GSP 1-08.3(2).OPT2.FR1
at the discretion of the Region Construction Manager. Use requires the approval of the
HQ Construction Office.
Must include with 1-08.3(2).GR1, 1-08.3(2).OPT2.FR1, 1-08.3(3).OPT1.GR1, 1-
1-08.3(2).GR1 Progress Schedule Types

1-08.3(2).INST2.GR1 (Section 1-08.3(2) is revised to read)
Must use once preceding any of the following:

1-08.3(2).OPT1.GR1 (August 1, 2011)
Include in complex or high impact projects as described for GSP 1-08.3(2).OPT2.GR1 at the discretion of the Region Construction Manager. Use requires the approval of the HQ Construction Office.
Must include with 1-08.3(1).OPT1.GR1, 1-08.3(2).OPT1.GR1, 1-08.3(3).OPT1.GR1, 1-08.3(4).OPT1.GR1, and 1-08.3(5).OPT1.GR1.

1-08.3(2).INST3.GR1 (Section 1-08.3(2) is supplemented with the following)
Must use once preceding any of the following:

1-08.3(2).OPT2.FR1 (Type C Progress Schedule)
(August 1, 2016 September 7, 2021)
Include in complex or high impact projects under the following conditions:

The Engineers Estimate exceeds $15 million or Time for Completion exceeds 180 working days, and when the project includes some or all of the following characteristics: multiple traffic shifts and staged construction is required; complete closure of ramps, surface streets, or interstate is required; designated detour routes require inter-agency agreements; state supplied materials and resources require significant advanced coordination; utility relocation by others is dependent on staged construction; significant impacts to businesses and communities require regular public information reports; commitments to funding partners (not legislative) for specific completion timeframes are documented to exist.

Use requires concurrence of the Region Construction Manager and the approval of the HQ Construction Office. Must include with 1-08.3(1).OPT1.GR1, 1-08.3(2).OPT1.GR1, 1-08.3(3).OPT1.GR1, 1-08.3(4).OPT1.GR1, and 1-08.3(5).OPT2.GR1.

(1 fill-in)
Fill-in #1 is the current version of the scheduling software.

1-08.3(3).GR1 Schedule Updates

1-08.3(3).INST1.GR1 (Section 1-08.3(3) is revised to read)
Must use once preceding any of the following:

08.3(4).OPT1.GR1, and 1-08.3(5).OPT1.GR1, and 1-08.3(5).OPT2.GR1.
1-08.3(3).OPT1.GR1 (January 2, 2012)
Include in complex or high impact projects requiring the use of a Type C Schedule as described for GSP 1-08.3(2).OPT2.GR1 at the discretion of the Region Construction Manager. Use requires the approval of the HQ Construction Office. Must include with 1-08.3(1).OPT1.GR1,
1-08.3(2).OPT1.GR1, 1-08.3(2).OPT2.GR1, 1-08.3(3).OPT1.GR1, and 1-08.3(5).OPT1.GR1, and 1-08.3(5).OPT2.GR1.

1-08.3(4).OPT1.GR1  Measurement

1-08.3(4).INST1.GR1  (Section 1-08.3(4) is revised to read supplemented with the following)
Must use once preceding any of the following:

1-08.3(4).OPT1.GR1 (August 5, 2013)
Include in complex or high impact projects requiring the use of a Type C Schedule as described for GSP 1-08.3(2).OPT2.GR1 at the discretion of the Region Construction Manager. Use requires the approval of the HQ Construction Office. Must include with 1-08.3(1).OPT1.GR1,
1-08.3(2).OPT1.GR1, 1-08.3(2).OPT2.GR1, 1-08.3(3).OPT1.GR1, and 1-08.3(5).OPT1.GR1, and 1-08.3(5).OPT2.GR1.

1-08.3(5).OPT1.GR1  Payment

1-08.3(5).INST1.GR1  (Section 1-08.3(5) is revised to read supplemented with the following)
Must use once preceding any of the following:

1-08.3(5).OPT1.FR1.GR1 (Schedule Update) (January 7, 2019 September 7, 2021)
Include in complex or high impact projects, requiring the use of a Type C Schedule, as described for GSP 1-08.3(2).OPT2.GR1 at the discretion of the Region Construction Manager. Use requires the approval of the HQ Construction Office. Must include with 1-08.3(1).OPT1.GR1, 1-08.3(2).OPT1.GR1, 1-08.3(2).OPT2.GR1, 1-08.3(3).OPT1.GR1, and 1-08.3(5).OPT1.GR1, and 1-08.3(5).OPT2.GR1.

1-08.3(5).OPT2.FR1.GR1 (Progress Schedule) (January 7, 2019 September 7, 2021)
Include in complex or high impact projects, requiring the use of a Type C Schedule, as described for GSP 1-08.3(2).OPT2.FR1 at the discretion of the Region Construction Manager. Use requires the approval of the HQ Construction Office. Must include with 1-08.3(1).OPT1.GR1, 1-08.3(2).OPT2.FR1, 1-
Use in projects that have a Type B or Type C minimum bid schedule.

(4 fill-ins)

Fill-in #1 is the schedule type.

Fill-in #2 is the minimum bid amount.

Fill-in #3 is the schedule type.

Fill-in #4 is the schedule type.

Must use with 1-02.6.OPT6.FR1.

**1-08.4.GR1** Prosecution of Work

1-08.4.INST1.GR1 (The first sentence of Section 1-08.4 is revised to read)

Must use once preceding any of the following:

1-08.4.OPT1.FR1 (Establish starting date for roadway operations)

(August 3, 2015)

Must also use 1-08.5.OPT9.FR1.

At the discretion of the Region Administrator, use in short term projects when a delayed start is desirable to allow the Contractor some latitude in scheduling the work. Recommendation by the Region Construction Office is advised.

(1 fill-in)

1-08.4.OPT2.GR1 (Variable start: State controls start)

(August 7, 2006)

Use in contracts where the contractor shall start work immediately after a happening or event to avoid high impacts to the public. At the time of issuance of the contract the date of that event or happening is not known. Region Construction Engineer, or equivalent, approval is required to use this provision. Must include 1-08.5.OPT1.FR1 and 1-08.5.OPT7.FR1.

(1 fill-in)

1-08.4.OPT3.FR1 (Fixed start: State controls start)

(August 7, 2006)

Use in contracts where the contractor shall start work immediately after a happening or event to avoid high impacts to the public. At the time of issuance of the contract the date of that event or happening is known. Region Construction Engineer, or equivalent, approval is required to use this provision. Must include 1-08.5.OPT2.FR1 and 1-08.5.OPT7.FR1.

(1 fill-in)

**1-08.5.GR1** Time for Completion

1-08.5.INST1.GR1 (The third paragraph of Section 1-08.5 is revised to read)

Must use once preceding any of the following:

1-08.5.OPT1.FR1 (Variable start: State controls start)

(August 7, 2006)
Use in contracts where the contractor shall start work immediately after a happening or event to avoid high impacts to the public. At the time of issuance of the contract the date of that event or happening is not known. Region Construction Engineer, or equivalent, approval is required to use this provision. Must include 1-08.4.OPT2.FR1 and 1-08.5.OPT7.FR1. (2 fill-ins) Fill-ins are contract start times.

1-08.5.OPT2.FR1 (Fixed start: State controls start) 
(August 7, 2006)
Use in contracts where the contractor shall start work immediately after a happening or event to avoid high impacts to the public. At the time of issuance of the contract the date of that event or happening is known. Region Construction Engineer, or equivalent, approval is required to use this provision. Must include 1-08.4.OPT3.FR1 and 1-08.5.OPT7.FR1. (1 fill-in) Fill-in is contract start time.

1-08.5.INST2.GR1 (Section 1-08.5 is supplemented with the following) 
Must use once preceding any of the following:

1-08.5.OPT7.FR1 (Time for physical completion) 
(March 13, 1995)
Use in all projects not requiring one of the following "TIME FOR COMPLETION" GSP’s. (1 fill-in)

1-08.5.OPT8.FR1 (Time for physical completion) 
(March 13, 1995)
Must also use 1-08.9.OPT1.FR1. Use in projects requiring an interim or temporary controller for early use of a signal system and where an intermediate physical completion time is required. (2 fill-ins)

1-08.5.OPT9.FR1 (Time for physical completion) 
(December 4, 2006)
Must also use 1-08.4.OPT1.FR1. (2 fill-ins)
Fill-in #2 is the same as fill-in #1 for 1-08.4.OPT1.FR1.

1-08.5.OPT10.FR1 (Time for physical completion) 
(March 13, 1995)
Use in projects with signal work and the Contracting Agency furnishes the signal control equipment. (1 fill-in)

1-08.5.OPT11.FR1 Incentive For Early Completion 
(August 4, 2003)
Use in projects requiring an incentive for early completion. Prior approval from the State Construction office is required for the use of this GSP.
\textbf{1-08.6.GR1} \hspace{10pt} \textbf{Suspension of Work}

1-08.6.INST1.GR1 \hspace{10pt} (Section 1-08.6 is supplemented with the following)
Must use once preceding any of the following:

1-08.6.OPT1.FR1 \hspace{10pt} (Procurement Suspension)
(January 3, 2017)
Requires approval of HQ Construction. Use in projects requiring materials that have long lead times for procurement or fabrication, or proprietary/specialized materials, HMA Mix Design evaluation, and procurement of the materials or HMA Design evaluation is a controlling factor in the time for completion. Not recommended if material procurement or mix design approval are not critical path items. Use 1-08.6.OPT2.FR1 instead, if project does not include HMA paving.

Fill-in #1 identifies materials that are critical for timely completion and require fabrication or long lead times for procurement. Examples of critical materials may include: Hot Mix Asphalt, landscaping (cultivated) items, permanent signing, steel guardrail posts, ITS equipment, modular expansion joints, bridge railing, hydraulic/electrical rehabilitation components, bridge girders, steel jackets for seismic retrofits, castings, single-source drain pipe, signal controllers, light standards, or signal standards.

Fill-in #2 limits the duration of the suspension for acquisition of critical materials. The duration of the suspension should be appropriate for the work being performed, and will vary according to the type of materials required.

The use of a short duration may be impossible to achieve or may raise the cost of the project.

(1 fill-in)

1-08.6.OPT2.FR1 \hspace{10pt} (Procurement Suspension)
(January 2, 2018)
Use in projects requiring materials that have long lead times for procurement or fabrication, or proprietary/specialized materials, and procurement of the materials is a controlling factor in the time for completion.

(2 fill-ins)

\textbf{1-08.9.GR1} \hspace{10pt} \textbf{Liquidated Damages}

1-08.9.INST2.GR1 \hspace{10pt} (Section 1-08.9 is revised to read)
Must use once preceding any of the following:
1-08.9.OPT1.FR1 (Failure to complete temporary signal system)
   (March 13, 1995)
Use in projects requiring an interim or temporary controller
for early use of a signal system and where an intermediate
physical completion time is required. The Region must
determine the appropriate liquidated damages based on
road user costs.
Must also use 1-08.5.OPT8.FR1 and 1-08.9.OPT3.FR1.
   (1 fill-in)

1-08.9.OPT2.FR1 (Interim Completion Liquidated Damages)
   (April 6, 2009)
Use in projects where an interim completion time is desired
(such as the completion of a stage of work, lane closure, or
ITS disruption), and the Region determines that user costs
for failure to complete the specified portion of work, as
calculated by the Transportation Data Office, are significant
enough to warrant liquidated damages. Determination of the
liquidated damage amount must adhere to Chapter 700.01
of the Plans Prep Manual.
   (6 fill-ins) $1$$ describes the work to be completed; $2$$
is the user cost; $3$$ and $4$$ is the unit of time
(minutes, hours or days); $5$$ is the smallest increment of
time that will be measured; and $6$$ is the contract
provision that specifies the completion time.
Must also use 1-08.9.OPT3.FR1.

1-08.9.INST3.GR1 (Section 1-08.9 is supplemented with the following)
Must use once preceding any of the following:

1-08.9.OPT3.FR1 (Liquidated Damages)
   (September 8, 2020)
Use in all projects.
   (1 fill-in)
   Fill-in shall be the amount determined by the Design
   Liquidated Damages Calculation Sheet:
http://www.wsdot.wa.gov/publications/fulltext/ProjectDev/D
   esignLiquidatedDamagesCalculationSheet.xlsm.

1-09.GR1 Measurement and Payment

1-09.2.GR1 Weighing Equipment

1-09.2(1).GR1 General Requirements for Weighing Equipment
   (Section 1-09.2(1) is revised to read as follows)
   Must use once preceding any of the following:

1-09.2(1).OPT1.GR1 (January 3, 2011)
If the Region chooses the General Special for Contractor
Weighing, can be inserted. This provision requires the
Contractor to supply a scale operator. But it goes much
further. If this provision is used, the entire weighing
operation becomes an end product specification. The
Contractor weighs the trucks and issues the tickets without oversight of the scale, the operator or the operation while it’s going on. The oversight occurs after the truck leaves the scale, when the inspector will randomly select loads and send them to an independent scale. Variations between the ticket and the check weights will result in pay adjustments. Must include 1-09.2(1).OPT7.FR1 or 1-09.2(1).OPT8.GR1. Must also use 1-09.2(2).OPT1.GR1, 1-09.2(3).OPT1.GR1, 1-09.2(4).OPT1.GR1, 1-09.2(5).OPT1.GR1 and 1-09.2(6).OPT1.GR1.

1-09.2(1).OPT2.GR1—(Electronic Ticketing System) (January 13, 2021)
Use in all projects unless using 1-09.2(1).OPT1.GR1. Do not use with 1-09.2(1).OPT1.GR1.

1-09.2(1).INST2.GR1—(Section 1-09.2(1) is supplemented with the following)
Must use once preceding any of the following:

1-09.2(1).OPT7.FR1—(Designated Scale) (August 6, 2001)
The location and quality of the check scale become important. It will be up to the Region to find an independent scale and arrange for its use (including an agreement to pay fees). This selection will have to be made jointly with the Construction PE, taking into account convenience and haul time to get to the scale. The decision is communicated to bidders through a second GSP designating a scale location. Fill-in is scale location. Must use with 1-09.2(1).OPT1.GR1 if 1-09.2(1).OPT8.GR1 isn’t used.
(1 fill-in).

1-09.2(1).OPT8.GR1—(Installed Scale) (January 3, 2011)
If the Region desires to use Contractor weighing and cannot find a convenient scale, then an alternate to the designated scale has been prepared. The GSP for installed scale directs the Contractor to provide and install the check scale at a designated location. This provision contains a lump sum pay item for the work. Must use with 1-09.2(1).OPT1.GR1 if 1-09.2(1).OPT7.FR1 is not used.

1-09.2(2).GR1—Specific Requirements for Batching and Hopper Scales

1-09.2(2).OPT1.GR1—(August 6, 2001)
This GSP deletes Section 1-09.2(2).
Must use with 1-09.2(1).OPT1.GR1.

1-09.2(3).GR1—Specific Requirements for Platform Scales

1-09.2(3).OPT1.GR1—(August 6, 2001)
This GSP deletes Section 1-09.2(3).
Must use with 1-09.2(1).OPT1.GR1.

1-09.2(4).GR1 — Specific Requirements for Belt Conveyor Scales

1-09.2(4).OPT1.GR1 — (August 6, 2001)
This GSP deletes Section 1-09.2(3).
Must use with 1-09.2(1).OPT1.GR1.

1-09.2(5).GR1 — Measurement

1-09.2(5).INST1.GR1 — (Section 1-09.2(5) is revised to read as follows)
Must use once preceding any of the following:

1-09.2(5).OPT1.GR1 — (January 3, 2011)
Must use with 1-09.2(1).OPT1.GR1.

1-09.2(6).GR1 — Payment

1-09.2(6).INST1.GR1 — (Section 1-09.2(6) is revised to read as follows)
Must use once preceding any of the following:

1-09.2(6).OPT1.GR1 — (January 3, 2011)
Must use with 1-09.2(1).OPT1.GR1.

1-09.2(6).INST2.GR1 — (Section 1-09.2(6) is supplemented with the following)
Must use once preceding any of the following:

1-09.2(6).OPT7.GR1 — (Installed Scale)
(August 7, 2017)
Must use with 1-09.2(1).OPT8.GR1.

1-09.3.GR1 — Scope of Payment

1-09.3.INST1.GR1 — (Section 1-09.3 is supplemented with the following)
Must use once preceding any of the following:

1-09.3.OPT1.FR1 — Fuel Cost Adjustment
(August 7, 2017)
Use requires Region Construction Manager Approval and concurrence from HQ Construction Office. At the Region’s discretion, use in projects with more than 200 working days that include any of the bid items that are eligible for adjustment. Include an estimated amount for the bid item “Fuel Cost Adjustment” in the Engineer’s Estimate. Only the items described below are eligible for adjustment.

(2 or more fill-ins) Fill-ins are the bid items that are eligible for adjustment, and fuel usage factors for those bid items.

To determine which Bid Items are eligible for Adjustment:
If the bid proposal contains items that fit the description of the items listed below, then those bid items are eligible for adjustment.
<table>
<thead>
<tr>
<th>Eligible Bid Item</th>
<th>Fuel Usage Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>____ Excavation Incl. Haul, per cubic yard</td>
<td>0.29 gal/cy</td>
</tr>
<tr>
<td>____ Excavation Incl. Haul – Area ____ per cubic yard</td>
<td>0.29 gal/cy</td>
</tr>
<tr>
<td>____ Borrow Incl. Haul, per cubic yard</td>
<td>0.25 gal/cy</td>
</tr>
<tr>
<td>____ Borrow Incl. Haul, per ton</td>
<td>0.17 gal/ton</td>
</tr>
<tr>
<td>Structure Excavation Class ____ Incl. Haul, per cubic yard</td>
<td>0.25 gal/cy</td>
</tr>
<tr>
<td>Shoring or Extra Excavation Class A ____ , lump sum</td>
<td>0.04 gal/dollar</td>
</tr>
<tr>
<td>Crushed Surfacing ____ , per ton</td>
<td>0.70 gal/ton</td>
</tr>
<tr>
<td>Crushed Surfacing ____ , per cubic yard</td>
<td>1.02 gal/cy</td>
</tr>
<tr>
<td>Processing and Finishing, per mile</td>
<td>270 gal/mile</td>
</tr>
<tr>
<td>Agg. From Stockpile for BST, per cubic yard</td>
<td>0.61 gal/cy</td>
</tr>
<tr>
<td>Furnishing and Placing Crushed ____ , per cubic yard</td>
<td>1.02 gal/cy</td>
</tr>
<tr>
<td>HMA Cl. ____ PG ____ , per ton</td>
<td>0.90 gal/ton</td>
</tr>
<tr>
<td>HMA for ____ , per ton</td>
<td>0.90 gal/ton</td>
</tr>
<tr>
<td>Commercial HMA, per ton</td>
<td>0.90 gal/ton</td>
</tr>
<tr>
<td>Cement Concrete Pavement, per cubic yard</td>
<td>1.0 gal/cy</td>
</tr>
<tr>
<td>Cement Concrete Pavement - Including Dowels, per cubic yard</td>
<td>1.0 gal/cy</td>
</tr>
<tr>
<td>Concrete Class ____ , per cubic yard</td>
<td>1.0 gal/cy</td>
</tr>
<tr>
<td>Commercial Concrete, per cubic yard</td>
<td>1.0 gal/cy</td>
</tr>
<tr>
<td>Superstructure ____ , lump sum</td>
<td>0.02 gal/dollar</td>
</tr>
<tr>
<td>St. Reinf. Bar, per pound</td>
<td>0.02 gal/Lb</td>
</tr>
<tr>
<td>Epoxy-Coated St. Reinf. Bar, per pound</td>
<td>0.02 gal/Lb</td>
</tr>
</tbody>
</table>

Determine the Engineers Estimate for the bid item “Fuel Cost Adjustment”:

Base Fuel Cost and Estimated Monthly Fuel Cost:

Obtain the most current *Monthly* fuel price from the U.S. Energy Information Administration website. The website location and directions are as follows:

- [http://www.eia.gov/petroleum/gasdiesel/](http://www.eia.gov/petroleum/gasdiesel/)
- On the web page, click on the **West Coast less California**, listed under the heading **U.S. On-Highway Diesel Fuel Prices*(dollar per gallon)** at the lower end of the web page.
- In the pull down box labeled **Period** pull down **Monthly**
- Click on the fuel price history found under the column heading **View History** for the line **Diesel (On-Highway) – All Types**.

Multiply the Base Fuel Cost by the appropriate Contract Duration Factor (below) to determine the Estimated Monthly Fuel Cost.
<table>
<thead>
<tr>
<th>Duration</th>
<th>Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>200 Working days to 1 year</td>
<td>1.12</td>
</tr>
<tr>
<td>1 to 2 years</td>
<td>1.25</td>
</tr>
<tr>
<td>2 to 3 years</td>
<td>1.37</td>
</tr>
<tr>
<td>3 to 4 years</td>
<td>1.49</td>
</tr>
<tr>
<td>4 to 5 years</td>
<td>1.62</td>
</tr>
</tbody>
</table>

Estimate the amount of the Adjustment:

Use the formulas below.

Adjustment = (Est. Monthly Fuel Cost – (1.10 x Base Fuel Cost)) x Q

Where Q = (Fuel Usage Factor) x (Total Quantity of each Eligible Bid Item)) for all Eligible Bid Items.

Sample Calculation:

My project is 300 working days. It contains 10,000 tons of HMA Cl. 1/2” PG 70-22, and 500 tons of CSBC.

HMA Cl. 1/2” PG 70-22 is Eligible for Adjustment.
Crushed Surfacing Base Course is Eligible for Adjustment.

From U.S. Energy Information Administration website: most recent Monthly Fuel Price = 3.06 dollars per gallon. This monthly price becomes the Base Fuel Cost.

Therefore:

Base Fuel Cost = 3.06 dollars/gal
Est. Monthly Fuel Cost = Base Fuel Cost x Contract Duration Factor
Est. Monthly Fuel Cost = 3.06 x 1.25 = 3.825 dollars/gal

Q = (0.70 gal/ton x 500 tons) + (0.90gal/ton x 10,000 tons)
Q = 9,350 gal

Adjustment = (3.82 dollars/gal – (1.10 x 3.06 dollars/gal)) x 9,350 gal
Adjustment = $4,291.65 = $4,300

Steel Cost Adjustments
(August 6, 2018)

Use in all projects that use quantities of steel in excess of 50,000 pounds, including non-proprietary walls, pedestrian bridges and vehicular bridges.

Fill-in #1 is the initial cost basis of steel and should use a value of $0.40/lb. Any deviation from the default value of $0.40/lb requires approval of the HQ Construction Office.

Fill-in #2 is a list of the bid items that are eligible for steel cost adjustment. This can include bid items that are entirely...
composed of steel (e.g., Steel Reinforcing Bar for Bridge) and can also include lump sum items that use significant quantities of steel (e.g., Superstructure, Lump Sum). Contact the HQ Strategic Analysis and Estimating Unit for assistance preparing the Engineer’s Estimate for the bid item "Steel Cost Adjustment."

1-09.8.GR1 Payment for Material On Hand

1-09.8.INST1.GR1 (The last paragraph of Section 1-09.8 is revised to read)
Must use once preceding any of the following:

1-09.8.OPT1.GR1 (August 3, 2009)
Use in projects that are over $2 million and have more than 120 working days.

1-09.9.GR1 Payments

1-09.9.INST1.GR1 (Section 1-09.9 is supplemented with the following)
Must use once preceding any of the following:

1-09.9.OPT1.FB1 (March 13, 1995)
Use when items are designated for payment by proposal quantity. Must be used only for retaining walls and bridge substructure items for steel reinforcing bars, epoxy-coated steel reinforcing bars, and concrete, except for shafts and seals.

1-09.9.OPT2.GR1 (Electronic Transmittal and Signature of the FCVC)
(April 30, 2020)
Use in all projects.

1-09.9(1).GR1 Retainage

1-09.9(1).INST1.GR1 (Section 1-09.9(1) including title is deleted and replaced with the following)
Must use once preceding any of the following:

1-09.9(1).OPT1.GR1 (Vacant)
(June 27, 2011)
Use in all Federal Aid projects.

1-10.GR1 Temporary Traffic Control

1-10.1.GR1 General

1-10.1.INST1.GR1 (Section 1-10.1 is supplemented with the following)
Must use once preceding any of the following:

1-10.1.OPT1.FR1 (Agency-Provided Traffic Control Resources)
(April 1, 2013)
Use on projects where the Region will be providing some labor, equipment or material resource to the Contractor. Typically will include signs, posts, pilot car drivers, etc. The decision to provide resources and the use of this provision requires the approval of the Region Construction Manager.

The first fill-in is a detailed list of the resources to be provided. Include a description of the item, the quantity (if appropriate), its location and any special instructions to the Contractor for acquiring the item. Include a reference to the description of work provision where the resource is to be applied. The second fill-in is the number of working days you want the Contractor to notify the Engineer before each duration of use of the resources.

(2 fill-ins)

1-10.1.OPT2.FR1 (Agency-Arranged Law Enforcement) (May 20, 2020)
Use on projects where the use of WSP personnel is included in the Contract. The decision to use this provision requires the approval of the ARA for Construction or designee.
(2 fill-ins)

Fill-in #1 is a list of the specific duties the WSP personnel may perform during active work zones. Refer to the WSDOT Traffic Manual (M 51-02), Appendix 5.A, Exhibit 1, for a list of specific recommended assignments. WSP should not be shown on the traffic control plans and the duties should be independent from the traffic control installation, operation and removal.
Fill-in #2 is the number of hours that the Contracting Agency will pay the full cost of these WSP duties. This number may be zero if allowing the contractor to request the WSP duties at a 50/50 cost-sharing option during the project is determined acceptable.

1-10.1(1).GR1 Materials

1-10.1(1).INST1.GR1 (Section 1-10.1(1) is supplemented with the following) Must use once preceding any of the following:

1-10.1(1).OPT1.GR1 (Automated Flagger Assistance Devices) (April 7, 2014) Use in projects utilizing the Automated Flagger Assistance Devices. Use of this provision requires the approval of the Region Construction Manager or designee.
Must use with 1-10.3(3).OPT1.GR1, 1-10.4(2).OPT2.GR1, and 1-10.5(2).OPT1.GR1.

1-10.2.GR1 Traffic Control Management
1-10.2(1).GR1 General

1-10.2(1).INST1.GR1 (Section 1-10.2(1) is supplemented with the following)
Must use once preceding any of the following:

1-10.2(1).OPT1.GR1 (Acceptable TCS Training)
(January 3, 2017 - September 7, 2021)
Include in all projects that include the bid item Traffic Control Supervisor, or include the bid item Project Temporary Traffic Control.

1-10.2(1).OPT2.GR1 (Traffic Control Supervisor)
(January 5, 2015)
May be used on projects with temporary traffic control where a greater experience level is desired for the primary Traffic Control Supervisor. Typical projects where use of the GSP would be considered may have complex traffic control plans, increased risk of worker safety, or impacts to the public.

1-10.3.GR1 Traffic Control Labor, Procedures and Devices

1-10.3.INST1.GR1 (Section 1-10.3 is supplemented with the following)
Must use once preceding any of the following:

1-10.3.OPT1.FR1 (Contractor-Provided Uniformed Police Officers)
(May 20, 2020)
Use on projects where the traffic control plans show Uniformed Police Officers performing traffic control-related duties.

(1 fill-in)
The fill-in should provide contact information for local law enforcement agencies that may be able to provide this service. The WSP district contact for the project location may also be provided.

Use with 1-10.4(2).OPT6.GR1 and 1-10.5(2).OPT5.GR1.
For use on WSDOT projects only.

1-10.3(3).GR1 Traffic Control Devices

1-10.3(3).INST1.GR1 (Section 1-10.3(3) is supplemented with the following)
Must use once preceding any of the following:

1-10.3(3).OPT1.GR1 (Automated Flagger Assistance Devices)
(April 7, 2014)
Use in projects to include the Automated Flagger Assistance Devices (AFAD). Use of this provision requires the approval of the Region Construction Manager or designee.
Must use with 1-10.1(1).OPT1.GR1, 1-10.4(2).OPT2.GR1, and 1-10.5(2).OPT1.GR1.
1-10.3(3).OPT2.GR1 (Radar Speed Display Signs) (January 2, 2018)
Consider use on freeway projects when traffic will be reduced to a single lane with temporary traffic control and workers will be present in close proximity behind channelization devices. Consider a regulatory speed limit reduction when the single lane of traffic will be shifted onto the shoulder away from the work area. The Region Traffic Engineer will need to approve the speed limit reduction.
Must use with 1-10.3(3)(9-35).OPT1.GR1, 1-10.4(2).OPT3.GR1, 1-10.4(2).OPT4.GR1, and 1-10.5(2).OPT2.GR1.

1-10.3(3).OPT3.FR1 (Smart Work Zone System) (May 20, 2020 - September 7, 2021)
Consider including a smart work zone system (SWZS) for projects where daily or long-term (4 or more days) temporary traffic control restrictions will cause regular or ongoing traffic congestion and delays in approximately the same location. This system is intended for queues up to 9 miles. Typical traffic control plans are available for 6-mile and 9-mile systems. Queue detection warning, dynamic lane merge, and travel delay offer work zone queue mitigation. Queue detection warning may be all that is required but including dynamic lane merge to help reduce the queuing and work zone travel delay information may be included for larger traffic impacts. Consult your region traffic engineer for assistance.

If Project Temporary Traffic Control is lump sum (with reinstated items), use with 1-10.4(3).OPT2.GR1 and 1-10.5(2).OPT3.GR1.

If Project Temporary Traffic Control is not lump sum (item bids with lump sum for incidentals), use with 1-10.4(2).OPT5.GR1 and 1-10.5(2).OPT4.GR1.

1-10.3(3).OPT4.FR1 (Queue Warning System) (September 7, 2021)
Consider including a queue warning system (QWS) for projects where daily, nightly, weekend, or durations up to one week where temporary traffic control restrictions will cause intermittent traffic congestion and delays in different locations as closures move with work operations (such as pavers) but also in the same location. This system is intended for queues of up to 3 miles. Freeway Typical Traffic Control Plans will soon be updated to include the Queue Warning System option (Sheet 1A). Queue detection warning and dynamic lane merge offer work zone queue mitigation. Consult region traffic engineer for assistance.
If Project Temporary Traffic Control is lump sum (with reinstated items), use with 1-10.4(3).OPT3.GR1 and 1-10.5(2).OPT4.GR1.

If Project Temporary Traffic Control is not lump sum (item bids with lump sum for incidentals), use with 1-10.4(2).OPT7.GR1 and 1-10.5(2).OPT4.GR1.

1-10.3(3)(9-35.8).GR1  (Section 9-35.8 is revised to read)
   Must use once preceding any of the following:

1-10.3(3)(9-35.8).OPT1.GR1  (Radar Speed Display Signs)
   (April 1, 2019)
   Use on projects that will be utilizing Radar Speed Display Signs. The Region Traffic Engineer will need to approve the speed limit reduction.
   Must use with 1-10.3(3).OPT2.GR1, 1-10.4(2).OPT3.GR1, 1-10.4(2).OPT4.GR1, and 1-10.5(2).OPT2.GR1.

1-10.4.GR1  Measurement
   One of these three GSPs must be included in every project with traffic control: 1-10.4(1).OPT1.GR1, 1-10.4(2).OPT1.GR1, 1-10.4(3).OPT1.FR1.

1-10.4(1).GR1  Lump Sum Bid for Project (No Unit Items)

1-10.4(1).INST1.GR1  (Section 1-10.4(1) is supplemented with the following)
   Must use once preceding any of the following:

1-10.4(1).OPT1.GR1  (Total Project Lump Sum Payment)
   (August 2, 2004)
   Use on projects where there will be only one item for all temporary traffic control in the bid proposal. Lump sum traffic control requires the establishment of a lump sum item and the deletion of all other standard temporary traffic control items.

   This method of payment may be used any project with the approval of the Region Construction Manager or designee. It is not recommended for projects with traffic control costs that are difficult to determine as the bidder must have a reasonable opportunity to predict the necessary temporary traffic control measures and prepare a responsible estimate.

   Do not use with 1-10.4(2).OPT1.GR1 or 1-10.4(3).OPT1.FR1.

1-10.4(2).GR1  Item Bids With Lump Sum for Incidentals

1-10.4(2).INST1.GR1  (Section 1-10.4(2) is supplemented with the following)
   Must use once preceding any of the following:
<table>
<thead>
<tr>
<th>1-10.4(2).OPT1.GR1</th>
<th>(Standard Items)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(August 2, 2004)</td>
<td>Use on projects that will be utilizing the Traffic Control Bid items referenced in the provisions. While there may be lump sum Bid items within that list, this is not a total-project lump sum bid.</td>
</tr>
<tr>
<td></td>
<td>Do not use with 1-10.4(1).OPT1.GR1 or 1-10.4(3).OPT1.FR1.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1-10.4(2).OPT2.GR1</th>
<th>(Automated Flagger Assistance Devices)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(April 7, 2014)</td>
<td>Use on projects that will be utilizing Automated Flagger Assistance Devices. Use of this provision requires the approval of the Region Construction Manager or designee. Must use with 1-10.1(1).OPT1.GR1, 1-10.3(3).OPT1.GR1, and 1-10.5(2).OPT1.GR1.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1-10.4(2).OPT3.GR1</th>
<th>(Radar Speed Display Signs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(January 2, 2018)</td>
<td>Use on projects that will be utilizing Radar Speed Display Signs. The Region Traffic Engineer will need to approve the speed limit reduction. Must use with 1-10.3(3).OPT2.GR1, 1-10.3(3)(9-35).OPT1.GR1, 1-10.4(2).OPT4.GR1, and 1-10.5(2).OPT2.GR1.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1-10.4(2).OPT5.GR1</th>
<th>(Smart Work Zone System)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(May 20, 2021/September 7, 2021)</td>
<td>Use on projects when a Smart Work Zone System will be utilized and Project Temporary Traffic Control is not lump sum. Use with 1-10.3(3).OPT3.FR1 and 1-10.5(2).OPT4.OPT3.GR1. Do not use with 1-10.4(2).OPT1.GR1, 1-10.4(3).OPT1.FR1, or 1-10.4(3).OPT2.GR1.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1-10.4(2).OPT6.GR1</th>
<th>(Contractor Provided Uniformed Police Officer)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(May 20, 2020)</td>
<td>Use on projects where the traffic control plans show Uniformed Police Officers performing traffic control-related duties Use with 1-10.3.OPT1.GR1 and 1-10.5(2).OPT5.GR1.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1-10.4(2).OPT7.GR1</th>
<th>(Queue Warning System)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(September 7, 2021)</td>
<td>Use on projects when a Queue Warning System will be utilized and Project Temporary Traffic Control is not lump sum. Use with 1-10.3(3).OPT4.FR1 &amp; 1-10.5(2).OPT4.GR1.</td>
</tr>
</tbody>
</table>
10.4(2).INST2.GR1 (The sixth bullet of the third paragraph in Section 10.4(2) is revised to read)

Must use once preceding any of the following:

10.4(2).OPT4.GR1 (Radar Speed Display Sign)

(January 2, 2018)

Use on projects that will be utilizing Radar Speed Display Signs. The Region Traffic Engineer will need to approve the speed limit reduction.

Must use with 1-10.3(3).OPT2.GR1, 1-10.3(3)(9-35).OPT1.GR1, 1-10.4(2).OPT3.GR1, and 1-10.5(2).OPT2.GR1.

10.4(3).GR1 Reinstating Unit Items With Lump Sum Traffic Control

10.4(3).INST1.GR1 (Section 10.4(3) is supplemented with the following)

Must use once preceding any of the following:

10.4(3).OPT1.FR1 (Project Lump Sum)

(August 2, 2004)

Use on projects that will be total project lump sum except that some other traffic control Bid items will be utilized on the project. Use of this provision requires the approval of the Region Construction Manager or designee.

This method of payment might be applied to a job that would be total project lump sum except that some part of the work is not readily predictable. The need for Flaggers might be unclear or there could be an indeterminate future need for public information utilizing Portable Changeable Message Signs.

The fill-in for this provision is a list of the traffic control Bid items that are included according to Sections 1-10.4(3) and 1-10.5(3). Do not use with 1-10.4(1).OPT1.GR1 or 1-10.4(2).OPT1.GR1.

(1 fill-in)

10.4(3).OPT2.GR1 (Project Temporary Traffic Control Lump Sum – Smart Work Zone System)

(May 20, 2020 September 7, 2021)

Use on projects that will be total project lump sum except for and selected Bid items, including the operation of Smart Work Zone System Bid items, will be utilized on the project. Use of this provision requires the approval of the Region Construction Manager or designee.

Use with 1-10.3(3).OPT3.FR1 and 1-10.5(2).OPT3.GR1.

Do not use with 1-10.4(1).OPT1.GR1, 1-10.4(2).OPT1.GR1, or 1-10.4(3).OPT1.FR1.
1-10.4(3).OPT3.GR1 (Project Temporary Traffic Control Lump Sum Queue Warning System)  
(September 7, 2021) 
Use on projects that will be project lump sum and selected Bid items, including the Operation of Queue Warning System, will be utilized on the project. Use of this provision requires the approval of the Region Construction Manager or designee.

Use with 1-10.3(3).OPT4.FR1 and 1-10.5(2).OPT4.GR1.

1-10.5.GR1 Payment

1-10.5(2).GR1 Item Bids with Lump Sum for Incidentals

1-10.5(2).INST1.GR1 (Section 1-10.5(2) is supplemented with the following) 
Must use once preceding any of the following:

1-10.5(2).OPT1.GR1 (Automated Flagger Assistance Devices)  
(April 7, 2014) 
Use in projects utilizing Automated Flagger Assistance Devices. Use of this provision requires the approval of the Region Construction Manager or designee. Must use with 1-10.1(1).OPT1.GR1, 1-10.3(3).OPT1.GR1, and 1-10.4(2).OPT2.GR1.

1-10.5(2).OPT2.GR1 (Radar Speed Display Signs)  
(January 2, 2018) 
Use in projects utilizing Radar Speed Display Signs. The Region Traffic Engineer will need to approve the speed limit reduction. Must use with 1-10.3(3).OPT2.GR1, 1-10.3(3)(9-35).OPT1.GR1, 1-10.4(2).OPT3.GR1, and 1-10.4(2).OPT4.GR1.

1-10.5(2).OPT3.GR1 (Smart Work Zone System)  
(May 20, 2020September 7, 2021) 
Use in projects when a Smart Work Zone System will be utilized and Project Temporary Traffic Control is lump sum. 

When using Project Temporary Traffic Control with reinstated items, use with 1-10.3(3).OPT3.FR1 and 1-10.4(3).OPT2.GR1. 

When using Bid items with lump sum for incidentals (no lump sum traffic control), use with 1-10.3(3).OPT3.FR1 and 1-10.4(2).OPT5.GR1.

1-10.5(2).OPT4.GR1 (Smart Work Zone Queue Warning System)  
(May 20, 2020September 7, 2021) 

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Use on projects when a Smart Work Zone Queue Warning System will be utilized and Project Temporary Traffic Control is not lump sum.

When using Project Temporary Traffic Control with reinstated items, use with 1-10.3(OPT4.FR1 and 1-10.4(3).OPT3.GR1.

When using Bid items with lump sum for incidentals (no lump sum traffic control), use with 1-10.3(OPT4.FR1 and 1-10.4(2).OPT7.GR1.

Use with 1-10.3(OPT3.FR1 and 1-10.4(2).OPT5.GR1.

1-10.5(2).OPT5.GR1 (Contractor Provided Uniformed Police Officer) (May 20, 2020)

Use on projects where the traffic control plans show Uniformed Police Officers performing traffic control-related duties

Use with 1-10.3.OPT1.GR1 and 1-10.4(2).OPT6.GR1.
INTRODUCTION

This Contract shall be constructed in accordance with the 2021-2022 Standard Specifications for Road, Bridge, and Municipal Construction.

SPECIAL PROVISIONS

Several types of Special Provisions are included in this contract; General, Region, Bridges and Structures, and Project Specific. Special Provisions types are differentiated as follows:

(date) General Special Provision
(******) Notes a revision to a General Special Provision
and also notes a Project Specific Special Provision.
(Regions¹ date) Region Special Provision

General Special Provisions are similar to Standard Specifications in that they typically apply to many projects, usually in more than one Region. Usually, the only difference from one project to another is the inclusion of variable project data, inserted as a “fill-in”.

Region Special Provisions are commonly applicable within the designated Region. Region designations are as follows:

<table>
<thead>
<tr>
<th>Regions¹</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>ER</td>
<td>Eastern Region</td>
</tr>
<tr>
<td>NCR</td>
<td>North Central Region</td>
</tr>
<tr>
<td>NWR</td>
<td>Northwest Region</td>
</tr>
<tr>
<td>OR</td>
<td>Olympic Region</td>
</tr>
<tr>
<td>SCR</td>
<td>South Central Region</td>
</tr>
<tr>
<td>SWR</td>
<td>Southwest Region</td>
</tr>
<tr>
<td>WSF</td>
<td>Washington State Ferries Division</td>
</tr>
</tbody>
</table>

Project Specific Special Provisions normally appear only in the contract for which they were developed.
Bid Procedures and Conditions

Prequalification of Bidders

Section 1-02.1, including title, is deleted and replaced with the following:

(April 2, 2018)
Vacant

Examination of Plans, Specifications and Site of Work

General

Section 1-02.4(1) is supplemented with the following:

(September 3, 2019)
The Reference Information for this project is available for review by the bidder at the following location:

*** $$1$$ ***
The Reference Information includes the following:

*** $$2$$ ***

Proposal Forms

The first paragraph of Section 1-02.5 is revised to read:

(Beginning of November 2020)
Bidders are authorized to access an electronic Proposal Form for submittal via AASHTOWare Project Bids™ software and BidExpress®. At the request of a Bidder, the Contracting Agency will provide a physical Proposal Form for any project on which the Bidder is eligible to Bid.

Preparation of Proposal
1-02.6.INST2.GR1
The fourth paragraph of Section 1-02.6 is revised to read:

1-02.6.OPT2.GR1
(November 9, 2020)
The Bidder shall submit with the Bid a completed Disadvantaged Business Enterprise (DBE) Utilization Certification, when required by the Special Provisions. For each and every DBE firm listed on the Bidder’s completed Disadvantaged Business Enterprise Utilization Certification, the Bidder shall submit written confirmation from that DBE firm that the DBE is in agreement with the DBE participation commitment that the Bidder has made in the Bidder’s completed Disadvantaged Business Enterprise Utilization Certification. WSDOT Form 422-031 (Disadvantaged Business Enterprise Written Confirmation Document) is to be used for this purpose. Bidder must submit good faith effort documentation only in the event the bidder’s efforts to solicit sufficient DBE participation have been unsuccessful. The Bidder shall submit a DBE Bid Item Breakdown form defining the scope of work to be performed by each DBE listed on the DBE Utilization Certification. If the Bidder lists a DBE Trucking firm on the DBE Utilization Certification, then the Bidder must also submit a DBE Trucking Credit Form (WSDOT Form 272-058) documenting how the DBE Trucking firm will be able to perform the scope of work subcontracted to them. Directions for delivery of the Disadvantaged Business Enterprise Written Confirmation Documents, Disadvantaged Business Enterprise Good Faith Effort documentation, DBE Bid Item Breakdown Form and the DBE Trucking Credit Form are included in Section 1-02.9.

1-02.6.OPT3.GR1
(August 2, 2004)
The fifth and sixth paragraphs of Section 1-02.6 are deleted.

1-02.6.INST3.GR1
Section 1-02.6 is supplemented with the following:

1-02.6.OPT4.FR1
(April 2, 2018—September 7, 2021)
Alternative Bids
The bidding proposal on this project permits the Bidder to submit a Bid on one or more alternatives for the construction *** $$1$$ ***.

Bid Proposal
The bid proposal is composed of the following parts: Base Bid and Alternatives *** $$2$$ *** i.e. A1, A2, etc.

The base bid includes all items that do not change as to quantity, dimension, or type of construction, regardless of which alternative is Bid.

The Alternative portions of the bid proposal contain all items which change as to quantity, dimension, or construction method, depending on which alternative is Bid.

Alternative A1
Alternative A1 is based on constructing the *** $$3$$ ***.

The bid items for Alternative A1 are as listed in the bid proposal.
Alternative A2
Alternative A2 is based on constructing the *** $$4$$ ***.

The bid items for Alternative A2 are as listed in the bid proposal.

Bidding Procedures
The Bidder shall submit a price on each and every item of Work included in the base bid. The Bidder shall also submit prices on each and every item under the alternative on which the Bidder chooses to bid, or, if the Bidder chooses to bid on more than one alternative, the Bidder shall submit prices for each and every item under each alternative chosen. If the Bidder chooses to bid on more than one alternative, the Bidder shall submit their sealed Bid in the envelope provided by the Contracting Agency using the Proposal Form provided. If the Bidder chooses to Bid on more than one alternative, the Bid cannot be accepted electronically via Trns∙Port Expedite® software and AASHTOWare Project Bids™ “BidExpress®.”

The successful Bidder will be determined by the lowest total of an alternative plus the base bid. Award will be based on the lowest total subject to the requirements of Section 1-03.

1-02.6.OPT5.FR1
(August 3, 2015)
Cumulative Alternates Bidding
The Bid Proposal for this Contract requires the Bidder to bid cumulative Alternates as part of the bid. As such the Bidder is required to submit a Base Bid and a bid for each of the Alternate(s).

Bid Proposal
The Bid Proposal includes the following:

1. Base Bid
   The Base Bid shall include constructing all items included in the Proposal except those items contained in the Alternate(s).

2. Alternate(s)
   a. Alternate A1
      Based on constructing (*** $$1$$ ***)
      The Bid items for Alternate A1 are as listed in the Bid Proposal.
   b. Alternate A2
      Based on constructing (*** $$2$$ ***)
      The Bid items for Alternate A2 are as listed in the Bid Proposal.
   c. Alternate A3
      Based on constructing (*** $$3$$ ***)
      The Bid items for Alternate A3 are as listed in the Bid Proposal.
Bidding Procedures
To be considered responsive the Bidder shall submit a price on each and every Bid item included in the Base Bid and all Alternate(s.)

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

5. Preference 5: Lowest total for Base Bid.

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

102.6.OPT6.FR1
(January 7, 2019)
Progress Schedule Minimum Bid
A minimum bid of *** $1*** lump sum has been established for the item “Min Bid Req - Type *** $2*** Progress Schedule *** $3***.” The Contractor’s bid shall equal or exceed that amount. If the Contractor’s bid is less than the minimum specified amount, the Contracting Agency will unilaterally revise the bid amount to the minimum specified amount and recalculate the Contractor’s total bid amount. The corrected total bid amount will be used by the Contracting Agency for award purposes and to fix the amount of the contract bond.

102.6.OPT7.FR1
(January 7, 2019)
A minimum bid of *** $1*** per each has been established for the item “Min Bid Req - Schedule Update *** $2***.” The Contractor’s bid shall equal or exceed that amount. If the Contractor’s bid is less than the minimum specified amount, the Contracting Agency will unilaterally revise the bid amount to the minimum specified amount and recalculate the Contractor’s total bid amount. The corrected total bid amount will be used by the Contracting Agency for award purposes and to fix the amount of the contract bond.

102.6.INST4.GR1
Item number 3 in the second paragraph of Section 1-02.6 is supplemented with the following:

102.6.OPT8.FR1
(September 3, 2019)
The successful Bidder will be the Bidder submitting the lowest responsive Bid that does 
not exceed the maximum funds available. The maximum funds available for this Contract 
is *** $$1$$ ***.

Submitting a Proposal that exceeds the maximum funds available will result in the 
Proposal being declared irregular and shall cause the Bid to be rejected by the 
Contracting Agency. Submitted Proposals that exceed the maximum funds available will 
be opened publicly in accordance with Section 1-02.12 prior to being rejected.

1-02.9.GR1

Delivery of Proposal

1-02.9.INST1.GR1
Section 1-02.9 is supplemented with the following:

1-02.9.OPT1.GR1

(February 25 to September 7, 2021)

DBE Document Submission Requirements

When a Proposal is submitted the following documents may be submitted as a 
supplement to the Proposal:

1. DBE Utilization Certification (WSDOT Form 272-056);
2. DBE Written Confirmation Documents (WSDOT Form 422-031);
3. Good Faith Effort Documentation (GFE);
4. DBE Bid Item Breakdown (WSDOT Form 272-054);
5. DBE Trucking Credit Form (WSDOT Form 272-058).

The Bidder shall submit these supplemental documents as follows:

1. Physically in a sealed envelope marked as “BID SUPPLEMENT” and bearing 
   the Bidder’s company name, project title, Bid date, and description of all 
   contents (i.e., DBE Utilization Certification, DBE Written Confirmation 
   Documents, DBE Bid Item Breakdown Form, DBE Trucking Credit Form, and/or 
   DBE GFE Documentation); or
2. By facsimile to the following FAX number: 360-705-6966; or
3. By e-mail to the following e-mail address: DBEDoc@wsdot.wa.gov

DBE Utilization Certification

The DBE Utilization Certification shall be received at the same location and no later than 
the time required for delivery of the Proposal. The Contracting Agency will not open or 
consider any Proposal when the DBE Utilization Certification is received after the time 
specified for receipt of Proposals or received in a location other than that specified for 
receipt of Proposals. The DBE Utilization Certification may be submitted in the same 
envelope as the Bid deposit.
NOTE: If the Bid is submitted electronically via AASHTOWare Project Bids™ software, and “BidExpress,” the DBE Utilization Certification may be attached to the electronic bid or submitted as a supplemental document as defined above.

**DBE Written Confirmation and/or GFE Documentation**
The DBE Written Confirmation Documents and/or GFE Documents are not required to be submitted with the Proposal. The DBE Written Confirmation Document(s) and/or GFE (if any) shall be received either with the Bid Proposal or as a Supplement to the Bid. The documents shall be received no later than 48 hours (not including Saturdays, Sundays and Holidays) after the time for delivery of the Proposal. To be considered responsive, Bidders shall submit Written Confirmation Documentation from each DBE firm listed on the Bidder’s completed DBE Utilization Certification and/or the GFE as required by Section 1-02.6.

**DBE Bid Item Breakdown and DBE Trucking Credit Form**
The DBE Bid Item Breakdown and the DBE Trucking Credit Forms (if applicable), shall be received either with the Bid Proposal or as a Supplement to the Bid. The documents shall be received no later than 48 hours (not including Saturdays, Sundays and Holidays) after the time for delivery of the Proposal. To be considered responsive, Bidders shall submit a completed DBE Bid Item Breakdown and a DBE Trucking Credit Form for each DBE Trucking firm listed on the DBE Utilization Certification, however, minor errors and corrections to DBE Bid Item Breakdown or DBE Trucking Credit Forms will be returned for correction for a period up to five calendar days (not including Saturdays, Sundays and Holidays) after the time for delivery of the Proposal. A DBE Bid Item Breakdown or DBE Trucking Credit Forms that are still incorrect after the correction period will be determined to be non-responsive.

Although the DBE Bid Item Breakdown and DBE Trucking Credit Form are required as part of a responsive Bid Proposal, the information contained in these documents is used solely for Award purposes and will not be included as part of the executed Contract.

The only documents that can be accepted after the 11:00:59 am time for delivery of Proposal are the Written Confirmation Documentation, the DBE Bid Item Breakdown Form, the DBE Trucking Credit Form, and/or GFE. Incomplete or inaccurate documents will be rejected, except as detailed above for the DBE Bid Item Breakdown Form and DBE Trucking Credit Form. The Contracting Agency is not responsible for delayed, partial, failed, illegible or partially legible FAX or e-mail document transmissions, and such documents may be rejected as incomplete at the Bidder’s risk.

1-02.9.INST2.GR1
The first sentence of the first paragraph of Section 1-02.9 is revised to read:

1-02.9.OPT2.GR1
(February 25, 2021)
For projects scheduled for Bid opening in Olympia, the Proposal shall be sealed and submitted in the envelope provided with it to the address provided below or shall be submitted electronically via AASHTOWare Project Bids™ software and BidExpress®.

1-02.12.GR1
**Public Opening of Proposals**
Section 1-02.12 is supplemented with the following:

(August 3, 2015)

Date of Opening Bids
The bid opening date for this project is *** $$1$$ ***. Bids received will be publicly opened and read after 11:00:59 A. M. Pacific Time on this date.

Section 1-02 is supplemented with the following:

(April 5, 2004)

Protest Procedures

Form and Substance
All protests regarding any contents or portion of the bid proposal must be submitted to the Contracting Agency as soon as possible after the protestant becomes aware of the reason(s) for the protest. All protests must be in writing and signed by the protestant or an authorized agent. Such writing must state all facts and arguments on which the protestant is relying as the basis for its action. Such protestant shall also attach, or supply on demand by the Contracting Agency, any relevant exhibits referenced in the writing. Copies of all protests and exhibits shall be mailed or delivered by the protestant to the bidder against whom the protest is made (if any) at the same time such protest and exhibits are submitted to the Contracting Agency. All protests shall be directed to:

Washington State Department of Transportation
Attn: Manager, Contract Ad & Award
PO Box 47360
Olympia, Washington 98504-7360
Phone: (360) 705-7017
Fax: (360) 705-6810

Pre-award Protests
To allow sufficient response time, all pre-award protests must be received by the contracting agency no later than 5:00 p.m. of the second business day after the bid opening date. If the protest is mailed after the bid opening date and before the pre-award protest deadline, the protestant shall immediately notify WSDOT’s Manager, Contract Ad & Award by telephone, or some other means of rapid communication, that a protest has been made.

The Contracting Agency shall consider all the facts available to it, and issue a decision in writing within five (5) business days after receipt of the protest, unless, in the Contracting Agency’s sole discretion, more time is needed. The protestant and the bidder(s) against whom the protest is made will be notified if additional time is necessary; and if the additional time required affects the bid opening date or the award date, all bidders shall be notified.

The Contracting Agency’s decision shall be final and conclusive. Selection of the successful bidder, if one is to be made, will be postponed until after the Contracting
Agency has issued its decision. The Contracting Agency shall provide the protestant with written notice of this decision no later than two full working days prior to execution of the contract.

**Post-award Protests**

The Contracting Agency shall immediately notify all unsuccessful bidders of the Contracting Agency’s award decision. Any decision made by the Contracting Agency regarding the award and execution of the contract or bid rejection shall be conclusive subject to the scope of the judicial review permitted under Washington Law. Such review, if any, shall be timely filed in the Superior Court of Thurston County, Washington.

Protests which do not comply with the above-specified procedures will not be considered.
1-03.GR1

Award and Execution of Contract

1-03.2.GR1

Award of Contract

1-03.2.INST1.GR1

The first sentence of Section 1-03.2 is revised to read:

1-03.2.OPT1.GR1

(April 7, 2008)

It is the Contracting Agency's intent to award the Contract within 24 hours of the bid opening.

1-03.3.GR1

Execution Of Contract

1-03.3.INST1.GR1

Section 1-03.3 is supplemented with the following:

1-03.3.OPT1.GR1

(August 5, 2013 - September 7, 2021)

Escrow Bid Documentation

Scope and Purpose

The purpose of this specification is to preserve the Contractor's bid documentation for use by the Contracting Agency in any litigation between the Contracting Agency and Contractor arising out of this Contract.

The Contractor shall submit a legible copy of all documentation used to prepare the Bid for this Contract to a escrow institution designated by the Contracting Agency. Such documentation shall be placed in escrow with the escrow institution and preserved by that institution as specified in the following sections of this specification.

Bid Documentation

The term "bid documentation" as used in this specification means any writings, working papers, computer printouts, charts, and any other data compilations which contain or reflect all information, data, and calculations used by the Contractor to determine the Bid in bidding for this project. The Contractor shall submit its documentation in whatever format it was created and shall also provide electronic copies. The term "bid documentation" includes but is not limited to Contractor equipment rates, Contractor overhead rates, labor rates, efficiency or productivity factors, arithmetic extensions, and quotations from Subcontractors and material providers to the extent that such rates and quotations were used by the Contractor in formulating and determining the amount of the bid. The term "bid documentation" also includes any manuals which are standard to the industry used by the Contractor in determining the bid for this project. Such manuals (including year of publication) may be included in the Bid Documentation by reference. The term does not include bid documents provided by the Contracting Agency for use by the Contractor in bidding on this project.
Submittal of Bid Documentation
The Contractor shall submit the bid documentation to the escrow institution. The bid documentation shall be submitted to the escrow institution within seven calendar days after the Contract for this project has been executed by the Contracting Agency. The bid documentation shall be submitted in a sealed container. The container shall be clearly marked “Bid Documentation” and shall also show on the face of the container the Contractor’s name, the date of submittal, the project title, and the contract number.

Affidavit
The sealed container shall contain, in addition to the bid documentation, an affidavit signed under oath by an individual authorized by the Contractor to execute bidding proposals. The affidavit shall list each bid document with sufficient specificity so a comparison can be made between the list and the bid documentation to ensure that all of the bid documentation listed in the affidavit has been enclosed in the sealed container. The affidavit shall show that the affiant has personally examined the bid documentation and that the affidavit lists all of the documents used by the Contractor to determine the Bid for this project and that all such bid documentation has been enclosed in the sealed container.

Verification
The escrow institution upon receipt of the sealed container shall place the container in a safety deposit box, vault, or other secure place, and immediately notify the Contracting Agency in writing that the container has been received. Upon receipt of such notice, the Contracting Agency will promptly notify the Contractor in writing that the Contracting Agency will open the sealed container to verify that the affidavit has been enclosed and to compare the bid documents listed in the affidavit with the bid documents enclosed in the container to ensure that all of the bid documentation has been submitted and that the copies are legible. The notification will advise the Contractor of the date and time the container will be opened and the name of the Contracting Agency employee who will verify the contents of the container. The Contracting Agency employee verifying the contents of the escrow container will not be involved or connected with the review, evaluation, or resolution of any claim by the Contractor made to the Contracting Agency in connection with the contract for which the verification was made. The Contractor may have representatives present at the opening.

Supplementation
Documents listed in the affidavit but not enclosed in the sealed container through error or oversight shall be submitted in a sealed container within five calendar days after the opening of the original container. Also, any bid documentation that is illegible shall be replaced with legible copies and furnished within five calendar days after the opening of the original container. The face of the container shall show the same information as the original container except the container shall be marked “Supplemental Bid Documentation”. The same procedure used in verifying the contents of the original container shall be used in verifying the contents of the supplemental submittal.

Duration and Use
The bid documentation and affidavit shall remain in escrow during the life of the Contract and will be returned to the Contractor by the escrow institution, provided
that the Contractor has signed the final contract voucher certification and has not
reserved any claims on the final contract voucher certification against the Contracting
Agency arising out of the Contract. In the event that claims against the Contracting
Agency are reserved on the final contract voucher certification, the bid
documentation and affidavit shall remain in escrow. If the claims are not resolved
and litigation ensues, the Contracting Agency may serve a request upon the
Contractor to authorize the escrow institution, in writing, to release the bid
documentation and affidavit in escrow to the Contracting Agency. The Contractor
shall respond to the request within 20 days after service of the request. If the
Contractor objects or does not respond to the request within 20 days after service of
the request, the Contracting Agency may file a motion under the Civil Rules
requesting the court to enter an order directing the escrow institution to deliver the
bid documentation and affidavit in escrow to the Contracting Agency. The Contractor
shall respond to the request within the time required by the then applicable Civil Court
Rules for the Superior Court of the State of Washington. If the Contractor objects or
does not respond to the request within the time required by the then applicable Civil
Rules, the Contracting Agency may file a motion pursuant to such rules requesting
the court to enter an order directing the escrow institution to deliver the bid
documentation and affidavit in escrow to the Contracting Agency. The Contractor
institution shall release the bid documentation and affidavit as follows:

1. To the Contracting Agency upon receipt of a letter from the Contractor
   authorizing the release;
2. To the Contracting Agency upon receipt of a certified copy of a court order
directing the release of the documents;
3. To the court for an in camera examination pursuant to a certified copy of a
court order;
4. The bid documentation and affidavit shall be returned to the Contractor if
   litigation is not commenced within the time period prescribed by law.

The Contractor agrees that the sealed container placed in escrow and any
supplemental sealed container placed in escrow contain all of the bid documentation
used to determine the Bid and that no other bid documentation shall be utilized by
the Contractor in litigation over Certified Claims brought by the Contractor arising out
of this Contract unless otherwise ordered by the court.

Remedies for Refusal or Failure to Provide Bid Documentation
Failure or refusal to provide bid documentation shall be deemed a material breach of
this Contract. The Contracting Agency may at its option refuse to make payment for
progress estimates under Section 1-09.9 until the Contractor has submitted the bid
documentation required by this specification. The Contracting Agency may at its
option terminate the contract for default under Section 1-08.10. These remedies are
not exclusive and the Contracting Agency may take such other action as is available
to it under the law.

Confidentiality of Bid Documentation
The bid documentation and affidavit in escrow are and will remain the property of the
Contractor. The Contracting Agency has no interest in or right to the bid
documentation and affidavit other than to verify the contents and legibility of the bid
documentation unless litigation ensues between the Contracting Agency and
Contractor over Certified Claims brought by the Contractor arising out of this
Contract. In the event of such litigation, the bid documentation and affidavit may
become the property of the Contracting Agency for use in the litigation as may be
appropriate subject to the provisions of any court order limiting or restricting the use
or dissemination of the bid documentation and affidavit as provided in the preceding
section entitled Duration and Use.

Cost and Escrow Instructions
The cost of the escrow will be borne by the Contracting Agency. The Contracting
Agency will provide escrow instructions to the escrow institution consistent with this
specification.

1-03.3.OPT2.GR1
(July 6, 2021)
The Contracting Agency will provide the Bidder with the option for signing the Contract
documents either using electronic or traditional paper means. If the Contractor opts to
sign the Contract documents electronically, the Bidder shall notify the Contracting Agency
within 3 calendar days (not including Saturdays, Sundays, or Holidays) after the Award
date by sending notice to CAPS@wsdot.wa.gov. That notification shall include the contact
information for the authorized signer of the Contract documents including the full name,
email address, and phone number. Additionally, the name of the bonding agent, email
address, and phone number shall be provided.

The designees shall be an authorized signer in accordance with Section 1-02.1 and 1-03.4.

If the Bidder fails to provide the information necessary to proceed with the electronic
signing of the Contract documents as required herein, the Contracting Agency will issue
the documents using traditional paper means.

1-03.3.INST2.GR1
The first paragraph of Section 1-03.3 is supplemented with the following:

1-03.3.OPT3.GR1
(January 4, 2016)
Within 20 calendar days after the Award date, the successful Bidder shall return WSDOT
Form 421-013 with the Contractor’s costs for transit, bicycle and pedestrian Work.
1 1-04.GR1
2 Scope of the Work
3
4 1-04.4.GR1
5 Changes
6
7 1-04.4.INST1.GR1
8 Section 1-04.4 is supplemented with the following:
9
10 1-04.4.OPT1.GR1
11 (April 30, 2020)
12 Change Orders will be transmitted electronically to the Contractor for signature. The Contractor shall apply all signatures electronically using the software provided by the Contracting Agency. Within 21 days of execution of the Contract, the Contractor shall submit a Type 1 Working Drawing consisting of the names, email addresses, and text-message capable phone numbers for the authorized change order signers and shall bear the name, phone number and email of the officer providing this authorization. Delegation of authority to sign Change Orders shall be by the officer authorized to sign the Contract in accordance with Section 1-02.1.
Control of Material

Section 1-06 is supplemented with the following:

Buy America

(August 6, 2012)

In accordance with Buy America requirements contained in 23 CFR 635.410, the major quantities of steel and iron construction material that is permanently incorporated into the project shall consist of American-made materials only. Buy America does not apply to temporary steel items, e.g., temporary sheet piling, temporary bridges, steel scaffolding and falsework.

Minor amounts of foreign steel and iron may be utilized in this project provided the cost of the foreign material used does not exceed one-tenth of one percent of the total contract cost or $2,500.00, whichever is greater.

American-made material is defined as material having all manufacturing processes occurring domestically. To further define the coverage, a domestic product is a manufactured steel material that was produced in one of the 50 States, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States.

If domestically produced steel billets or iron ingots are exported outside of the area of coverage, as defined above, for any manufacturing process then the resulting product does not conform to the Buy America requirements. Additionally, products manufactured domestically from foreign source steel billets or iron ingots do not conform to the Buy America requirements because the initial melting and mixing of alloys to create the material occurred in a foreign country.

Manufacturing begins with the initial melting and mixing, and continues through the coating stage. Any process which modifies the chemical content, the physical size or shape, or the final finish is considered a manufacturing process. The processes include rolling, extruding, machining, bending, grinding, drilling, welding, and coating. The action of applying a coating to steel or iron is deemed a manufacturing process. Coating includes epoxy coating, galvanizing, aluminizing, painting, and any other coating that protects or enhances the value of steel or iron. Any process from the original reduction from ore to the finished product constitutes a manufacturing process for iron.

Due to a nationwide waiver, Buy America does not apply to raw materials (iron ore and alloys), scrap (recycled steel or iron), and pig iron or processed, pelletized, and reduced iron ore.

The following are considered to be steel manufacturing processes:

1. Production of steel by any of the following processes:

   a. Open hearth furnace.
b. Basic oxygen.

c. Electric furnace.

d. Direct reduction.

2. Rolling, heat treating, and any other similar processing.

3. Fabrication of the products.
   a. Spinning wire into cable or strand.
   b. Corrugating and rolling into culverts.
   c. Shop fabrication.

A certification of materials origin will be required for any items comprised of, or containing, steel or iron construction materials prior to such items being incorporated into the permanent work. The certification shall be on DOT Form 350-109EF provided by the Engineer, or such other form the Contractor chooses, provided it contains the same information as DOT Form 350-109EF.

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1-06.OPT1(B).FR1
(August 6, 2012)

The following items of work containing steel or iron construction materials are considered to be temporary and are excluded from the Buy America requirements contained in 23 CFR 635.410 as described in the above paragraphs:

*** $$1$$ ***

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1-06.OPT1(C).FR1
(August 6, 2007 September 7, 2021)

**Structural Steel Construction Material**

**Definitions**

1. Construction material: Defined as any article, material, or supply brought to the construction site for incorporation into the final product.

2. Domestic Construction Material: A manufactured construction material will be considered domestic if it has been manufactured in the United States.

3. Manufactured in the United States: A construction material will be considered as manufactured in the United States if all manufacturing processes have occurred in the United States.

4. Structural Steel: Defined as all structural steel products included in the project.

5. United States: To further define the coverage, a domestic product is a manufactured steel construction material that was produced in one of the 50 states, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States.
**Bidding and Award**

The Contractor shall submit a Bid for the following bid items containing domestic structural steel appearing in the proposal under the heading **ALTERNATE *** $$1$$ ***.

*** $$2$$ ***

(A) The Contractor may also submit a Bid for the following bid items containing foreign structural steel appearing in the proposal under the heading **ALTERNATE *** $$3$$ ***.

*** $$4$$ ***

A Contractor electing to submit a Bid for any of the foreign structural steel items under **ALTERNATE *** $$5$$ *** must also submit a Bid for the appropriate domestic structural steel items under **ALTERNATE *** $$6$$ ***. If a Bid is received only for foreign structural steel material on any of the above items, the Bid will be considered irregular.

Subject to the provisions of Section 1-03, all bidders are advised that the contract will be awarded to the bidder who submits the lowest total bid based on furnishing domestic structural steel construction material as specified, unless such total bid exceeds the lowest total bid based on furnishing foreign structural steel construction material as specified, by more than 25 percent. In that event, the contract will be awarded to the bidder who submits the lowest total bid based on furnishing the specified foreign structural steel material.

Except the material contained in the above foreign structural steel item(s) for which alternate bids were submitted and accepted as a basis of award, the steel and iron construction material that is permanently incorporated into the project shall consist of American-made materials only. Buy America does not apply to temporary steel items, e.g., temporary sheet piling, temporary bridges, steel scaffolding and falsework. American-made material is defined as material having all manufacturing processes occurring domestically.

If domestically produced steel billets or iron ingots are exported outside of the United States for any manufacturing process, then the resulting product does not conform to the Buy America requirements. Additionally, products manufactured domestically from foreign source steel billets or iron ingots do not conform to the Buy America requirements because the initial melting and mixing of alloys to create the material occurred in a foreign country.

Manufacturing begins with the initial melting and mixing, and continues through the coating stage. Any process which modifies the chemical content, the physical size or shape, or the final finish is considered a manufacturing process. The processes include rolling, extruding, machining, bending, grinding, drilling, welding, and coating. The action of applying a coating to steel or iron is deemed a manufacturing process. Coating includes epoxy coating, galvanizing, aluminizing, painting, and any other coating that protects or enhances the value of steel or iron. Any process from the original reduction from ore to the finished product constitutes a manufacturing process for iron.
Due to a nationwide waiver, Buy America does not apply to raw materials (iron ore and alloys), scrap (recycled steel or iron), and pig iron or processed, pelletized, and reduced iron ore.

1. Production of steel by any of the following processes:
   a. Open hearth furnace.
   b. Basic oxygen.
   c. Electric furnace.
   d. Direct reduction.

2. Rolling, heat treating, and any other similar processing.

3. Fabrication of the products.
   a. Spinning wire into cable or strand.
   b. Corrugating and rolling into culverts.
   c. Shop fabrication.

The Contractor may utilize minor amounts of foreign steel and iron in this project provided the cost of the foreign material used does not exceed one-tenth of one percent of the total contract cost or $2,500.00, whichever is greater.

A certification of materials origin will be required for any items comprised of, or containing, steel or iron construction materials prior to such items being incorporated into the permanent work. The certification shall be on the form Certificate of Materials Origin (WSDOT Form 350-109) provided by the Engineer, or such other form the Contractor chooses, provided it contains the same information as the form Certificate of Materials Origin (WSDOT Form 350-109).

1-06.1.GR1 Approval of Materials Prior to Use

1-06.1.INST1.GR1 Section 1-06.1 is supplemented with the following:

1-06.1.OPT1.GR1 (April 3, 2017)

For each proposed material that is required to be submitted for approval using either the QPL or RAM process the Contractor will be allowed to submit for approval two material sources or manufacturers per material type at no cost. Additional material sources or manufacturers may be submitted for approval and will be processed at a cost of $125.00 per material source or manufacturer submitted by QPL submittal and $400.00 per material submitted by RAM. All costs for processing additional material sources or manufacturers will be deducted from monies due or that may come due to the Contractor. Subject to a
request by the Contractor and a determination by the Engineer the costs for processing may be waived.
Legal Relations and Responsibilities to the Public

Laws to be Observed

Section 1-07.1 is supplemented with the following:


The Contractor shall submit monthly reports of the number of employees actively working on this project for the Contractor and all Subcontractors of every tier. The reports shall include all employees actively working on this project at the jobsite, in the project office, in the home office, or teleworking from a home or other alternative office location; and all engineering personnel, inspectors, sampling and testing technicians, and lab technicians actively performing work directly in support of this project (excluding suppliers) during the reporting month.

The report shall be prepared using Form FHWA 1589 and submitted monthly to the Engineer. The initial report shall be submitted to the Engineer within 30 days of execution. Subsequent reports shall be submitted to the Engineer no later than 10 days after the end of each report month.

Failure by the Contractor to submit ARRA Employment Reports for the Contractor and all Subcontractors of every tier shall be reason for withholding all progress payments until reports are received. The cost of preparing and submitting ARRA Employment Reports is incidental to the Contract. The Contractor shall include all related costs in the unit bid prices of the Contract.

Lead Health Protection Program

Structural and non-structural materials located at the project site contain lead-based products. The Contractor shall be fully responsible for the safety and health of all on-site workers and compliant with Washington Administrative Code (WAC 296-155-176). The Contractors Lead Health Protection Program shall be submitted to the Contracting Agency as a Type 2 Working Drawing prior to the Contractor beginning work involving exposure to lead contamination. The Contractor shall communicate with the Engineer to ensure a coordinated effort for providing and maintaining a safe worksite for both the Contracting Agency’s and Contractor’s workers.

Construction Requirements

The Contractor shall be responsible for the containment measures required to provide and maintain a safe and healthful jobsite for the duration of the project in accordance with all applicable laws and this Special Provision.
**Payment**

All costs to comply with this Special Provision for the Lead Health Protection laws and regulations are the responsibility of the Contractor and shall be included in related items of work.

1-07.1.OPT3.FR1

(April 3, 2006)

**Confined Space**

Confined spaces are known to exist at the following locations:

*** $$1$$ ***

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

The Contractor shall prepare and implement a confined space program for each of the confined spaces identified above. The Contractors Confined Space program shall be sent to the Contracting Agency at least 30 days prior to the Contractor beginning work in or adjacent to the confined space. No work shall be performed in or adjacent to the confined space until the plan is submitted to the Engineer as required. The Contractor shall communicate with the Engineer to ensure a coordinated effort for providing and maintaining a safe worksite for both the Contracting Agency’s and Contractor’s workers when working in or near a confined space.

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

1-07.1.OPT4.GR1

(May 13, 2020)

**COVID-19 Health and Safety Plan**

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

1-07.1.INST2.GR1

Section 1-07.1 is revised to read:

1-07.1.OPT5.GR1

(February 25, 2021)

**General**

The Contractor shall always comply with all Federal, State, tribal, or local laws, ordinances, and regulations that affect Work under the Contract. The Contractor shall indemnify, defend, and save harmless the State (including the Governor, Commission, Secretary, and any agents, officers, and employees) against any claims that may arise because the Contractor (or any employee of the Contractor or Subcontractor or materialperson) violated a legal requirement.

Without usurping the authority of other agencies, the Contracting Agency will cooperate with them in their efforts to enforce legal requirements. Upon awareness of a violation of a legal requirement, the Engineer will notify the Contractor in an effort to achieve
compliance. The Engineer may also notify the agency responsible for enforcement if the Engineer deems that action is necessary to achieve compliance with legal requirements. The Engineer will also assist the enforcement agency to obtain Contractor compliance to the extent such assistance is consistent with the provisions of the Contract.

**Health and Safety**

The Contractor shall be responsible for the safety of all workers and shall comply with all appropriate state safety and health standards, codes, rules, and regulations, including, but not limited to, those promulgated under the Washington Industry Safety and Health Act RCW 49.17 (WISHA) and as set forth in Title 296 WAC (Department of Labor and Industries). In particular the Contractor’s attention is drawn to the requirements of WAC 296.800 which requires employers to provide a safe workplace. More specifically WAC 296.800.11025 prohibits alcohol and narcotics from the workplace. The Contractor shall likewise be obligated to comply with all federal safety and health standards, codes, rules, and regulations that may be applicable to the Contract Work. A copy of all safety plans (e.g., fall protection work plan) that are developed by the Contractor shall be submitted to the Engineer as a Type 1 Working Drawing. When requested by the Engineer, the Contractor shall provide training to Contracting Agency employees working on-site for any activity covered by a safety plan. Costs for training that is provided solely to Contracting Agency employees will be paid to the Contractor in accordance with Section 1-09.4.

**Mine Safety**

U.S. Mine Safety and Health Administration rules apply when the project includes pit or quarry operations. Among other actions, these regulations require the Contractor to notify the nearest Mine Safety and Health sub district office (1) of the project before it begins, (2) of the starting date, and (3) of the Physical Completion Date.

**Wells**

When wells are included in the contract or encountered as part of the Work, the Contractor shall meet all the requirements in WAC 173-160 Minimum Standards for Construction and Maintenance of Wells and all environmental considerations for installing, protecting in place, decommissioning, or abandonment of wells.

**Changes to Laws to be Observed**

**General**

The Contracting Agency will not adjust payment to compensate the Contractor for changes in legal requirements unless those changes are specifically within the scope of RCW 39.04.120. For changes under RCW 39.04.120, the Contracting Agency will compensate the Contractor by negotiated change order as provided in Section 1-04.4.

**Taxes**

Under certain conditions, the Contracting Agency will adjust payment to compensate for tax changes. First, the changes shall involve federal or state taxes on materials or fuel used in or consumed for the project. Second, the changes shall increase or decrease Contractor-paid taxes by more than $500. For items in the original Contract, the tax change must occur after the Bid opening date. For negotiated Contracts or items in a supplemental agreement, the tax change must take place after the execution date of the Contract or agreement. Within these conditions, the
Contracting Agency will adjust compensation by the actual dollar amounts of increase or decrease caused by the tax changes. If the Engineer requests it, the Contractor shall certify in writing that the Contract price does not include any extra amount to cover a possible change in taxes.

The Contracting Agency may audit the records of the Contractor as provided in Section 1-09.12, to verify any claim for compensation because of changes in laws or taxes.

1-07.3.GR1

Forest Protection and Merchantable Timber Requirements

1-07.3.INST1.GR1

Section 1-07.3 is supplemented with the following:

1-07.3.OPT1.GR1

(August 2, 2004)

The Forest Service Provisions, included in the Appendix to these Special Provisions, are made a part of this contract. The Contractor shall comply with the requirements of these Forest Service provisions at no additional cost to the Contracting Agency.

1-07.3(2).GR1

Merchantable Timber Requirements

1-07.3(2).INST1.GR1

Section 1-07.3(2) is supplemented with the following:

1-07.3(2).OPT1.GR1

(April 7, 2008)

This project contains merchantable timber.

Export Restrictions - DOT Form 410-100, Purchaser Certification for Export Restricted Timber, will be included when the contract is sent to the Contractor for execution. The form shall be completed and signed by the Contractor. The Contractor shall send the original signed form and one copy of the signed form directly to the Washington State Department of Revenue at the address on the form. The Contractor shall send one signed copy along with the other documents required by Section 1-03.3 to the Contracting Agency with the executed contract.

State Tax Requirements - It shall be the Contractor's responsibility to pay to the State Department of Revenue all taxes on harvested timber.

1-07.4.GR1

Sanitation

1-07.4(2).GR1

Health Hazards

1-07.4(2).INST1.GR1

Section 1-07.4(2) is revised to read:
This project site is known to be occupied by transients and therefore contains biological hazards and associated physical hazards. These may include, but not be limited to violent and dangerous individuals, hypodermic needles, garbage, broken glass, human and animal excrement, drug paraphernalia, and other hazards.

The Contractor shall take precautions and perform any necessary Work required to provide and maintain a safe and healthful jobsite for all workers and the public for the duration of the project in accordance with all applicable laws and contract requirements.

The Contractor shall ensure that the public, including persons who may be non-English speaking or those who may not be able to recognize potential safety and health hazards within the project area, are not harmed by the Contractors activities.

Nothing required by this Specification shall operate as a waiver of the Contractor’s responsibility for taking all steps necessary to ensure the safety of the public under Section 1-07.23 or responsibility for liability and damages under Section 1-07.14 or for any other responsibility under the Contract or as may be required by law.

Health and Safety Plan
The Contractor shall prepare a written Health and Safety Plan. The plan shall be prepared under the supervision of a certified industrial hygienist and shall incorporate all required County, State, and Federal health and safety provisions. The plan shall include requirements of the Federal Occupational Safety and Health Act of 1970 (OSHA), all amendments, and all other applicable health regulations.

Preparation of the Health and Safety Plan shall include an initial site assessment by the industrial hygienist. The plan shall break initial cleanup of the project into identifiable construction areas. The plan shall be submitted to the Engineer prior to commencing cleanup Work. At least one copy of the plan shall be posted at the work site while cleanup Work is in progress. The industrial hygienist shall perform one or more follow-up site assessments as needed to approve the site following completion of the initial site cleanup.

Public Notification
The Contractor shall furnish and install the “No Trespassing” signs shown in the Plans at locations staked by the Engineer at least 72 hours prior to performing site cleanup or any potentially hazardous Work (such as clearing or operating equipment).

At the same time that “No Trespassing” signs are posted, provide written notification of the following to the Engineer and to the chief law enforcement officer of the local governmental entity where the Work will occur:

1. The precise location of each area that is posted “No Trespassing”;
2. The date and time that each site was posted “No Trespassing”;
3. The date, time, description and duration of the Work to be performed at each site.

At least 72 hours prior to performing site cleanup in Work areas containing encampments (such as tents, makeshift dwellings, sleeping sites, or accumulations of personal property that are not refuse), the Contractor shall post a notification at each encampment area. Each notice shall:

1. Be weather resistant, and written in both English and Spanish.
2. Be affixed to each dwelling or post mounted within 10-feet of each encampment;
3. State the Prime Contractor’s company name as the entity that performed the cleanup as required by the Washington State Department of Transportation;
4. Provide the date that the notice is posted;
5. Provide date(s) and time(s) that cleanup will occur;
6. Provide the telephone number, business hours and physical address of the location where stored personal property may be claimed.
7. State that personal property will be stored for 70-days from the date of removal, and if unclaimed within that time, will be disposed of.

At the same time that notifications are posted at encampment areas, provide written notification of the schedule to perform site cleanup to the Engineer and to the following advocacy groups:

***$$1$$***

Acceptance of signs and notifications will be based on visual inspection that the sign and notifications meet these requirements.

Site Cleanup of Biological and Physical Hazards
An initial cleanup of the site, including all preparatory work required to make the worksite sanitary and safe in accordance with applicable laws and with the Contract, shall be completed to remove all individuals, encampments, and personal property from areas signed “No Trespassing”, and to address all biological and associated physical hazards present on the project. Necessary worker training, on and off site preparations, and personal protective equipment shall be provided by the Contractor to complete this Work. If aggressive or violent individuals are encountered, the Contractor shall notify the local law enforcement agency to assist them in clearing the Work area.

Site cleanup of individual areas identified in the Health and Safety Plan shall be performed no more than 30 days in advance of performing other Work in each area.
The refuse generated by the site cleanup shall become the property of the Contractor and shall be removed from the project. Personal property shall be handled as required by this Specification and applicable laws.

**Removal, Storage and Return of Personal Property**

Personal property may include radios, audio and video equipment, sleeping bags, tents, stoves and cooking utensils, lanterns, flashlights, bed rolls, tarps, foam, canvas, mats, blankets, pillows, medication, personal papers, photographs, books and other reading materials, luggage, backpacks or other storage containers, clothing, towels, shoes, toiletries and cosmetics, clocks and watches, and eye glasses. Personal property does not include building materials such as wood products, metal, or rigid plastic.

Personal property items that are not refuse, contaminated, illegal or hazardous shall be removed from the Work area and stored at a location near the project site for return to the property owner. Items shall be placed in large transparent plastic bags and stored in a manner that protects them from adverse weather and theft. Reasonable efforts shall be made to place all items from each encampment into a separate bag. Each bag shall be labeled with an inventory to include a brief description of the contents, a description of the location that it was removed from, and the date that it was removed from the Work area. The Contractor shall not open closed items of personal property unless, in its determination, it is necessary to do so to protect public safety.

The Contractor shall retain the property for 70-days.

If the name and contact information of the owner of a personal property item is identified on that item, then for a period of not less than 10-days after removing the property from the Work area, the Contractor shall attempt to notify the apparent owner of the property and make arrangements for the owner to claim the property.

The Contractor shall release the property to any individual who claims ownership provided they are able to establish ownership by identifying the property and its approximate location. The Contractor shall maintain a record of all property that is claimed. The record shall include a description of the property, the date claimed, and the name of the claimant.

If personal property is not claimed within 70-days of removal from the encampment, then the property shall become the property of the Contractor and shall be removed from the project.

**Site Preservation**

The Contractor shall preserve the site after initial cleanup of biological and physical hazards.

On a daily basis and prior to performing any Work in areas where pedestrians or encampments may be present, the Contractor shall verify that the Work area is cleared of all persons not associated with the project. Individuals may seek shelter in dumpsters, equipment, under blankets, or other places hidden from
Individuals may be disabled, or under the influence of alcohol or drugs and it should not be assumed that loud construction noise will wake them.

If the worksite becomes unsanitary or unsafe due to new encampments or new biological and associated physical hazards after initial cleanup is completed, then the Contractor shall perform additional site assessment, additional notification and additional cleanup.

The Engineer may authorize additional site preservation measures. The nature and frequency of these measures will be as agreed to by the Engineer. Additional site preservation measures may include the use of fencing, lighting, or security, provided it is approved in advance by the Engineer. Work performed without Engineer authorization will not be eligible for payment.

**Measurement**

No trespassing signs will be measured per each.

**Payment**

Payment will be made for the following bid items when they are included in the proposal:

- “No Trespassing Sign”, per each.
  The unit contract price per each “No Trespassing Sign” shall be full payment for all Work required to furnish, install, maintain and remove the signs.

  The lump sum unit contract price for “Health and Safety Plan” shall be full payment for all Work associated with the preparation and implementation of the Health and Safety Plan including the initial and follow up assessment(s) for initial site cleanup, worker training and personal protective equipment, and providing required notifications.

- "FA-Site Cleanup of Bio. And Physical Hazards", by force account as provided in Section 1-09.6.
  Removal and disposal of biological and physical hazards; removal of individuals and encampments; removal, storage, and return of personal property; disposal of unclaimed personal property; additional site assessment, notifications, worker training and personal protective equipment required after the initial site cleanup is completed; and site preservation Work authorized by the Engineer will be paid for by force account in accordance with Section 1-09.6.

For the purpose of providing a common proposal for all bidders, the Contracting Agency has entered an amount for the item “FA-Site Cleanup of Bio. And Physical Hazards” in the bid proposal to become a part of the total bid by the Contractor.
COVID-19 Health and Safety Plan (CHSP)

The Contractor shall prepare a project-specific COVID-19 health and safety plan (CHSP). The CHSP shall be prepared and submitted as a Type 2 Working Drawing prior to beginning physical work. The CHSP shall be based on the most current State and Federal requirements. If the State or Federal requirements are revised, the CHSP shall be updated as necessary to conform to the current requirements.

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

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

COVID-19 Health and Safety Plan (CHSP) Inspection

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

Environmental Regulations

Section 1-07.5 is supplemented with the following:

Environmental Commitments

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

The Contractor shall submit a written notification to the Engineer no later than 10 calendar days prior to beginning any ground disturbing activities *** $$1$$ ***. The
Contractor shall not commence any such ground disturbing activities until the monitor is present.

1-07.5.OPT1(B).FR1
(April 1, 2019)
The Contractor shall notify the Engineer a minimum of *** $$1$$ *** calendar days prior to commencing any work in sensitive areas, mitigation areas, and wetland buffers. Installation of construction fencing is excluded from this notice requirement.

1-07.5.OPT1(C).FR1
(April 1, 2019)
No *** $$1$$ *** is allowed within *** $$2$$ *** feet of *** $$3$$ ***.

1-07.5.OPT2.GR1
(August 3, 2009)

**Payment**

All costs to comply with this special provision for the environmental commitments and requirements are incidental to the contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the contract.

1-07.5(2).GR1

**State Department of Fish And Wildlife**

1-07.5(2).INST1.GR1

Section 1-07.5(2) is supplemented with the following:

1-07.5(2).OPT1.GR1
(April 2, 2018)
The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the Washington State Department of Fish and Wildlife. Throughout the work, the Contractor shall comply with the following requirements:

1-07.5(2).OPT1(A).FR1
(April 2, 2018)
The Contractor may begin Work below the Ordinary High Water Line on *** $$1$$ *** and must complete all the Work by *** $$2$$ ***.

1-07.5(2).OPT2.GR1
(April 2, 2018)
All costs to comply with this special provision are incidental to the Contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the Contract.

1-07.5(3).INST1.GR1

Section 1-07.5(3) is supplemented with the following:

1-07.5(3).OPT1.GR1
(April 2, 2018)
The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the Washington State Department of Ecology. Throughout the work, the Contractor shall comply with the following requirements:

1-07.5(3).OPT1(A).FR1
(August 3, 2009)
A mixing zone is established within which the turbidity standard is waived during actual in-water work. The mixing zone is established to only temporarily allow exceeding the turbidity criteria (such as a few hours or days) and is not authorization to exceed the turbidity standard for the entire duration of the construction. The mixing zone shall not exceed *** $$1$$ *** feet downstream from the construction area.

1-07.5(3).OPT1(B).GR1
(April 1, 2019)
Stormwater, dewatering water, or other authorized non-stormwater discharges that has come into contact with pH modifying substances such as concrete rubble, cast concrete or amended soils, need to be maintained between 6.5 – 8.5 standard units (su). If pH exceeds 8.5 su, the Contractor shall immediately discontinue work and initiate treatment to prevent discharges outside the acceptable range from occurring. All neutralization methods used shall be in accordance with the permit. Work may resume once treatment has been implemented and pH of the stormwater or authorized non-stormwater discharge is between 6.5 - 8.5 su or it can be demonstrated that high pH waters will not discharge to surface waters.

Stormwater, dewatering water, and other authorized non-stormwater discharges are monitored weekly for compliance with the turbidity benchmark (25 nephelometric turbidity units (ntu)) and the phone reporting trigger value (250 ntu) by the Contracting Agency. When the turbidity benchmark is breached, the best management practices (BMPs) installed on-site are not working adequately and need to be adapted, maintained or more BMPs shall be installed. When the turbidity phone reporting trigger value is breached, immediate action is required in order to lower the turbidity to <25 ntu or to eliminate the discharge. Daily follow-up discharge samples will be collected at all locations where a discharge of 250 ntu or higher was collected unless the discharge was stopped or eliminated.

1-07.5(3).OPT3.GR1
(February 25, 2021)

1-07.5(3).OPT2.GR1
(April 2, 2018)
All costs to comply with this special provision are incidental to the Contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the Contract.
Section 1-07.5(5) is supplemented with the following:

1-07.5(5).OPT1.GR1

(April 2, 2018)

The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the U.S. Army Corps of Engineers. Throughout the work, the Contractor shall comply with the following requirements:

1-07.5(5).OPT1(B).FR1

(February 25, 2013)

Temporary fills at *** $$1$$ *** must be removed within *** $$2$$ *** calendar days of beginning placement of these fills. This time period may be extended with approval from the Engineer. Requests to extend must be received a minimum of 45 days prior to the expiration of number of days listed above, since the extension is subject to concurrence by the U.S. Army Corps of Engineers.

1-07.5(5).OPT1(C).GR1

(February 25, 2013)

Temporary structures and dewatering of areas under the jurisdiction of the U.S. Army Corps of Engineers must maintain normal downstream flows and prevent upstream and downstream flooding to the maximum extent practicable.

1-07.5(5).OPT1(D).GR1

(August 3, 2009)

Heavy equipment working in wetlands or mudflats must be placed on mats or other measures taken to minimize soil disturbance as approved by the Engineer.

1-07.5(5).OPT1(F).GR1

(August 3, 2009 September 7, 2021)

The Contractor shall dispose of all creosoted timber, creosote piling and associated debris as shown in the Plans in accordance with current federal, state, and local regulations and provisions, and following Best Management Practices. Disposal shall be made in a landfill which meets the liner and leachate standards of the Minimum Functional Standards for Solid Waste Handling, Chapter 173-304 WAC. The Contractor shall provide receipts from the disposal facility to the Engineer. If the material is transported to a transfer station, the Contractor shall obtain documentation indicating that final disposal will comply with the standards referenced above.

1-07.5(5).OPT2.GR1

(April 2, 2018)

All costs to comply with this special provision are incidental to the Contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the Contract.
Section 1-07.5(6) is supplemented with the following:

1-07.5(6).OPT1.GR1
(April 2, 2018)
The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the U.S. Fish/Wildlife Services and the National Marine Fisheries Service. Throughout the work, the Contractor shall comply with the following requirements:

1-07.5(6).OPT1(B).GR1
(April 2, 2018)
The Contractor shall place temporary storage piles of erosive materials outside the 100-year floodplain during the rainy season (October 1 through June 1). Material that will be used within 12 hours of deposition is exempt from this requirement. The Contractor shall employ best management practices to prevent sediment delivery to waterbodies, wetlands, or conveyances that drain to such features.

1-07.5(6).OPT1(C).FR1
(April 2, 2018)
The Contractor shall not allow temporary floating work platforms to run aground. Anchors and chains shall never contact fish spawning areas in freshwater or eelgrass, kelp, macro algae, or intertidal wetlands as indicated in the Plans. Shading eelgrass, kelp, or macro algae beds by work platforms shall not exceed *** $$1$$ *** days.

1-07.5(6).OPT1(D).GR1
(April 2, 2018)
The Contractor shall provide concrete truck chute cleanout areas to contain fresh concrete and wash water. The Contractor shall dispose of the waste material at a facility permitted to take such waste.

1-07.5(6).OPT1(E).GR1
(April 2, 2018)
The Contractor shall not use creosote-treated wood below the Ordinary High Water Mark.

1-07.5(6).OPT1(F).GR1
(April 2, 2018)
The Contractor shall remove piles by directly pulling, using vibratory devices, or by cutting the piles below ground level to minimize localized turbidity. If use of a clamshell bucket is necessary due to pile breakage, turbidity curtains will be employed by the Contractor.

1-07.5(6).OPT1(G).GR1
(April 2, 2018)
The Contractor shall remove piles and place them directly into a receptacle that prevents sediment or other material from entering waters of the state.

1-07.5(OPT1(H)).FR1
(April 2, 2018)
Contracting Agency staff will monitor sound pressure during in-water pile driving of steel piles, including H-piles, and sheet piles. Results that exceed *** $$1$$*** will require the Contractor to adjust work methods or employ additional best practices to safely proceed.

1-07.5(OPT1(I)).FR1
(April 2, 2018)
The Contractor shall direct temporary lights for night work away from *** $$1$$***.

1-07.5(OPT1(J)).FR1
(April 2, 2018)
The Contractor shall conduct night work only during the period from 2 hours after sunset to 2 hours before sunrise. Setting up and taking down traffic control are exempt from these time restrictions. Refer to the following website, using the City of *** $$1$$*** for sunrise and sunset times:

http://www.sunrisesunset.com/usa/washington.asp

1-07.5(OPT1(K)).FR1
(April 2, 2018)
The Contractor shall conduct night work only during the period from 1 hour after sunset to 1 hour before sunrise. Setting up and taking down traffic control are exempt from these time restrictions. Refer to the following website, using the City of *** $$1$$*** for sunrise and sunset times:

http://www.sunrisesunset.com/usa/washington.asp

1-07.5(OPT1(M)).FR1
(April 2, 2018)
When night and day time work is required, the Contractor shall not perform work from 1 hour before sunrise to 2 hours after sunrise and no work from 2 hours before sunset to 1 hour after sunset. Setting up and taking down traffic control are exempt from these time restrictions. Refer to the following website, using the City of *** $$1$$*** for sunrise and sunset times:

http://www.sunrisesunset.com/usa/washington.asp
When night and day time work is required, the Contractor shall not perform work from 1 hour before sunrise to 2 hours after sunrise. Setting up and taking down traffic control are exempt from these time restrictions. Refer to the following website, using the City of *** $1$ *** for sunrise and sunset times:

http://www.sunrisesunset.com/usa/washington.asp

The Contractor shall develop a Type 2 Working Drawing to ensure that trash and food waste is collected daily and contained in secured garbage receptacles.

Between April 1 and September 22, the Contractor *** $1$ *** are restricted to between two hours after sunrise and two hours before sunset. Setting up and taking down traffic control are exempt from these time restrictions. Refer to the following website, using the City of *** $2$ *** for sunrise and sunset times:

http://www.sunrisesunset.com/usa/washington.asp

Galvanizing and zinc coatings shall not be used below the 100 year mean recurrence interval water surface.

Bird Protection and Monitoring

Description

This Work includes preparing a Project-specific Bird Projection Plan, implementation of the Bird Protection Plan, updating the Bird Protection Plan, surveying, monitoring, and reporting of bird activity, actions required in the event nests and species are surveyed and encountered, and Contractor training.

Construction Requirements

No onsite Work may begin on the Project until the Bird Protection Plan has been accepted by the Engineer.

The Contractor shall maintain a copy of the Bird Protection Plan at the Work site and update as necessary to reflect the conditions as the Work progresses.

The Contractor shall take precautions to prevent birds from nesting on bridges or other structures that would be demolished, modified, or disturbed by Project construction.
The Contractor shall conduct site monitoring and shall report the results of their inspections. From March 15 to September 15, the Contractor shall conduct, at minimum, three inspections during the work week; once on Monday, Wednesday, and Friday, to identify nest starts. The Contractor shall indicate their intended inspection schedule in their Bird Protection Plan.

The Contractor shall remove nest starts as soon as they are discovered in accordance with their Project-specific Bird Protection Plan. If an active nest (i.e., one that has eggs or chicks) is found, the Contractor must immediately stop all associated Work and contact the Engineer before implementing the relevant Project-specific Bird Protection Plan measures. Active nest removal shall not proceed prior to notifying to and receiving approval from the Engineer.

The Contractor shall notify the Engineer if a raptor nest is discovered or suspected. If a raptor nest (including unoccupied ones outside the breeding season) is found, it shall not be removed.

From September 16 to March 14, the Contractor may discontinue weekly inspections and reports, but shall remove old nests in accordance with the Project-specific Bird Protection Plan. In the rare instance that an active nest is discovered during this time, the Migratory Bird Treaty Act (MBTA) requirements apply and the Contractor must adhere to the Project-specific Bird Protection Plan and applicable Contract provisions. However, the Contractor shall not be responsible for the removal of active nests during this time period.

The Contractor shall train all project staff. The Contractor shall provide a list of training for all Project staff as part of their Bird Protection Plan. The Contractor training shall include an overview of the MBTA and the Bald and Golden Eagle Protection Act, how to identify nesting activity, and what to do if a nest is discovered.

**Submittals**
The Contractor shall prepare a Project-specific Bird Protection Plan and submit it to the Engineer no later than 10 days after the execution of the Contract. The Plan shall be a Type 2 Working Drawing and apply to *** $$1$$ *** during the active nesting season described as March 15 to September 15.

The Contractor’s Project-specific Bird Protection Plan shall be prepared and implemented by a qualified biologist. The biologist shall be available to work during day or night to lead, direct, or carry out monitoring, inspection, and activities described in the Project-specific Bird Protection Plan. The Bird Protection Plan shall include the following information on the biologist:

1. Evidence of the qualification for the designated Biologist and a backup Biologist. The evidence of qualification will include at a minimum a bachelor’s degree in biology, zoology, natural
resource management, environmental science, or a related degree with a science emphasis.

2. Resumé of each biologists' work experience including:
   a. Description of applicable projects over a five-year period to include a description of the work experience to identify birds and bird nests with the associated projects.
   b. Duration of each project including start date and finish date.
   c. Position held for each applicable project.
   d. Location of each project to include 2 years in the Pacific Northwest.
   e. References, including the name and contact information for each project.

The Project-specific Bird Protection Plan shall also include:

1. Bird species identified by the Contracting Agency in the MBTA Assessment Report (Appendix *** $$2$$ ***).
2. Precautions taken or to be taken to prevent birds from nesting on bridges or other structures that would be demolished, modified, or disturbed by project construction.
3. Methods, materials, and equipment used to remove nest starts, which are described as partial or complete nests that don't contain eggs or chicks.
4. Containment methods to prevent removed nesting materials from contributing to air or water pollution.
5. Disposal of nesting materials removed in accordance with Section 2-03.3(7)C.
6. Communicating, notifying, and documenting:
   a. Name and contact information of the Contractor's qualified biologist and one qualified emergency back-up biologist.
   b. Name and contact information of the Engineer.
   c. Describe notification, communication, and documentation procedures to follow in the event an active nest (i.e., one that has eggs or chicks) or unanticipated species upon the discovery of a nest.
d. Describe notification to follow in the event a raptor nest (even unoccupied ones outside the breeding season) is discovered.

7. The list of Contractor employees that have received Bird Protection training.

Once a week, the Contractor shall submit a Type 1 Working Drawing to the Engineer, detailing their findings from the prior week’s inspections.

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

“Bird Protection and Monitoring”, Lump Sum.
The lump sum Contract price for “Bird Protection and Monitoring” shall be full pay for all the Work as specified.

1-07.6.GR1

Permits and Licenses

1-07.6.INST1.GR1

Section 1-07.6 is supplemented with the following:

1-07.6.OPT1.FR1

(January 2, 2018)
The Contracting Agency has obtained the below-listed permit(s) for this project. A copy of the permit(s) is attached as an appendix for informational purposes. Copies of these permits, including a copy of the Transfer of Coverage form, when applicable, are required to be onsite at all times.

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

*** $$1$$ ***

1-07.6.OPT3.GB1

United States Coast Guard

1-07.6.OPT3(A).FB1

(September 3, 2019)
The Contracting Agency has obtained a United States Coast Guard Bridge Permit *** $$1$$ $$*** for this project.
The Contractor shall furnish, install, maintain, and remove all temporary navigation lights, signs, signals, and any other warning devices required by the Coast Guard and as required for public safety on all falsework, cofferdams, or other temporary structure in the waterway.

The Contractor shall comply with all Coast Guard requirements inclusive of the following Bridge Permit conditions:

1. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, 13th Coast Guard District, prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in the District Commander's judgment the construction work has reached a point where such action should be taken, but in no case later than 90 calendar days after the bridge has been opened to traffic.

2. *** $$2$$ ***

The Contractor shall notify the Coast Guard in writing, with a copy to the Engineer, of the work start date at least seven calendar days before beginning any site work and shall at that time designate the Contractor's authorized representative, and work phone number, for coordination on matters that relate to Coast Guard approvals and requirements.

The Contractor's applications for required Coast Guard construction approvals for this project shall include, but not be limited to, cofferdams, falsework, temporary navigation lighting, work bridges, and other obstructions. These applications shall be submitted to the Coast Guard by the Contractor, with a copy to the Engineer, a minimum of 30 calendar days in advance of the scheduled work. A schedule of when the work is to be performed and when the obstructions are to be permanently removed shall be a part of the Contractor's application.

The Contractor shall provide the Coast Guard and the Engineer with prompt verbal notice, followed by written notice, of any subsequent changes to this proposed schedule.

A copy of all Coast Guard approvals shall be provided to the Engineer upon receipt but not later than prior to beginning work on the items of work involved.

By the 20th of each month, the Contractor shall furnish the Engineer a schedule of the work expected to be performed in the next two months. The Engineer will transmit this information through the Bridge and Structures Office to the Coast Guard so that interested users of the waterway can be notified.

The Coast Guard contact is:

Bridge Administrator
All costs in connection with furnishing, installing, maintaining, and removing temporary navigation lights, signs, signals, or other warning devices shall be included in the contract prices for the items of work involved.

All costs incurred in obtaining the required Coast Guard approvals and in complying with all requirements specified herein shall be included in the contract prices for the items of work involved.

All costs in connection with delays in the construction caused by the Contractor's failure to obtain the necessary Coast Guard approvals shall be at the Contractor's expense.

1-07.6.OPT3(B).GB1
(September 3, 2019)
The Contractor shall comply with all United States Coast Guard requirements.

The Contractor shall submit a Type 3 Working Drawing consisting of a Navigation Work Plan at least 60-calendar days prior to beginning activities and operations affecting any part of the waterway in the vicinity of the bridge work. The Navigation Work Plan shall include, at a minimum, the following:

1. Lead Contractor contact for the project, with associated email and phone number.

2. Scheduled on-site start work date and finish work date.

3. Days and times of operation over the nominal work week.

4. Dates and times of stages of work, as applicable for operations involving sequential or staged activities.

5. Location of the Work by latitude and longitude, river mile, and geographic point of land, with latitude and longitude expressed in degrees, minutes, seconds, and thousandths of seconds.

6. Identification and description of barges, vessels and equipment present in the waterway, if any, to facilitate operations. The description shall include vessel type, vessel name (as applicable), means of voice contact (VHF frequencies, cell phone number, etc.) to the vessel, means of anchoring and mooring the vessel and the location of such anchoring and mooring, the extent to which the vessel is encroaching into the defined navigation channel, and lighting support vessels in accordance with the Coast Guard Rules of the Road as applicable.

7. Point of contact phone number available for 24-hour-seven-days-a-week contact from local mariners through the duration of the project.
8. Detailed identification of work operation hazards to mariners, if any, created by operations (cables, buoys, machinery, tools, tows, containment and platform structures, falling debris, etc.), including details such as size, diameter, color as applicable.

9. Precautions regarding the in-water vessels, equipment, and work operation hazards, if any, affecting local mariners such as operating speed and wake, clearance distance, etc.

10. Systems and equipment causing a reduction in the available vertical clearance beneath the bridge, if any, such as containment and platform systems and supports and the equipment necessary to install, maintain, and remove such systems, and the identification of any falling debris hazard to waterway traffic.

11. Description of advisory signage and lighting to be implemented by the Contractor to advise local mariners of the operations, reduced clearances, and presence of work operation hazards, as applicable. The description shall include the advisory message, and placement and orientation of the signage and flashing amber lighting (4-seconds/15 per minute).

The Engineer will submit the Navigation Work Plan to the US Coast Guard contact identified below for concurrent review. Approval from the US Coast Guard and the Engineer is required prior to the US Coast Guard issuing a Local Notice to Mariners advising of the operations, and allowing the operations to commence.

The Contractor shall contact the US Coast Guard for requirements related to the mooring of barges, placement of log booms, and all other equipment that could be a hazard to waterway users.

Provisions shall be made for the removal, on 2 hours notice, of all equipment that would block or partially block, the navigable portion of the waterway.

The US Coast Guard contact is:

Bridge Administrator
Thirteenth Coast Guard District
915 Second Avenue Suite 3510
Seattle, WA 98174-1067
D13-pf-d13bridges@uscg.mil
Telephone: (206) 220-7282

All costs incurred in contacting the US Coast Guard and in complying with all the requirements specified herein shall be included in the contract prices for the items of work involved.

All costs in connection with delays in the construction caused by the Contractor's failure to contact the US Coast Guard shall be at the Contractor's expense.

1-07.7.GR1

Load Limits
Section 1-07.7 is supplemented with the following:

1-07.7.OPT1.GR1
(March 13, 1995)
Except for the load limit restrictions specified in Section 1-07.7(2), the Contractor may operate vehicles which exceed the legal gross weight limitations without special permits or payment of additional fees provided such vehicles are employed in the construction and within the limits of this project.

Subparagraph 1 of the second paragraph of Section 1-07.7(1) is deleted.

1-07.7.OPT2.FR1
(March 13, 1995)
Except for the load limit restrictions specified in Section 1-07.7(2), and as outlined below, the Contractor may operate vehicles which exceed the legal gross weight limitations without special permits or payment of additional fees provided such vehicles are employed in the construction and within the limits of this project.

Subparagraph 1 of the second paragraph of Section 1-07.7(1) is deleted.

The Contractor shall not operate vehicles which exceed the maximum gross weight provided by law within the following areas of this project:

*** $$1$$ ***

1-07.7.OPT3.FR1
(March 13, 1995)
The State has made arrangements with *** $$1$$ *** for the Contractor's use of the *** $$2$$ *** shown in the Plans as a haul route for materials coming from *** $$3$$ *** Site *** $$4$$ *** and used on this project. The Contractor shall comply with all existing legal restrictions.

If the Contractor selects different haul routes than those designated, the Contractor shall, at the Contractor's expense, make all arrangements for the use of the haul routes.

1-07.7.OPT4.FR1
(March 13, 1995)
The Contractor shall also comply with the further restrictions imposed by the owner of the roads as follows:

*** $$1$$ ***

1-07.7.OPT5.GR1
(March 13, 1995)
Whenever the Contractor obtains materials from a source other than that provided by the Contracting Agency, or provides a source for materials not designated to come from a source provided by the State and the location of the source necessitates hauling on other than State Highways, the Contractor shall, at the Contractor's expense, make all arrangements for the use of the haul routes.
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.

**Wages**

**General**

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

1-07.9(1).OPT1.GR1

(January 13, 2021)

The Federal wage rates incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. WA20210001.

The State rates incorporated in this contract are applicable to all construction activities associated with this contract.

1-07.9(1).OPT2.FR1

(January 13, 2021)

The Federal wage rates for Highway Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. WA20210001. These rates are applicable to highway construction.

The Federal wage rates for Building Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. *** $$1$$ ***. These rates are applicable to building construction.

The State rates incorporated in this contract are applicable to all construction activities associated with this contract.

1-07.9(1).OPT3.FR1

(May 11, 2010)

The Federal wage rates for Building Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. *** $$1$$ ***. These rates are applicable to building construction.

The State rates incorporated in this contract are applicable to all construction activities associated with this contract.
Application of Wage Rates for the Occupation of Landscape Construction

State prevailing wage rates for public works contracts are included in this contract and show a separate listing for the occupation:

Landscape Construction, which includes several different occupation descriptions such as: Irrigation and Landscape Plumbers, Irrigation and Landscape Power Equipment Operators, and Landscaping or Planting Laborers.

In addition, federal wage rates that are included in this contract may also include occupation descriptions in Federal Occupational groups for work also specifically identified with landscaping such as:

Laborers with the occupation description, Landscaping or Planting, or

Power Equipment Operators with the occupation description, Mulch Seeding Operator.

If Federal wage rates include one or more rates specified as applicable to landscaping work, then Federal wage rates for all occupation descriptions, specific or general, must be considered and compared with corresponding State wage rates. The higher wage rate, either State or Federal, becomes the minimum wage rate for the work performed in that occupation.

Contractors are responsible for determining the appropriate crafts necessary to perform the contract work. If a classification considered necessary for performance of the work is missing from the Federal Wage Determination applicable to the contract, the Contractor shall initiate a request for approval of a proposed wage and benefit rate. The Contractor shall prepare and submit Standard Form 1444, Request for Authorization of Additional Classification and Wage Rate available at http://www.wdol.gov/docs/sf1444.pdf, and submit the completed form to the Engineer’s office. The presence of a classification wage on the Washington State Prevailing Wage Rates For Public Works Contracts does not exempt the use of form 1444 for the purpose of determining a federal classification wage rate.

The Federal wage rates for Highway Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. WA20210001. These rates are applicable to highway construction.

The Federal wage rates for Heavy Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. *** $$1$$ ***. These rates are applicable to heavy construction.

The State rates incorporated in this contract are applicable to all construction activities associated with this contract.
1
1-07.9(1).OPT6.FR1

(January 13, 2021)

The Federal wage rates for Highway Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. WA20210001. These rates are applicable to highway construction.

The Federal wage rates for Heavy Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. *** $$1$$ ***. These rates are applicable to heavy construction.

The Federal wage rates for Building Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. *** $$2$$ ***. These rates are applicable to building construction.

The State rates incorporated in this contract are applicable to all construction activities associated with this contract.

1-07.9(3).GR1

Apprentices

1-07.9(3).INST1.GR1

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

1-07.9(3).OPT1.GR1

(January 6, 2020)

Apprentice Utilization

This Contract includes an Apprentice Utilization Requirement. No less than 15 percent of project Labor Hours shall be performed by Apprentices.

Definitions

For the purposes of this specification the following definitions apply:

1. Apprentice is a person enrolled in a State-approved Apprenticeship Training Program.

2. Apprentice Utilization Requirement is the Apprentice labor hours expressed as a percentage of the project Labor Hours.

3. Good Faith Effort (GFE) is used if the Contractor doesn’t meet the Apprentice Utilization Requirement. It describes the Contractor’s efforts to meet the Apprentice Utilization Requirement including but not necessarily limited to the specific steps as described elsewhere in this specification.

4. Labor Hours are the total hours performed by all workers receiving an hourly wage who are directly employed upon the project including hours performed by workers employed by the Contractor and all Subcontractors.
Labor Hours do not include hours performed by foremen, superintendents, owners, and workers who are not subject to prevailing wage requirements.

5. **State-approved Apprenticeship Training Program** is an apprenticeship training program approved by the Washington State Apprenticeship Council.

**Electronic Reporting**
The Contractor shall use the State L&I online Prevailing Wage Intent & Affidavit (PWIA) System to submit the “Apprentice Utilization Plan” and “Good Faith Effort” documentation. Reporting instructions are available in the application.

**Apprentice Utilization Plan**
The Contractor shall submit an “Apprentice Utilization Plan” by filling out the Apprentice Utilization Plan Form (WSDOT Form 424-004) within 30 calendar days of execution, demonstrating how and when they intend to achieve the Apprentice Utilization Requirement. The Plan shall be in sufficient detail for the Engineer to track the Contractor’s progress in meeting the utilization requirements and be updated and resubmitted as the Work progresses or when ordered by the Engineer.

If the Contractor is unable to demonstrate ability to meet the Apprentice Utilization Requirement in their Apprentice Utilization Plan, they must submit GFE documentation to the State L&I online PWIA System for review and comment with their Apprentice Utilization Plan. The Contractor shall actively seek out opportunities to meet the Apprentice Utilization Requirement during the construction Work.

**Contacts**
The Contractor may obtain information on State-approved Apprenticeship Training Programs by contacting the Department of Labor and Industries at:

Specialty Compliance And Services Division, Apprenticeship Section, P.O. Box 44530, Olympia, WA 98504-4530 or by phone at (360) 902-5320.

**Compliance**
In the event that the Contractor is unable to achieve the Apprentice Utilization Requirement, the Contractor shall submit to the State L&I online PWIA System GFE documentation for review and approval. The GFE documentation shall be submitted after Substantial Completion but no later than 30 days after Physical Completion. If GFE documentation was previously submitted as part of the Apprentice Utilization Plan, it shall be updated and resubmitted after Substantial Completion but no later than 30 days after Physical Completion.

If the Contractor fails to submit GFE documentation or if the Engineer does not approve the GFE, the Contractor will be subject to disciplinary actions as allowed under WAC 468-16-180.

**Good Faith Efforts**
The GFE shall describe in detail why the Contractor is not or was not able to attain the Apprentice Utilization Requirement. The GFE documentation shall address one or more of the following areas:
1. Correspondence on solicitation of Apprentices from a State-approved Apprenticeship Training Program(s), and the response from the solicited State-Approved Apprenticeship Training Program(s) when there is a lack of availability of Apprentices.

2. Provide documentation that shows Contract requirements for TERO, Special Training or Disadvantage Business Enterprise requirements affect the ability to obtain Apprentice Labor Hours on the Contract.

3. Provide documentation demonstrating what efforts the Contractor has taken to require Subcontractors to solicit and employ Apprentices. Documentation could be posters placed on site, emphasis in subcontracts about employing Apprentices, letters, memos or other correspondence from Contractor to Subcontractor that put an emphasis on employing Apprentices.

Contractors may receive a GFE credit for graduated Apprentice hours through the end of the calendar year for all projects worked on as long as the Apprentice remains continuously employed with the same Contractor they were working for when they graduated. If an Apprentice graduates during employment on a project of significant duration, they may be counted towards a GFE credit for up to one year after their graduation or until the end of the project (whichever comes first). Determination of whether or not Contract requirements were met in good faith will be made by subtracting the hours from the journeyman total reported hours for the project and adding them to the apprentice hour total. If the new utilization percentage meets the Contract requirement, the Contractor will be reported as meeting the requirement in good faith.

Payment
All costs incurred by the Contractor for complying with this specification shall be included in the Contract prices for the Bid items of Work involved.

1-07.11.GR1

Requirements for Nondiscrimination

1-07.11.INST1.GR1

Section 1-07.11 is supplemented with the following:

1-07.11.OPT1.GR1

(September 3, 2019)

Requirement for Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246)

2. The goals and timetables for minority and female participation set by the Office of Federal Contract Compliance Programs, expressed in percentage terms for the Contractor's aggregate work force in each construction craft and in each trade on all construction work in the covered area, are as follows:

### Women - Statewide

<table>
<thead>
<tr>
<th>Timetable</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Until further notice</td>
<td>6.9%</td>
</tr>
</tbody>
</table>

### Minorities - by Standard Metropolitan Statistical Area (SMSA)

**Spokane, WA:**
- **SMSA Counties:**
  - Spokane, WA: 2.8
  - WA Spokane.
- **Non-SMSA Counties:**
  - WA Adams; WA Asotin; WA Columbia; WA Ferry; WA Garfield; WA Lincoln, WA Pend Oreille; WA Stevens; WA Whitman.

**Richland, WA**
- **SMSA Counties:**
  - Richland Kennewick, WA: 5.4
  - WA Benton; WA Franklin.
- **Non-SMSA Counties:**
  - WA Walla Walla.

**Yakima, WA:**
- **SMSA Counties:**
  - Yakima, WA: 9.7
  - WA Yakima.
- **Non-SMSA Counties:**
  - WA Chelan; WA Douglas; WA Grant; WA Kittitas; WA Okanogan.

**Seattle, WA:**
- **SMSA Counties:**
  - Seattle Everett, WA: 7.2
  - WA King; WA Snohomish.
  - Tacoma, WA: 6.2
  - WA Pierce.
- **Non-SMSA Counties:**
  - WA Clallam; WA Grays Harbor; WA Island; WA Jefferson; WA Kitsap; WA Lewis; WA Mason; WA Pacific; WA San Juan; WA Skagit; WA Thurston; WA Whatcom.
Portland, OR:

SMSA Counties:
  Portland, OR-WA  4.5
  WA Clark.
Non-SMSA Counties  3.8
  WA Cowlitz;  WA Klickitat;  WA Skamania;  WA Wahkiakum.

These goals are applicable to each nonexempt Contractor’s total on-site construction workforce, regardless of whether or not part of that workforce is performing work on a Federal, or federally assisted project, contract, or subcontract until further notice. Compliance with these goals and time tables is enforced by the Office of Federal Contract compliance Programs.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, in each construction craft and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goal shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Office of Federal Contract Compliance Programs (OFCCP) within 10 working days of award of any construction subcontract in excess of $10,000 or more that are Federally funded, at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the Subcontractor; employer identification number of the Subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the contract is to be performed. The notification shall be sent to:

  U.S. Department of Labor
  Office of Federal Contract Compliance Programs Pacific Region
  Attn: Regional Director
  San Francisco Federal Building
  90 – 7th Street, Suite 18-300
  San Francisco, CA 94103(415) 625-7800 Phone
  (415) 625-7799 Fax

4. As used in this Notice, and in the contract resulting from this solicitation, the Covered Area is as designated herein.

Standard Federal Equal Employment Opportunity Construction Contract Specifications (Executive Order 11246)

1. As used in these specifications:
a. Covered Area means the geographical area described in the solicitation from which this contract resulted;

b. Director means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;

c. Employer Identification Number means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U. S. Treasury Department Form 941;

d. Minority includes:

   (1) Black, a person having origins in any of the Black Racial Groups of Africa.

   (2) Hispanic, a fluent Spanish speaking, Spanish surnamed person of Mexican, Puerto Rican, Cuban, Central American, South American, or other Spanish origin.

   (3) Asian or Pacific Islander, a person having origins in any of the original peoples of the Pacific rim or the Pacific Islands, the Hawaiian Islands and Samoa.

   (4) American Indian or Alaskan Native, a person having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.

2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractor's failure to take good faith effort to achieve the Plan goals and timetables.
4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of this Special Provision. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in geographical areas where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its action. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

   a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

   b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

   c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such
individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the Contractor may have taken.

d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunity and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the U.S. Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with on-site supervisory personnel such as Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor
shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's work force.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.

l. Conduct, at least annually, an inventory and evaluation of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are nonsegregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the Contractor is a member and participant, may be asserted as fulfilling any one or more of the obligations under 7a through 7p of this Special Provision provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensure that the concrete benefits of the program are reflected in the Contractor's minority and female work-force participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrate the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.
9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).

10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspensions, terminations and cancellations of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of this Special Provision, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the government and to keep records. Records shall at least include, for each employee, their name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, the Contractors will not be required to maintain separate records.

15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).
16. Additional assistance for Federal Construction Contractors on contracts administered by Washington State Department of Transportation or by Local Agencies may be found at:

Washington State Dept. of Transportation  
Office of Equal Opportunity  
PO Box 47314  
310 Maple Park Ave. SE  
Olympia WA  
98504-7314  
Ph: 360-705-7090  
Fax: 360-705-6801  
http://www.wsdot.wa.gov/equalopportunity/default.htm

Disadvantaged Business Enterprise Participation  

The Disadvantaged Business Enterprise (DBE) requirements of 49 CFR Part 26 and USDOT’s official interpretations (i.e., Questions & Answers) apply to this Contract. As such, the requirements of this Contract are to make affirmative efforts to solicit DBEs, provide information on who submitted a Bid or quote and to report DBE participation monthly as described elsewhere in these Contract Provisions. No preference will be included in the evaluation of Bids/Proposals, no minimum level of DBE participation shall be required as a Condition of Award and Bids/Proposals may not be rejected or considered non-responsive on that basis.

DBE Abbreviations and Definitions  

Broker – A business firm that provides a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, or supplies required for the performance of the Contract, or, persons/companies who arrange or expedite transactions.

Certified Business Description – Specific descriptions of work the DBE is certified to perform, as identified in the Certified Firm Directory, under the Vendor Information page.


Commercially Useful Function (CUF)  

49 CFR 26.55(c)(1) defines commercially useful function as: “A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and...
quantity, ordering the material, and installing (where applicable) and paying for
the material itself. To determine whether a DBE is performing a commercially
useful function, you must evaluate the amount of work subcontracted, industry
practices, whether the amount the firm is to be paid under the contract is
commensurate with the work it is actually performing and the DBE credit
claimed for its performance of the work, and other relevant factors."

Contract – For this Special Provision only, this definition supplements Section
1-01.3. 49 CFR 26.5 defines contract as: "... a legally binding relationship
obligating a seller to furnish supplies or services (including, but not limited to,
construction and professional services) and the buyer to pay for them. For
purposes of this part, a lease is considered to be a contract."

Disadvantaged Business Enterprise (DBE) – A business firm certified by the
Washington State Office of Minority and Women's Business Enterprises, as
meeting the criteria outlined in 49 CFR 26 regarding DBE certification.—A
Underutilized Disadvantaged Business Enterprise (UDBE) firm is a subset of
DBE.

Force Account Work – Work measured and paid in accordance with Section
1-09.6.

Manufacturer (DBE) – A DBE firm that operates or maintains a factory or
establishment that produces on the premises the materials, supplies, articles,
or equipment required under the Contract. A DBE Manufacturer shall produce
finished goods or products from raw or unfinished material or purchase and
substantially alters goods and materials to make them suitable for construction
use before reselling them.

Regular Dealer (DBE) – A DBE firm that owns, operates, or maintains a store,
warehouse, or other establishment in which the materials or supplies required
for the performance of a Contract are bought, kept in stock, and regularly sold
to the public in the usual course of business. To be a Regular Dealer, the DBE
firm must be an established regular business that engages in as its principal
business and in its own name the purchase and sale of the products in question.
A Regular Dealer in such items as steel, cement, gravel, stone, and petroleum
products need not own, operate or maintain a place of business if it both owns
and operates distribution equipment for the products. Any supplementing of
regular dealers’ own distribution equipment shall be by long-term formal lease
agreements and not on an ad-hoc basis. Brokers, packagers, manufacturers’
representatives, or other persons who arrange or expedite transactions shall
not be regarded as Regular Dealers within the meaning of this definition.

DBE Goals
No DBE goals have been assigned as part of this Contract.

Affirmative Efforts to Solicit DBE Participation
The Contractor shall not discriminate on the grounds of race, color, sex, national
origin, age, or disability in the selection and retention of subcontractors, including
procurement of materials and leases of equipment. DBE firms shall have an equal
opportunity to compete for subcontracts in which the Contractor enters into pursuant to this Contract.

Contractors are encouraged to:

1. Advertise opportunities for Subcontractors or suppliers in a timely and reasonably designed manner to provide notice of the opportunity to DBEs capable of performing the Work. All advertisements should include a Contract Provision encouraging participation by DBE firms. This may be accomplished through general advertisements (e.g. newspapers, journals, etc.) or by soliciting Bids/Proposals directly from DBEs.

2. Establish delivery schedules that encourage participation by DBEs and other small businesses.

3. Participate with a DBE as a joint venture.

DBE Eligibility/Selection of DBEs for Reporting Purposes Only
Contractor may take credit for DBEs utilized on this Contract only if the firm is certified for the Work being performed, and the firm performs a commercially useful function (CUF).

Absent a mandatory goal, all DBE participation that is attained on this project will be considered as “race neutral” participation and shall be reported as such.

Crediting DBE Participation
All DBE Subcontractors shall be certified before the subcontract on which they are participating is executed.

Be advised that although a firm is listed in the directory, there are cases where the listed firm is in a temporary suspension status. The Contractor shall review the OMWBE Suspended DBE Firms list. A DBE firm that is included on this list may not enter into new contracts that count towards participation.

DBE participation is only credited upon payment to the DBE.

The following are some definitions of what may be counted as DBE participation.

**DBE Prime Contractor**
Only take credit for that portion of the total dollar value of the Contract equal to the distinct, clearly defined portion of the Work that the DBE Prime Contractor performs with its own forces and is certified to perform.

**DBE Subcontractor**
Only take credit for that portion of the total dollar value of the subcontract equal to the distinct, clearly defined portion of the Work that the DBE performs with its own forces. The value of work performed by the DBE includes the cost of supplies and materials purchased by the DBE and equipment leased by the DBE, for its work on the contract. Supplies, materials or equipment obtained by a DBE that are not utilized or incorporated in the contract work by the DBE will not be eligible for DBE credit.
The supplies, materials, and equipment purchased or leased from the Contractor or its affiliate, including any Contractor’s resources available to DBE subcontractors at no cost, shall not be credited.

DBE credit will not be given in instances where the equipment lease includes the operator. The DBE is expected to operate the equipment used in the performance of its work under the contract with its own forces. Situations where equipment is leased and used by the DBE, but payment is deducted from the Contractor’s payment to the DBE is not allowed.

If a DBE subcontractors a portion of the Work of its contract to another firm, the value of the subcontracted Work may be credited only if the DBE’s Lower-Tier Subcontractor is also a DBE. Work subcontracted to a non-DBE shall not be credited.

Count expenditures toward race/gender-neutral participation only if the DBE is performing a CUF on the contract.

**DBE Subcontract and Lower Tier Subcontract Documents**

There must be a subcontract agreement that complies with 49 CFR Part 26 and fully describes the distinct elements of Work committed to be performed by the DBE. The subcontract agreement shall incorporate requirements of the primary Contract. Subcontract agreements of all tiers, including lease agreements shall be readily available at the project site for the Engineer review.

**DBE Service Provider**

The value of fees or commissions charged by a DBE Broker, a DBE behaving in a manner of a Broker, or another service provider for providing a bona fide service, such as professional, technical, consultant, managerial services, or for providing bonds or insurance specifically required for the performance of the contract will only be credited as DBE participation, if the fee/commission is determined by the Contracting Agency to be reasonable and the firm has performed a CUF.

**Temporary Traffic Control**

If the DBE firm is being utilized in the capacity of only “Flagging”, the DBE firm must provide a Traffic Control Supervisor (TCS) and flagger, which are under the direct control of the DBE. The DBE firm shall also provide all flagging equipment (e.g., paddles, hard hats, and vests).

If the DBE firm is being utilized in the capacity of “Traffic Control Services”, the DBE firm must provide a TCS, flaggers, and traffic control items (e.g., cones, barrels, signs, etc.) and be in total control of all items in implementing the traffic control for the project. In addition, if the DBE firm utilizes the Contractor’s equipment, such as Transportable Attenuators and Portable Changeable Message Signs (PCMS) no DBE credit can be taken for supplying and operating the items.
Trucking

DBE trucking firm participation may only be credited as DBE participation for the value of the hauling services, not for the materials being hauled unless the trucking firm is also certified as a supplier. In situations where the DBE’s work is priced per ton, the value of the hauling service must be calculated separately from the value of the materials in order to determine DBE credit for hauling.

The DBE trucking firm must own and operate at least one licensed, insured and operational truck on the contract. The truck must be of the type that is necessary to perform the hauling duties required under the contract. The DBE receives credit for the value of the transportation services it provides on the Contract using trucks it owns or leases, licenses, insures, and operates with drivers it employs.

The DBE may lease additional trucks from another DBE firm. The Work that a DBE trucking firm performs with trucks it leases from other certified DBE trucking firms qualify for 100% DBE credit.

The trucking Work subcontracted to any non-DBE trucking firm will not receive credit for Work done on the project. The DBE may lease trucks from a non-DBE truck leasing company, but can only receive credit as DBE participation if the DBE uses its own employees as drivers.

DBE credit for a truck broker is limited to the fee/commission that the DBE receives for arranging transportation services.

Truck registration and lease agreements shall be readily available at the project site for the Engineer review.

DBE Manufacturer and DBE Regular Dealer

One hundred percent (100%) of the cost of the manufactured product obtained from a DBE Manufacturer can count as DBE participation.

Sixty percent (60%) of the cost of materials or supplies purchased from a DBE Regular Dealer may be credited as DBE participation. If the role of the DBE Regular Dealer is determined to be that of a pass-through, then no DBE credit will be given for its services. If the role of the DBE Regular Dealer is determined to be that of a Broker, then DBE credit shall be limited to the fee or commission it receives for its services. Regular Dealer status and the amount of credit is determined on a Contract-by-Contract basis.

Regular Dealer DBE firms must be approved before being used on a project. The WSDOT Approved Regular Dealer list published on WSDOT’s Office of Equal Opportunity (OEO) web site must include the specific project for which approval is being requested. The Regular Dealer must submit the Regular Dealer Status Request form a minimum of five days prior to being utilized on the specific project.

Purchase of materials or supplies from a DBE which is neither a manufacturer nor a regular dealer, (i.e. Broker) only the fees or commissions charged for
assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, can count as DBE participation provided the fees are not excessive as compared with fees customarily allowed for similar services. Documentation will be required to support the fee/commission charged by the DBE. The cost of the materials and supplies themselves cannot be counted toward as DBE participation.

Note: Requests to be listed as a Regular Dealer will only be processed if the requesting firm is a material supplier certified by the Office of Minority and Women’s Business Enterprises in a NAICS code that falls within the 42XXXX NAICS Wholesale code section.

Procedures Between Award and Execution
After Award and prior to Execution, the Contractor shall provide the additional information described below. Failure to comply shall result in the forfeiture of the Bidder’s Proposal bond or deposit.

1. A list of all firms who submitted a Bid or quote in attempt to participate in this project whether they were successful or not. Include the business name and mailing address.

Note: The firms identified by the Contractor may be contacted by the Contracting Agency to solicit general information as follows: age of the firm and average of its gross annual receipts over the past three-years.

Procedures After Execution
Commercially Useful Function (CUF)
The Contractor may only take credit for the payments made for Work performed by a DBE that is determined to be performing a CUF. Payment must be commensurate with the work actually performed by the DBE. This applies to all DBEs performing Work on a project, whether or not the DBEs are COA, if the Contractor wants to receive credit for their participation. The Engineer will conduct CUF reviews to ascertain whether DBEs are performing a CUF. A DBE performs a CUF when it is carrying out its responsibilities of its contract by actually performing, managing, and supervising the Work involved. The DBE must be responsible for negotiating price; determining quality and quantity; ordering the material, installing (where applicable); and paying for the material itself. If a DBE does not perform “all” of these functions on a furnish-and-install contract, it has not performed a CUF and the cost of materials cannot be counted toward DBE COA Goal. Leasing of equipment from a leasing company is allowed. However, leasing/purchasing equipment from the Contractor is not allowed. Lease agreements shall be readily available for review by the Engineer.

In order for a DBE traffic control company to be considered to be performing a CUF, the DBE must be in control of its work inclusive of supervision. The DBE shall employ a Traffic Control Supervisor who is directly involved in the management and supervision of the traffic control employees and services.
The DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which the funds are passed in order to obtain the appearance of DBE participation.

The following are some of the factors that the Engineer will use in determining whether a DBE trucking company is performing a CUF:

- The DBE shall be responsible for the management and supervision of the entire trucking operation for which it is responsible on the Contract. The owner demonstrates business related knowledge, shows up on site and is determined to be actively running the business.

- The DBE shall with its own workforce, operate at least one fully licensed, insured, and operational truck used on the Contract. The drivers of the trucks owned and leased by the DBE must be exclusively employed by the DBE and reflected on the DBE’s payroll.

- Lease agreements for trucks shall indicate that the DBE has exclusive use of and control over the truck(s). This does not preclude the leased truck from working for others provided it is with the consent of the DBE and the lease provides the DBE absolute priority for use of the leased truck.

- Leased trucks shall display the name and identification number of the DBE.

**Joint Checking**

A joint check is a check between a Subcontractor and the Contractor to the supplier of materials/supplies. The check is issued by the Contractor as payer to the Subcontractor and the material supplier jointly for items to be incorporated into the project. The DBE must release the check to the supplier, while the Contractor acts solely as the guarantor.

A joint check agreement must be approved by the Engineer and requested by the DBE involved using the DBE Joint Check Request Form (form # 272-053) prior to its use. The form must accompany the DBE Joint Check Agreement between the parties involved, including the conditions of the arrangement and expected use of the joint checks.

The approval to use joint checks and the use will be closely monitored by the Engineer. To receive DBE credit for performing a CUF with respect to obtaining materials and supplies, a DBE must “be responsible for negotiating price, determining quality and quantity, ordering the material and installing and paying for the material itself.” The Contractor shall submit DBE Joint Check Request Form for the Engineer approval prior to using a joint check.

Material costs paid by the Contractor directly to the material supplier is not allowed. If proper procedures are not followed or the Engineer determines that the arrangement results in lack of independence for the DBE involved, no DBE credit will be given for the DBE’s participation as it relates to the material cost.
Prompt Payment
Prompt payment to all subcontractors shall be in accordance with Section 1-08.1. Prompt Payment requirements apply to progress payments as well as return of retainage.

Reporting
The Contractor and all subcontractors/suppliers/service providers that utilize DBEs to perform work on the project, shall maintain appropriate records that will enable the Engineer to verify DBE participation throughout the life of the project.

Refer to Section 1-08.1 for additional reporting requirements associated with this Contract.

Decertification
When a DBE is “decertified” from the DBE program during the course of the Contract, the participation of that DBE shall continue to count as DBE participation as long as the subcontract with the DBE was executed prior to the decertification notice. The Contractor is obligated to substitute when a DBE does not have an executed subcontract agreement at the time of decertification.

Consequences of Non-Compliance
Each contract with a Contractor (and each subcontract the Contractor signs with a Subcontractor) must include the following assurance clause:

The Contractor, subrecipient, or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;

(2) Assessing sanctions;

(3) Liquidated damages; and/or

(4) Disqualifying the Contractor from future bidding as non-responsible.

Payment
Compensation for all costs involved with complying with the conditions of this Specification and any other associated DBE requirements is included in payment for the associated Contract items of Work, except otherwise provided in the Specifications.
November 9, 2020  September 7, 2021

Disadvantaged Business Enterprise Participation

The Disadvantaged Business Enterprise (DBE) requirements of 49 CFR Part 26 and USDOT's official interpretations (i.e., Questions & Answers) apply to this Contract. Demonstrating compliance with these Specifications is a Condition of Award (COA) of this Contract. Failure to comply with the requirements of this Specification may result in your Bid being found to be nonresponsive resulting in rejection or other sanctions as provided by Contract.

DBE Abbreviations and Definitions

Broker – A business firm that provides a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, or supplies required for the performance of the Contract; or, persons/companies who arrange or expedite transactions.

Certified Business Description – Specific descriptions of work the DBE is certified to perform, as identified in the Certified Firm Directory, under the Vendor Information page.


Commercially Useful Function (CUF) – 49 CFR 26.55(c)(1) defines commercially useful function as: “A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, you must evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the DBE credit claimed for its performance of the work, and other relevant factors.”

Disadvantaged Business Enterprise (DBE) – A business firm certified by the Washington State Office of Minority and Women's Business Enterprises, as meeting the criteria outlined in 49 CFR 26 regarding DBE certification.

Force Account Work – Work measured and paid in accordance with Section 1-09.6.
Good Faith Efforts – Efforts to achieve the DBE COA Goal or other requirements of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.

Manufacturer (DBE) – A DBE firm that operates or maintains a factory or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract. A DBE Manufacturer shall produce finished goods or products from raw or unfinished material or purchase and substantially alters goods and materials to make them suitable for construction use before reselling them.

Reasonable Fee (DBE) – For purposes of Brokers or service providers a reasonable fee shall not exceed 5% of the total cost of the goods or services brokered.

Regular Dealer (DBE) – A DBE firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials or supplies required for the performance of a Contract are bought, kept in stock, and regularly sold to the public in the usual course of business. To be a Regular Dealer, the DBE firm must be an established regular business that engages in as its principal business and in its own name the purchase and sale of the products in question. A Regular Dealer in such items as steel, cement, gravel, stone, and petroleum products need not own, operate or maintain a place of business if it both owns and operates distribution equipment for the products. Any supplementing of regular dealers’ own distribution equipment shall be by long-term formal lease agreements and not on an ad-hoc basis. Brokers, packagers, manufacturers’ representatives, or other persons who arrange or expedite transactions shall not be regarded as Regular Dealers within the meaning of this definition.

DBE Commitment – The scope of work and dollar amount the Bidder indicates they will be subcontracting to be applied towards the DBE Condition of Award Goal as shown on the DBE Utilization Certification Form for each DBE Subcontractor. This DBE Commitment will be incorporated into the Contract and shall be considered a Contract requirement. The Contractor shall utilize the COA DBEs to perform the work and supply the materials for which they are committed. Any changes to the DBE Commitment require the Engineer’s prior written approval.

DBE Condition of Award (COA) Goal – An assigned numerical amount specified as a percentage of the Contract. Initially, this is the minimum amount that the Bidder must commit to by submission of the Utilization Certification Form and/or by Good Faith Effort (GFE).

DBE COA Goal
The Contracting Agency has established a DBE COA Goal for this Contract in the amount of: *** $$1$$ ***

Crediting DBE Participation
Subcontractors proposed as COA must be certified prior to the due date for bids on the Contract. All non-COA DBE Subcontractors shall be certified before the subcontract on which they are participating is executed.
DBE participation is only credited upon payment to the DBE.

The following are some definitions of what may be counted as DBE participation.

**DBE Prime Contractor**

Only take credit for that portion of the total dollar value of the Contract equal to the distinct, clearly defined portion of the Work that the DBE Prime Contractor performs with its own forces and is certified to perform.

**DBE Subcontractor**

Only take credit for that portion of the total dollar value of the subcontract that is equal to the distinct, clearly defined portion of the Work that the DBE performs with its own forces and is certified to perform. The value of work performed by the DBE includes the cost of supplies and materials purchased by the DBE and equipment leased by the DBE, for its work on the contract. Supplies, materials or equipment obtained by a DBE that are not utilized or incorporated in the contract work by the DBE will not be eligible for DBE credit.

The supplies, materials, and equipment purchased or leased from the Contractor or its affiliate, including any Contractor’s resources available to DBE subcontractors at no cost, shall not be credited.

DBE credit will not be given in instances where the equipment lease includes the operator. The DBE is expected to operate the equipment used in the performance of its work under the contract with its own forces. Situations where equipment is leased and used by the DBE, but payment is deducted from the Contractor’s payment to the DBE is not allowed.

When the subcontractor is part of a DBE Commitment, the following apply:

1. If a DBE subcontracts a portion of the Work of its contract to another firm, the value of the subcontracted Work may be counted toward the DBE COA Goal only if the Lower-Tier Subcontractor is also a DBE.

2. Work subcontracted to a Lower-Tier Subcontractor that is a DBE may be counted toward the DBE COA Goal only if the Lower-Tier Subcontractor self performs a minimum of 30 percent of the Work subcontracted to them.

3. Work subcontracted to a non-DBE does not count towards the DBE COA Goal.

**DBE Subcontract and Lower Tier Subcontract Documents**

There must be a subcontract agreement that complies with 49 CFR Part 26 and fully describes the distinct elements of Work committed to be performed by the DBE.

**DBE Service Provider**

The value of fees or commissions charged by a DBE firm behaving in a manner of a Broker, or another service provider for providing a bona fide service, such
as professional, technical, consultant, managerial services, or for providing bonds or insurance specifically required for the performance of the contract will only be credited as DBE participation, if the fee/commission is determined by the Contracting Agency to be reasonable and the firm has performed a CUF.

**Force Account Work**

When the Bidder elects to utilize force account Work to meet the DBE COA Goal, as demonstrated by listing this force account Work on the DBE Utilization Certification Form, for the purposes of meeting DBE COA Goal, only 50% of the Proposal amount shall be credited toward the Bidder’s Commitment to meet the DBE COA Goal.

One hundred percent of the actual amounts paid to the DBE for the force account Work shall be credited towards the DBE COA Goal or DBE participation.

**Temporary Traffic Control**

If the DBE firm only provides “Flagging”, the DBE firm must provide a Traffic Control Supervisor (TCS) and flagger(s), which are under the direct control of the DBE. The DBE firm shall also provide all flagging equipment for its employees (e.g. paddles, hard hats, and vests).

If the DBE firm provides “Traffic Control Services”, the DBE firm must provide a TCS, flaggers, and traffic control items (e.g., cones, barrels, signs, etc.) and be in total control of all items in implementing the traffic control for the project.

**Trucking**

DBE trucking firm participation may only be credited as DBE participation for the value of the hauling services, not for the materials being hauled unless the trucking firm is also certified as a supplier of those materials. In situations where the DBE’s work is priced per ton, the value of the hauling service must be calculated separately from the value of the materials in order to determine DBE credit for hauling.

The DBE trucking firm must own and operate at least one licensed, insured and operational truck on the contract. The truck must be of the type that is necessary to perform the hauling duties required under the contract. The DBE receives credit for the value of the transportation services it provides on the Contract using trucks it owns or leases, licenses, insures, and operates with drivers it employs.

The DBE may lease additional trucks from another DBE firm. The DBE who leases additional trucks from another DBE firm receives credit for the value of the transportation services the lessee DBE provides on the Contract.

The trucking Work subcontracted to any non-DBE trucking firm will not receive credit for Work done on the project.

The DBE may lease trucks from a truck leasing company (recognized truck rental center) but can only receive credit towards DBE participation if the DBE uses its own employees as drivers.
**DBE Manufacturer and DBE Regular Dealer**

One hundred percent (100%) of the cost of the manufactured product obtained from a DBE manufacturer may count towards the DBE COA Goal.

Sixty percent (60%) of the cost of materials or supplies purchased from a DBE Regular Dealer may be credited toward the DBE Goal. If the role of the DBE Regular Dealer is determined to be that of a Broker, then DBE credit shall be limited to the fee or commission it receives for its services. Regular Dealer status and the amount of credit is determined on a Contract-by-Contract basis.

DBE firms proposed to be used as a Regular Dealer must be approved before being listed as a COA/used on a project. The WSDOT Approved Regular Dealer list published on WSDOT’s Office of Equal Opportunity (OEO) web site must include the specific project for which approval is being requested. For purposes of the DBE COA Goal participation, the Regular Dealer must submit the Regular Dealer Status Request form a minimum of five calendar days prior to bid opening.

Purchase of materials or supplies from a DBE which is neither a manufacturer nor a regular dealer, (i.e. Broker) only the fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, may toward the DBE COA Goal provided the fees are not excessive as compared with fees customarily allowed for similar services. Documentation will be required to support the fee/commission charged by the DBE. The cost of the materials and supplies themselves cannot be counted toward the DBE Goal.

Note: Requests to be listed as a Regular Dealer will only be processed if the requesting firm is a material supplier certified by the Office of Minority and Women’s Business Enterprises in a NAICS code that falls within the 42XXXX NAICS Wholesale code section.

**Disadvantaged Business Enterprise Utilization**

To be eligible for award of the Contract, the Bidder shall properly complete and submit a Disadvantaged Business Enterprise (DBE) Utilization Certification with the Bidder’s sealed Bid Proposal, as specified in Section 1-02.9 Delivery of Proposal. The Bidder’s DBE Utilization Certification must clearly demonstrate how the Bidder intends to meet the DBE COA Goal. A DBE Utilization Certification (WSDOT Form 272-056) is included in the Proposal package for this purpose as well as instructions on how to properly fill out the form.

The Bidder is advised that the items listed below when listed in the Utilization Certification must have their amounts reduced to the percentages shown and those reduced amounts will be the amount applied towards meeting the DBE COA Goal.

- Force account at 50%
- Regular dealer at 60%
In the event of arithmetic errors in completing the DBE Utilization Certification, the amount listed to be applied towards the DBE COA Goal for each DBE shall govern and the DBE total amount shall be adjusted accordingly.

Note: The Contracting Agency shall consider as non-responsive and shall reject any Bid Proposal submitted that does not contain a DBE Utilization Certification Form that accurately demonstrates how the Bidder intends to meet the DBE COA Goal.

Disadvantaged Business Enterprise Written Confirmation Document(s)
The Bidder shall submit a Disadvantaged Business Enterprise (DBE) Written Confirmation Document (completed and signed by the DBE) for each DBE firm listed in the Bidder’s completed DBE Utilization Certification submitted with the Bid. Failure to do so will result in the associated participation being disallowed, which may cause the Bid to be determined to be nonresponsive resulting in Bid rejection.

The Confirmation Documents provide confirmation from the DBEs that they are participating in the Contract as provided in the Bidder’s Commitment. The Confirmation Documents must be consistent with the Utilization Certification.

A DBE Written Confirmation Document (WSDOT Form 422-031) is included in the Proposal package for this purpose.

The form(s) shall be received as specified in the special provisions for Section 1-02.9 Delivery of Proposal.

It is prohibited for the Bidder to require a DBE to submit a Written Confirmation Document with any part of the form left blank. Should the Contracting Agency determine that an incomplete Written Confirmation Document was signed by a DBE, the validity of the document comes into question. The associated DBE participation may not receive credit.

Selection of Successful Bidder/Good Faith Efforts (GFE)
The successful Bidder shall be selected on the basis of having submitted the lowest responsive Bid, which demonstrates a good faith effort to achieve the DBE COA Goal. The Contracting Agency, at any time during the selection process, may request a breakdown of the bid items and amounts that are counted towards the overall contract goal for any of the DBEs listed on the DBE Utilization Certification.

Achieving the DBE COA Goal may be accomplished in one of two ways:

1. **By meeting the DBE COA Goal**
   Submission of the DBE Utilization Certification, supporting DBE Written Confirmation Document(s) showing the Bidder has obtained enough DBE participation to meet or exceed the DBE COA Goal, the DBE Bid Item Breakdown and the DBE Trucking Credit Form, if applicable.

2. **By documentation that the Bidder made adequate GFE to meet the DBE COA Goal**
   The Bidder may demonstrate a GFE in whole or part through GFE documentation ONLY IN THE EVENT a Bidder’s efforts to solicit sufficient
DBE participation have been unsuccessful. The Bidder must supply GFE documentation in addition to the DBE Utilization Certification, supporting DBE Written Confirmation Document(s), the DBE Bid Item Breakdown form and the DBE Trucking Credit Form, if applicable.

Note: In the case where a Bidder is awarded the contract based on demonstrating adequate GFE, the advertised DBE COA Goal will not be reduced. The Bidder shall demonstrate a GFE during the life of the Contract to attain the advertised DBE COA Goal.

GFE documentation, the DBE Bid Item Breakdown form, and the DBE Trucking Credit Form, if applicable, shall be submitted as specified in Section 1-02.9.

The Contracting Agency will review the GFE documentation and will determine if the Bidder made an adequate good faith effort.

**Good Faith Effort (GFE) Documentation**

GFE is evaluated when:

1. Determining award of a Contract that has COA goal,
2. When a COA DBE is terminated and substitution is required, and
3. Prior to Physical Completion when determining whether the Contractor has satisfied its DBE commitments.

49 CFR Part 26, Appendix A is intended as general guidance and does not, in itself, demonstrate adequate good faith efforts. The following is a list of types of actions, which would be considered as part of the Bidder’s GFE to achieve DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

1. Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the Work of the Contract. The Bidder must solicit this interest within sufficient time to allow the DBEs to respond to the solicitation. The Bidder must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

2. Selecting portions of the Work to be performed by DBEs in order to increase the likelihood that the DBE COA Goal will be achieved. This includes, where appropriate, breaking out contract Work items into economically feasible units to facilitate DBE participation, even when the Bidder might otherwise prefer to perform these Work items with its own forces.

3. Providing interested DBEs with adequate information about the Plans, Specifications, and requirements of the Contract in a timely manner to assist them in responding to a solicitation.
a. Negotiating in good faith with interested DBEs. It is the Bidder’s responsibility to make a portion of the Work available to DBE subcontractors and suppliers and to select those portions of the Work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the Plans and Specifications for the Work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the Work.

b. A Bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm’s price and capabilities as well as the DBE COA Goal into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a Bidder’s failure to meet the DBE COA Goal, as long as such costs are reasonable. Also, the ability or desire of a Bidder to perform the Work of a Contract with its own organization does not relieve the Bidder of the responsibility to make Good Faith Efforts. Bidders are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

4. Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Bidder’s standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the Bidder’s efforts to meet the DBE COA Goal.

5. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or Bidder.

6. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

7. Effectively using the services of available minority/women community organizations; minority/women contractors’ groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

8. Documentation of GFE must include copies of each DBE and non-DBE subcontractor quotes submitted to the Bidder when a non-DBE subcontractor is selected over a DBE for Work on the Contract. (ref. updated DBE regulations – 26.53(b)(2)(vi) & App. A)
Administrative Reconsideration of GFE Documentation
A Bidder has the right to request reconsideration if the GFE documentation submitted with their Bid was determined to be inadequate.

- The Bidder must request within 48 hours of notification of being nonresponsive or forfeit the right to reconsideration.

- The reconsideration decision on the adequacy of the Bidder’s GFE documentation shall be made by an official who did not take part in the original determination.

- Only original GFE documentation submitted as a supplement to the Bid shall be considered. The Bidder shall not introduce new documentation at the reconsideration hearing.

- The Bidder shall have the opportunity to meet in person with the official for the purpose of setting forth the Bidder’s position as to why the GFE documentation demonstrates a sufficient effort.

- The reconsideration official shall provide the Bidder with a written decision on reconsideration within five working days of the hearing explaining the basis for their finding.

DBE Bid Item Breakdown
The Bidder shall submit a DBE Bid Item Breakdown Form (WSDOT Form 272-054) as specified in the Special Provisions for Section 1-02.9, Delivery of Proposal.

DBE Trucking Credit Form
The Bidder shall submit a DBE Trucking Credit Form (WSDOT Form 272-058), as specified in the Special Provisions for Section 1-02.9, Delivery of Proposal.

Note: The DBE Trucking Credit Form is only required for a DBE Firm listed on the DBE Utilization Certification as a subcontractor for “Trucking” or “Hauling” and are performing a part of a bid item. For example, if the item of Work is Structure Excavation including Haul, and another firm is doing the excavation and the DBE Trucking firm is doing the haul, the form is required. For a DBE subcontractor that is responsible for an entire item of work that may require some use of trucks, the form is not required.

Procedures between Award and Execution
After Award and prior to Execution, the Contractor shall provide the additional information described below. Failure to comply shall result in the forfeiture of the Bidder’s Proposal bond or deposit.

1. A list of all firms who submitted a bid or quote in attempt to participate in this project whether they were successful or not. Include the business name and mailing address.
Note: The firms identified by the Contractor may be contacted by the Contracting Agency to solicit general information as follows: age of the firm and average of its gross annual receipts over the past three years.

Procedures after Execution

**Commercia**ly Useful Function (CUF)

The Contractor may only take credit for the payments made for Work performed by a DBE that is determined to be performing a CUF. Payment must be commensurate with the work actually performed by the DBE. This applies to all DBEs performing Work on a project, whether or not the DBEs are COA, if the Contractor wants to receive credit for their participation. The Engineer will conduct CUF reviews to ascertain whether DBEs are performing a CUF. A DBE performs a CUF when it is carrying out its responsibilities of its contract by actually performing, managing, and supervising the Work involved. The DBE must be responsible for negotiating price; determining quality and quantity; ordering the material, installing (where applicable); and paying for the material itself. If a DBE does not perform “all” of these functions on a furnish-and-install contract, it has not performed a CUF and the cost of materials cannot be counted toward DBE COA Goal. Leasing of equipment from a leasing company is allowed. However, leasing/purchasing equipment from the Contractor is not allowed. Lease agreements shall be provided prior to the Subcontractor beginning Work. Any use of the Contractor’s equipment by a DBE may not be credited as countable participation.

The DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which the funds are passed in order to obtain the appearance of DBE participation.

In order for a DBE traffic control company to be considered to be performing a CUF, the DBE must be in control of its work inclusive of supervision. The DBE shall employ a Traffic Control Supervisor who is directly involved in the management and supervision of the traffic control employees and services.

The following are some of the factors that the Engineer will use in determining whether a DBE trucking company is performing a CUF:

- The DBE shall be responsible for the management and supervision of the entire trucking operation for which it is responsible on the contract. The owner demonstrates business related knowledge, shows up on site and is determined to be actively running the business.

- The DBE itself shall own and operate at least one fully licensed, insured, and operational truck used on the Contract. The drivers of the trucks owned and leased by the DBE must be exclusively employed by the DBE and reflected on the DBE’s payroll.

- Lease agreements for trucks shall indicate that the DBE has exclusive use of and control over the truck(s). This does not preclude the leased truck from working for others provided it is with the
consent of the DBE and the lease provides the DBE absolute priority for use of the leased truck.

- Leased trucks shall display the name and identification number of the DBE.

**UDBE/DBE/FSBE Truck Unit Listing Log**

In addition to the subcontracting requirements of Section 1-08.1, each DBE trucking firm shall submit supplemental information consisting of a completed Primary UDBE/DBE/FSBE Truck Unit Listing Log (WSDOT Form 350-077) and all Rental/Lease agreements (if applicable). The supplemental information shall be submitted in an electronic format to the Engineer prior to any trucking services being performed for DBE credit. Incomplete or incorrect supplemental information will be returned for correction. The corrected Primary UDBE/DBE/FSBE—Truck Unit Listing Log and any Updated Primary UDBE/DBE/FSBE—Truck Unit Listing Logs shall be submitted and accepted by the Engineer no later than ten calendar days of utilizing applicable trucks. Failure to submit or update the DBE Truck Unit Listing Log may result in trucks not being credited as DBE participation.

Each DBE trucking firm shall complete a Daily UDBE/DBE/FSBE—Truck Unit Listing Log for each day that the DBE performs trucking services for DBE credit. The Daily UDBE/DBE/FSBE—Truck Unit Listing Log forms shall be submitted by Friday of the week after the Work was performed by email to the following email address for the region administering the Contract:

- Eastern Region - ERegionOEO@wsdot.wa.gov
- North Central Region - NCRRegionOEO@wsdot.wa.gov
- Northwest Region - NWRegionOEO@wsdot.wa.gov
- Olympic Region - ORregionOEO@wsdot.wa.gov
- South Central Region - SRegionOEO@wsdot.wa.gov
- Southwest Region - SWRegionOEO@wsdot.wa.gov
- Washington State Ferries - FerriesOEO@wsdot.wa.gov

**Joint Checking**

A joint check is a check between a Subcontractor and the Contractor to the supplier of materials/supplies. The check is issued by the Contractor as payer to the Subcontractor and the material supplier jointly for items to be incorporated into the project. The DBE must release the check to the supplier, while the Contractor acts solely as the guarantor.

A joint check agreement must be approved by the Engineer and requested by the DBE involved using the DBE Joint Check Request Form (form # 272-053) prior to its use. The form must accompany the DBE Joint Check Agreement between the parties involved, including the conditions of the arrangement and expected use of the joint checks.

The approval to use joint checks and the use will be closely monitored by the Engineer. To receive DBE credit for performing a CUF with respect to obtaining materials and supplies, a DBE must “be responsible for negotiating price, determining quality and quantity, ordering the material, installing and paying for
the material itself." The Contractor shall submit DBE Joint Check Request Form to the Engineer and be in receipt of written approval prior to using a joint check.

Material costs paid by the Contractor directly to the material supplier are not allowed. If proper procedures are not followed or the Engineer determines that the arrangement results in lack of independence for the DBE involved, no DBE credit will be given for the DBE's participation as it relates to the material cost.

**Prompt Payment**

Prompt payment to all subcontractors shall be in accordance with Section 1-08.1. Prompt payment requirements apply to progress payments as well as return of retainage.

**Subcontracts**

Prior to a DBE performing Work on the Contract, an executed subcontract between the DBE and the Contractor shall be submitted to the Engineer. The executed subcontracts shall be submitted by email to the following email address for the region administering the Contract:

- Eastern Region – ERegionOEO@wsdot.wa.gov
- North Central Region – NCRegionOEO@wsdot.wa.gov
- Northwest Region – NWRegionOEO@wsdot.wa.gov
- Olympic Region – ORRegionOEO@wsdot.wa.gov
- South Central Region – SCRegionOEO@wsdot.wa.gov
- Southwest Region – SWRegionOEO@wsdot.wa.gov
- Washington State Ferries – FerriesOEO@wsdot.wa.gov

**Reporting**

The Contractor and all subcontractors/suppliers/service providers that utilize DBEs to perform work on the project, shall maintain appropriate records that will enable the Engineer to verify DBE participation throughout the life of the project.

Refer to Section 1-08.1 for additional reporting requirements associated with this contract.

**Changes in COA Work Committed to DBE**

The Contractor shall utilize the COA DBEs to perform the work and supply the materials for which each is committed unless prior written approval by the Engineer has been received by the Contractor. The Contractor shall not be entitled to any payment for work or material completed by the Contractor or subcontractors that was committed to be completed by the COA DBEs in the DBE Utilization Certification form.

**Owner Initiated Changes**

In instances where the Engineer makes changes that result in changes to Work that was committed to a COA DBE, the Contractor may be directed to substitute for the Work.
**Contractor Initiated Changes**

The Contractor cannot change the scope or reduce the amount of work committed to a COA DBE without good cause. Reducing DBE Commitment is viewed as partial DBE termination, and therefore subject to the termination procedures below.

**Original Quantity Underruns**

In the event that Work committed to a DBE firm as part of the COA underruns the original planned quantities the Contractor may be required to substitute other remaining Work to another DBE.

**Contractor Proposed DBE Substitutions**

Requests to substitute a COA DBE must be for good cause (see DBE termination process below), and requires prior written approval of the Engineer. After receiving a termination with good cause approval, the Contractor may only replace a DBE with another certified DBE. When any changes between Contract Award and Execution result in a substitution of COA DBE, the substitute DBE shall be certified prior to the bid opening on the Contract.

**DBE Termination**

Termination of a COA DBE (or an approved substitute DBE) is only allowed in whole or in part for good cause and with prior written approval of the Engineer. If the Contractor terminates a COA DBE without the prior written approval of the Engineer, the Contractor shall not be entitled to payment for work or material committed to, but not performed/supplied by the COA DBE. In addition, sanctions may apply as described elsewhere in this specification.

Prior to requesting approval to terminate a COA DBE, the Contractor shall give notice in writing to the DBE with a copy to the Engineer of its intent to request to terminate DBE Work and the reasons for doing so. The DBE shall have five (5) days to respond to the Contractor’s notice. The DBE’s response shall either support the termination or advise the Engineer and the Contractor of the reasons it objects to the termination of its subcontract.

If the request for termination is approved, the Contractor is required to substitute with another DBE to perform at least the same amount of work as the DBE that was terminated (or provide documentation of GFE). A plan to replace the COA DBE Commitment amount shall be submitted to the Engineer within 2 days of the approval of termination. The plan to replace the Commitment shall provide the same detail as that required in the DBE Utilization Certification.

As mentioned above, the Contractor must have good cause to terminate a COA DBE.

Good cause typically includes situations where the DBE Subcontractor is unable or unwilling to perform the work of its subcontract. Good cause may exist if:

- The DBE fails or refuses to execute a written contract.
• The DBE fails or refuses to perform the Work of its subcontract in a way consistent with normal industry standards.

• The DBE fails or refuses to meet the Contractor’s reasonable nondiscriminatory bond requirements.

• The DBE becomes bankrupt, insolvent, or exhibits credit unworthiness.

• The DBE is ineligible to work on public works projects because of suspension and debarment proceedings pursuant to federal law or applicable State law.

• The DBE is ineligible to receive DBE credit for the type of work involved.

• The DBE voluntarily withdraws from the project and provides written notice of its withdrawal.

• The DBE’s work is deemed unsatisfactory by the Engineer and not in compliance with the Contract.

• The DBE’s owner dies or becomes disabled with the result that the DBE is unable to complete its Work on the Contract.

Good cause does not exist if:

• The Contractor seeks to terminate a COA DBE so that the Contractor can self-perform the Work.

• The Contractor seeks to terminate a COA DBE so the Contractor can substitute another DBE contractor or non-DBE contractor after Contract Award.

• The failure or refusal of the COA DBE to perform its Work on the subcontract results from the bad faith or discriminatory action of the Contractor (e.g., the failure of the Contractor to make timely payments or the unnecessary placing of obstacles in the path of the DBE’s Work).

Decertification

When a DBE is “decertified” from the DBE program during the course of the Contract, the participation of that DBE shall continue to count as DBE participation as long as the subcontract with the DBE was executed prior to the decertification notice. The Contractor is obligated to substitute when a DBE does not have an executed subcontract agreement at the time of decertification.

Consequences of Non-Compliance

Breach of Contract

Each contract with a Contractor (and each subcontract the Contractor signs with a Subcontractor) must include the following assurance clause:
The Contractor, subrecipient, or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

1. Withholding monthly progress payments;
2. Assessing sanctions;
3. Liquidated damages; and/or
4. Disqualifying the Contractor from future bidding as non-responsible.

Notice
If the Contractor or any Subcontractor, Consultant, Regular Dealer, or service provider is deemed to be in non-compliance, the Contractor will be informed in writing, by certified mail by the Engineer that sanctions will be imposed for failure to meet the UDBE COA Commitment and/or submit documentation of good faith efforts. The notice will state the specific sanctions to be imposed which may include impacting a Contractor or other entity’s ability to participate in future contracts.

Sanctions
If it is determined that the Contractor’s failure to meet all or part of the DBE COA Commitment is due to the Contractor’s inadequate good faith efforts throughout the life of the Contract, including failure to submit timely, required Good Faith Efforts information and documentation, the Contractor may be required to pay DBE penalty equal to the amount of the unmet Commitment, in addition to the sanctions outlined in Section 1-07.11(5).

Payment
Compensation for all costs involved with complying with the conditions of this Specification and any other associated DBE requirements is included in payment for the associated Contract items of Work, except otherwise provided in the Specifications.

(1) January 13, 2021

Special Training Provisions

General Requirements
The Contractor’s equal employment opportunity, affirmative action program shall include the requirements set forth below. The Contractor shall provide on-the-job training aimed at developing trainees to journey-level status in the trades involved. The number of training hours shall be **$1$$ **. Trainees shall not be assigned less than 400 hours per individual per Contract. The Contractor may elect to accomplish training as part of the work of a subcontractor, however, the Prime Contractor shall retain the responsibility for complying with these Special Provisions.
Trainee Approval
The Contractor shall make every effort to employ/enroll minority and women trainees to the extent such persons are available within a reasonable recruitment area. This training provision is not intended and shall not be used to discriminate against any applicant for training, whether that person is a minority, woman or otherwise. A non-minority male trainee or apprentice may be approved provided the following requirements are met:

1. The Contractor is otherwise in compliance with the contract’s Equal Employment Opportunity (EEO) and On-the-Job Training (OJT) requirements and provides documentation of the efforts taken to fill the specific training position with either minorities or females.

2. or, if not otherwise in compliance, furnishes evidence of his/her systematic and direct recruitment efforts in regard to the position in question and in promoting the enrollment and/or employment of minorities and females in the craft which the proposed trainee is to be trained.

3. and the Contractor has made a good faith effort towards recruiting of minorities and women. As a minimum good faith efforts shall consist of the following:

   a. Distribution of written notices of available employment opportunities with the Contractor and enrollment opportunities with its unions. Distribution should include but not be limited to; minority and female recruitment sources, WSDOT’s OJT Support Services Coordinator, and minority and female community organizations.

   b. Records documenting the Contractor’s efforts and the outcome of those efforts, to employ minority and female applicants and/or refer them to unions.

   c. Records reflecting the Contractor’s efforts in participating in developing minority and female on-the-job training opportunities, including upgrading programs and apprenticeship opportunities.

   d. Distribution of written notices to unions and training programs disseminating the Contractor’s EEO policy and requesting cooperation in achieving EEO and OJT obligations (and their written responses). For assistance in locating trainee candidates, the Contractor may call WSDOT’s OJT Support Services Coordinator at (360) 704-6314 or email ojtssinfo@wsdot.wa.gov.

No employee shall be employed as a trainee in any classification in which the employee has successfully completed a training course leading to journey-level worker status or in which the employee has been employed as a journey-level worker. The Contractor’s records shall document the methods for determining the
trainee’s status and findings in each case. When feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

For the purpose of this specification, acceptable training programs are those employing trainees/apprentices registered with the following:

1. Washington State Department of Labor & Industries — State Apprenticeship Training Council (SATC) approved apprenticeship agreement:
   a. Pursuant to RCW 49.04.060, an apprenticeship agreement shall be;
      i. an individual written agreement between an employer and apprentice
      ii. a written agreement between (an employer or an association of employers) and an organization of employees describing conditions of employment for apprentices
      iii. a written statement describing conditions of employment for apprentices in a plant where there is no bona fide employee organization.

All such agreements shall conform to the basic standards and other provisions of RCW Chapter 49.04.


Or

3. Non-ATELS/SATC programs that have been submitted to the Contracting Agency for approval by the FHWA for the specific project.

Obligation to Provide Information
Upon starting a new trainee, the Contractor shall furnish the trainee a copy of the approved program the Contractor will follow in providing the training. Upon completion of the training, the Contractor shall provide the Contracting Agency with a certification showing the type and length of training satisfactorily completed by each trainee.

Training Program Approval
The Training Program shall meet the following requirements:

1. The Training Program (DOT Form 272-049) must be submitted to the Engineer for approval prior to commencing contract work and shall be resubmitted when modifications to the program occur.
2. The minimum length and type of training for each classification will be as established in the training program as approved by the Contracting Agency.

3. The Training Program shall contain the trades proposed for training, the number of trainees, the hours assigned to the trade and the estimated beginning work date for each trainee.

4. Unless otherwise specified, Training Programs will be approved if the proposed number of training hours equals the training hours required by contract and the trainees are not assigned less than 400 hours each.

5. After approval of the training program, information concerning each individual trainee and good faith effort documentation shall be submitted on (DOT Form 272-050.)

6. In King County, laborer trainees or apprentices will not be approved on contracts containing less than 2000 training hours as specified in this Section. In King County, no more than twenty percent (20%) of hours proposed for trainees or apprentices shall be in the laborer classification when the contract contains 2000 or more hours of training as specified in this Section. Trainees shall not be assigned less than 400 hours per contract.

7. Flagging programs will not be approved. Other programs that include flagging training will only be approved if the flagging portion is limited to an orientation of not more than 20 hours.

8. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Some off-site training is permissible as long as the training is an integral part of an approved training program.

9. It is normally expected that a trainee will begin training on the project as soon as feasible after start of work, utilizing the skill involved and remain on the project as long as training opportunities exist in the work classification or the trainee reaches journey-level status. It is not required that all trainees be on board for the entire length of the contract. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

10. Wage Progressions: Trainees will be paid at least the applicable ratios or wage progressions shown in the apprenticeship standards published by the Washington State Department of Labor and Industries. In the event that no training program has been established by the Department of Labor and Industries, the trainee shall be paid in accordance with the provisions of RCW 39.12.021, which reads as follows:
Apprentice workers employed upon public works projects for whom an apprenticeship agreement has been registered and approved with the State Apprenticeship Council pursuant to RCW 49.04, must be paid at least the prevailing hourly rate for an apprentice of that trade. Any worker for whom an apprenticeship agreement has not been registered and approved by the State Apprenticeship Council shall be considered to be a fully qualified journey-level worker, and, therefore, shall be paid at the prevailing hourly rate for journey-level worker.

Compliance
In the event that the Contractor is unable to accomplish the required training hours but can demonstrate a good faith effort to meet the requirements as specified, then the Contracting Agency will adjust the training goals accordingly.

Noncompliance and Sanctions
When a contractor violates EEO provisions of the contract, the Contracting Agency may impose damages in accordance with WSDOT’s Equal Opportunity Compliance Program and the FHWA 1273. These damages consist of additional administrative costs including, but not limited to, the inspection, supervision, engineering, compliance, and legal staff time and expenses necessary for investigating, reporting, and correcting violations, as well as loss of federal funding, if any. Damages attributable to a contractor’s violations of the EEO provisions may be deducted from progress payments due the Contractor. Before any money is withheld, the Contractor will be provided with a notice of the basis of the violations, the amount to be withheld and provided an opportunity to respond. The monetary value of the sanction will be calculated on a case-by-case basis and based on the damages incurred by the Contracting Agency.

The Contracting Agency’s decision to recover damages for an EEO violation does not limit its ability to suspend or revoke the contractor’s pre-qualification status or seek other remedies as allowed by federal or state law. In appropriate circumstances, the Contracting Agency may also refer the Contractor to other state or federal authorities for additional sanctions.

Requirements for Non ATELS/SATC Approved Training Programs
Contractors who are not affiliated with a program approved by ATELS or SATC may have their training program approved (by FHWA) provided that the program is submitted for approval on DOT Form 272-049, and the following standards are addressed and incorporated in the Contractor’s program:

1. The program establishes minimum qualifications for persons entering the training program.

2. The program shall outline the work processes in which the trainee will receive supervised work experience and training on-the-job and the allocation of the approximate time to be spent in each major process. The program shall include the method for recording and reporting the training completed shall be stated.

3. The program shall include a numeric ratio of trainees to journey-level worker consistent with proper supervision, training, safety, and continuity
of employment. The ratio language shall be specific and clear as to application in terms of job site and workforce during normal operations (normally considered to fall between 1:10 and 1:4).

4. The terms of training shall be stated in hours. The number of hours required for completion to journey-level worker status shall be comparable to the apprenticeship hours established for that craft by the SATC. The following are examples of programs that are currently approved:

<table>
<thead>
<tr>
<th>CRAFT</th>
<th>HOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laborer</td>
<td>4,000</td>
</tr>
<tr>
<td>Ironworker</td>
<td>6,000</td>
</tr>
<tr>
<td>Carpenter</td>
<td>5,200-8,000</td>
</tr>
<tr>
<td>Construction Electrician</td>
<td>8,000</td>
</tr>
<tr>
<td>Operating Engineer</td>
<td>6,000-8,000</td>
</tr>
<tr>
<td>Cement Mason</td>
<td>5,400</td>
</tr>
<tr>
<td>Teamster</td>
<td>2,100</td>
</tr>
</tbody>
</table>

5. The method to be used for recording and reporting the training completed shall be stated.

**Measurement**

The Contractor may request that the total number of “training” hours for the contract be increased subject to approval by the Contracting Agency. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other sources do not prohibit other reimbursement. Reimbursement to the Contractor for off-site training as indicated previously may only be made when the Contractor does one or more of the following and the trainees are concurrently employed on a Federal-aid project:

1. contributes to the cost of the training,
2. provides the instruction to the trainee,
3. pays the trainee’s wages during the off-site training period.

Reimbursement will be made upon receipt of a certified invoice that shows the related payroll number, the name of trainee, total hours trained under the program, previously paid hours under the contract, hours due this estimate, and dollar amount due this estimate. The certified invoice shall show a statement indicating the Contractor’s effort to enroll minorities and women when a new enrollment occurs. If a trainee is participating in a SATC/ATELS approved apprenticeship program, a copy of the certificate showing apprenticeship registration must accompany the first invoice on which the individual appears. Reimbursement for training occurring prior to approval of the training program will be allowed if the Contractor verbally notifies the Engineer of this occurrence at the time the apprentice/trainee commences work. A trainee/apprentice, regardless of craft, must have worked on the contract for at least 20 hours to be eligible for reimbursement.

Training hours that are not in compliance with the approved training plan will not be measured.
Payment
The Contractor will be reimbursed under the item “Training” per hour for each hour of approved training provided under the Contract.

1-07.11.OPT5.GR1

(January 7, 2019)

Voluntary Minority, Small, Veteran and Women’s Business Enterprise (MSVWBE) Participation

General Statement
The participation of minority, small, veteran, and women business enterprises (MSVWBE) is an important strategic objective for the State of Washington. Voluntary goals for minority, small, veteran and women business enterprises are included in this Contract. The Contractor is encouraged to utilize MSVWBEs in accordance with these Specifications, RCW 39.19 and Executive Order 13-01 (issued by the Governor of Washington on May 10, 2013).

The goals are voluntary; efforts to provide MSVWBEs maximum practicable opportunities are encouraged.

Non-Discrimination
Contractors shall not create barriers to open and fair opportunities for all businesses, including MSVWBEs, to participate in the Work on this Contract. This includes the opportunity to compete for subcontracts as sources of supplies, equipment, construction or services.

The Contractor shall make Voluntary MSVWBE Participation a part of all subcontracts and agreements entered into as a result of this Contract.

Voluntary MSVWBE Participation Goals
Goals for voluntary MSVWBE participation have been established as a percentage of Contractor's total Bid amount.

The Contracting Agency has established the following voluntary goals:

- Minority 10%
- Small 5%
- Veteran 5%
- Women 6%

Amounts paid to an MSVWBE will be credited to every voluntary goal in which they are eligible. In other words, participation may be credited for participation in more than one category. If the Contractor is a MSVWBE, their Work will be credited to the voluntary goals in which they are eligible.

MSVWBE Abbreviations and Definitions
Broker – A business firm that provides a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, or supplies
required for the performance of the Contract; or, persons/companies who arrange or expedite transactions.

**Commercially Useful Function (CUF)**
A MSVWBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the MSVWBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself.

The MSVWBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or Project through which the funds are passed in order to obtain the appearance of MSVWBE participation.

**Manufacturer (MSVWBE)** – A MSVWBE firm that operates or maintains a factory or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract. A MSVWBE Manufacturer shall produce finished goods or products from raw or unfinished material or purchase and substantially alters goods and materials to make them suitable for construction use before reselling them.

**Minority Business Enterprise (MBE)** – A minority owned business meeting the requirements of RCW 39.19 and WAC 326-20 and certified by the Washington State Office of Minority & Women's Business Enterprises.

**Pass Through** – When the MSVWBE firm participates as an extra participant in a transaction, through which funds are passed in order to give the appearance of participation by the MSVWBE firm and count toward the voluntary goal.


**Supplier (MSVWBE)** – A MSVWBE firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials or supplies required for the performance of a Contract are bought, kept in stock, and regularly sold to the public in the usual course of business. To be a Supplier, the MSVWBE firm must be an established business that engages in as its principal business and in its own name the purchase and sale of the products in question. A Supplier in such items as steel, cement, gravel, stone, and petroleum products need not own, operate or maintain a place of business if it both owns and operates distribution equipment for the products. Any supplementing of suppliers’ own distribution equipment shall be by long-term formal lease agreements and not on an ad-hoc basis. Brokers, packagers, manufacturers’ representatives, or other persons who arrange or expedite transactions shall not be regarded as Suppliers within the meaning of this definition.
Veteran Business – A veteran owned business meeting the requirements of RCW 43.60A.010 and included on the WSDOT Office of Equal Opportunity list of Veteran Businesses at http://www.wsdot.wa.gov/equalopportunity/bddirectory.htm

Women Business Enterprise (WBE) – A women owned business meeting the requirements of RCW 39.19 and WAC 326-20 and certified by the Washington State Office of Minority & Women’s Business Enterprises.

Crediting MSVWBE Participation
Subcontractors proposed as counting toward the MSVWBE goal must be certified and be performing a CUF during the execution of the Work.

MSVWBE participation cannot be counted toward the Contractor’s MSVWBE Voluntary Goal until the amount being counted has actually been paid to the MSVWBE.

The following are some examples of what may be counted as MSVWBE participation:

MSVWBE Prime Contractor
Only take credit for that portion of the total dollar value of the Contract equal to the distinct, clearly defined portion of the Work that the MSVWBE Prime Contractor performs with its own forces and is credited to perform.

MSVWBE Subcontractor
Only take credit for that portion of the total dollar value of the subcontract that is equal to the distinct, clearly defined portion of the Work that the MSVWBE performs with its own forces. The value of work performed by the MSVWBE includes the cost of supplies and materials purchased by the MSVWBE and equipment leased by the MSVWBE, for its work on the Contract. Supplies, materials or equipment obtained by a MSVWBE that are not utilized or incorporated in the Contract work by the MSVWBE will not be eligible for MSVWBE credit unless the MSVWBE is certified as a supplier or equipment leasing company.

The supplies, materials, and equipment purchased or leased from the Contractor or its affiliate, including any Contractor’s resources available to MSVWBE subcontractors at no cost, shall not be credited toward the MSVWBE Voluntary Goals.

MSVWBE credit will not be given in instances where the equipment lease includes the operator. The MSVWBE is expected to operate the equipment used in the performance of its work under the contract with its own forces.

If a MSVWBE subcontracts a portion of the Work of its contract to another firm, the value of the subcontracted Work may be counted toward the MSVWBE Voluntary Goal only if the MSVWBE’s Lower-Tier Subcontractor is also a MSVWBE.
MSVWBE Subcontract and Lower Tier Subcontract Documents
There must be a subcontract agreement that fully describes the distinct elements of Work committed to be performed by the MSVWBE. The subcontract agreement shall incorporate requirements of the Contract. Subcontract agreements of all tiers, including lease agreements, shall be readily available at the Project site for the Engineer's review.

MSVWBE Service Provider
When a MSVWBE participates as a service provider or consultant and provides a bona fide services such as professional, technical, consultant, or managerial services, 100 percent of the total cost counts toward the MSVWBE Voluntary Goal if the firm performs a CUF.

MSVWBE Broker
When a MSVWBE participates as a broker (i.e. arranging a transaction or service but does not provide a work product or enhancement), only the dollar value of the fee or commission charged or 20 percent of the total dollar value of expenditures by the MSVWBE (whichever is greater) counts toward the MSVWBE Voluntary Goal if the firm performs a CUF.

Trucking
A MSVWBE trucking firm’s participation will be credited to MSVWBE Voluntary Goal if the MSVWBE trucking firm has one leased or owned truck working on the project and the MSVWBE trucking firm performs a CUF. MSVWBE trucking companies may lease trucks from other MSVWBE firms and non-MSVWBE firms and count this work toward the MSVWBE Voluntary Goal.

A MSVWBE trucking firm that is also a supplier or manufacturer of the materials or goods being transported can count 100 percent of the dollar value toward the MSVWBE Voluntary Goal. For an MSVWBE that is not a supplier or manufacturer, only the fee charged to deliver the goods or materials can be counted toward the MSVWBE Voluntary Goal.

MSVWBE Manufacturer and MSVWBE Supplier
If materials or supplies are obtained from a MSVWBE Manufacturer, one hundred percent (100%) of the cost of materials or supplies can count toward the MSVWBE Voluntary Goal.

One hundred percent (100%) of the cost of materials or supplies purchased from a MSVWBE Supplier may be credited toward meeting the MSVWBE Voluntary Goal. If the role of the MSVWBE Supplier is determined to be that of a pass-through, then no MSVWBE credit will be given for its services. If the role of the MSVWBE Supplier is determined to be that of a Broker, then MSVWBE credit shall be limited to the fee or commission it receives for its services.

Procedures after Execution
Commercially Useful Function (CUF)
The Contractor may only take credit for the payments made for Work performed by a MSVWBE that is determined to be performing a CUF. Payment must be commensurate with the work actually performed by the MSVWBE, if the Contractor wants to receive credit for their participation. If a MSVWBE does not
perform “all” of its responsibilities on a contract, it has not performed a CUF and their Work cannot be counted toward MSVWBE Voluntary Goal.

To determine whether an MSVWBE is performing a CUF, the Contractor shall evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the MSVWBE credit claimed for its performance of the work, and other relevant factors.

Leasing of Equipment
Leasing of equipment from a leasing company is allowed. However, leasing/purchasing equipment from the Contractor is not allowed. Lease agreements shall be readily available for review by the Engineer.

Traffic Control
In order for a MSVWBE traffic control company to be considered to be performing a CUF, the MSVWBE must be in control of its work inclusive of supervision. The MSVWBE shall employ a Traffic Control Supervisor who is directly involved in the management and supervision of the traffic control employees and services.

Joint Checks
Joint checks will only be allowed for the purpose of purchasing supplies and materials. The MSVWBE Subcontractor must submit a request to the Engineer and receive approval from the Engineer prior to using a joint check to pay for supplies and materials. Supplies and materials purchased with an approved joint check shall count toward the voluntary goals.

Joint checks that did not receive prior approval from the Engineer or used for purposes other than the purchase of supplies and materials shall not count towards the voluntary goals.

Prompt Payment
Prompt payment to all subcontractors shall be in accordance with Section 1-08.1. Prompt payment requirements apply to progress payments as well as return of retainage.

Refer to Section 1-08.1 for additional reporting requirements associated with this contract.

Removal from MSVWBE Program
When a MSVWBE is “removed” from the MSVWBE program during the course of the Contract, the participation of that MSVWBE shall continue to count towards the MSVWBE Voluntary Goal as long as the subcontract with the MSVWBE was executed prior to the removal notice.

MSVWBE Participation Plan
A MSVWBE Participation Plan shall be submitted to the Engineer prior to the start of Work on the project. The plan is submitted for the Contracting Agency’s information. The plan shall include the information identified in the guidelines at http://www.wsdot.wa.gov/EqualOpportunity/MSVWBE.htm.
Approval of the plan is not required; however, an incomplete plan will be returned for correction and resubmittal. An updated MSVWBE Participation Plan will be submitted for Review and Comment annually on the date the original Participation Plan was submitted. The Contractor shall provide a 30 Calendar Day review period for WSDOT Review and Comment on all MSVWBE Participation Plan submittals.

**MSVWBE Reporting**

The Contractor shall report payments to all firms that were used as Subcontractors, lower tier Subcontractors, manufactures, regular dealers, or service providers on the Contract Work each month between Execution of the Contract and when the Contract final estimate is processed, using the application available at https://wsdot.diversitycompliance.com. The monthly report is due 20 Calendar Days following the end of the month, whether payments were made or work occurred.

The monthly report shall include payments to all businesses regardless of their listing on the MSVWBE Inclusion Plan. If the Contractor is a MSVWBE, the amounts paid by WSDOT for Work performed by the certified Contractor shall also be reported.

After Execution of the Contract, the Contractor shall send an email to CRP@wsdot.wa.gov containing the following information: the first and last name, email address, title, and phone number of the person who will be submitting the above reports for their company. The email shall include the WSDOT contract number they will be reporting on. After receipt of this information by WSDOT, the Contractor will receive an email providing information about their assignment. Training and instructions are available in the application.

Refer to Section 1-08.1 for additional reporting requirements associated with this contract.

**MSVWBE Payment**

All costs for implementation of the requirements for Voluntary MSVWBE Participation shall be included in the associated items of Contract Work.

**Federal Small Business Enterprise Participation**

The Federal Small Business Enterprise (FSBE) Program is an element of the Disadvantaged Business Enterprise (DBE) in accordance with the requirements of 49 CFR Part 26.39. Failure to comply with the requirements of this Specification may result in sanctions as provided by the Contract.

**FSBE Abbreviations and Definitions**

**Broker** – A business firm that provides a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, or supplies required for the performance of the Contract; or, persons/companies who arrange or expedite transactions.
Certified Business Description – Specific descriptions of work the FSBE is certified to perform, as identified in the Certified Firm Directory, under the Vendor Information page.

Certified Firm Directory – A database of all Minority, Women, and Disadvantaged Business Enterprises, including those identified as a FSBE, currently certified by Washington State. The on-line Directory is available to Bidders for their use in identifying and soliciting interest from FSBE firms. The database is located under the Firm Certification section of the Diversity Management and Compliance System web page at: https://omwbe.diversitycompliance.com.

Firms certified by OMWBE as SBE, DBE-(including UDBEs), can be used to fulfill the FSBE mandatory goal on a project.

Commercially Useful Function (CUF) – 49 CFR 26.55(c)(1) defines commercially useful function as: “A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, you must evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the DBE credit claimed for its performance of the work, and other relevant factors.”

FSBE – A firm certified by OMWBE as meeting Federal requirements of a small business enterprise. All firms on the OMWBE Certified Firm Directory with the designation of SBE, UDBE or DBE are FSBEs.

Good Faith Efforts – Efforts to achieve the FSBE Goal or other requirements of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.

Manufacturer (FSBE) – A FSBE firm that operates or maintains a factory or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract. A FSBE Manufacturer shall produce finished goods or products from raw or unfinished material or purchase and substantially alters goods and materials to make them suitable for construction use before reselling them.

Reasonable Fee (FSBE) – For purposes of Brokers or service providers a reasonable fee shall not exceed 5% of the total cost of the goods or services brokered.

Regular Dealer (FSBE) – A FSBE firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials or supplies required for the performance of a Contract are bought, kept in stock, and
regularly sold to the public in the usual course of business. To be a Regular Dealer, the FSBE firm must be an established regular business that engages in as its principal business and in its own name the purchase and sale of the products in question. A Regular Dealer in such items as steel, cement, gravel, stone, and petroleum products need not own, operate or maintain a place of business if it both owns and operates distribution equipment for the products. Any supplementing of regular dealers’ own distribution equipment shall be by long-term formal lease agreements and not on an ad-hoc basis. Brokers, packagers, manufacturers’ representatives, or other persons who arrange or expedite transactions shall not be regarded as Regular Dealers within the meaning of this definition.

**FSBE Goal**
The Contracting Agency has established a FSBE Goal for this Contract in the amount of: *** $$1$$ ***

**Crediting FSBE Participation**
All FSBE Subcontractors shall be certified before the subcontract on which they are participating is executed.

FSBE participation is only credited upon payment to the FSBE.

The following are some definitions of what may be counted as FSBE participation.

**FSBE Prime Contractor**
Only take credit for that portion of the total dollar value of the Contract equal to the distinct, clearly defined portion of the Work that the FSBE Prime Contractor performs with its own forces and is certified to perform.

**FSBE Subcontractor**
Only take credit for that portion of the total dollar value of the subcontract that is equal to the distinct, clearly defined portion of the Work that the FSBE performs with its own forces and is certified to perform. The value of work performed by the FSBE includes the cost of supplies and materials purchased by the FSBE and equipment leased by the FSBE, for its work on the contract. Supplies, materials or equipment obtained by a FSBE that are not utilized or incorporated in the contract work by the FSBE will not be eligible for FSBE credit.

The supplies, materials, and equipment purchased or leased from the Contractor or its affiliate, including any Contractor’s resources available to FSBE subcontractors at no cost, shall not be credited.

FSBE credit will not be given in instances where the equipment lease includes the operator. The FSBE is expected to operate the equipment used in the performance of its work under the contract with its own forces. Situations where equipment is leased and used by the FSBE, but payment is deducted from the Contractor’s payment to the FSBE is not allowed.

When the subcontractor is a FSBE, the following apply:
1. If a FSBE subcontracts a portion of the Work of its contract to another firm, the value of the subcontracted Work may be counted toward the FSBE Goal only if the Lower-Tier Subcontractor is also a FSBE.

2. Work subcontracted to a non-FSBE does not count towards the FSBE Goal nor FSBE participation.

FSBE Subcontract and Lower Tier Subcontract Documents
There must be a subcontract agreement that complies with 49 CFR Part 26 and fully describes the distinct elements of Work committed to be performed by the FSBE.

FSBE Service Provider
The value of fees or commissions charged by a FSBE firm behaving in a manner of a Broker, or another service provider for providing a bona fide service, such as professional, technical, consultant, managerial services, or for providing bonds or insurance specifically required for the performance of the contract will only be credited as FSBE participation, if the fee/commission is determined by the Contracting Agency to be reasonable and the firm has performed a CUF.

Temporary Traffic Control
If the FSBE firm is being utilized in the capacity of only “Flagging”, the FSBE firm must provide a Traffic Control Supervisor (TCS) and flagger, which are under the direct control of the FSBE. The FSBE firm shall also provide all flagging equipment (e.g. paddles, hard hats, and vests).

If the FSBE firm is being utilized in the capacity of “Traffic Control Services”, the FSBE firm must provide a TCS, flaggers, and traffic control items (e.g., cones, barrels, signs, etc.) and be in total control of all items in implementing the traffic control for the project.

Trucking
FSBE trucking firm participation may only be credited as FSBE participation for the value of the hauling services, not for the materials being hauled unless the trucking firm is also certified as a supplier of those materials. In situations where the FSBE’s work is priced per ton, the value of the hauling service must be calculated separately from the value of the materials in order to determine FSBE credit for hauling.

The FSBE trucking firm must own and operate at least one licensed, insured and operational truck on the contract. The truck must be of the type that is necessary to perform the hauling duties required under the contract. The FSBE receives credit for the value of the transportation services it provides on the Contract using trucks it owns or leases, licenses, insures, and operates with drivers it employs.

The FSBE may lease additional trucks from another FSBE firm. The FSBE who leases additional trucks from another FSBE firm receives credit for the value of the transportation services the lessee FSBE provides on the Contract.
The trucking Work subcontracted to any non-FSBE trucking firm will not receive credit for Work done on the project.

The FSBE may lease trucks from a truck leasing company (recognized truck rental center), but can only receive credit towards FSBE participation if the FSBE uses its own employees as drivers.

**FSBE Manufacturer and FSBE Regular Dealer**

One hundred percent (100%) of the cost of the manufactured product obtained from a FSBE manufacturer can count as FSBE participation. If the manufacturer is a FSBE, participation may count towards the FSBE Goal.

Sixty percent (60%) of the cost of materials or supplies purchased from a FSBE Regular Dealer may be credited as FSBE Participation. If the role of the FSBE Regular Dealer is determined to be that of a Broker, then FSBE credit shall be limited to the fee or commission it receives for its services. Regular Dealer status and the amount of credit is determined on a Contract-by-Contract basis. If the regular dealer is a FSBE, participation may count towards the FSBE Goal.

FSBE firms proposed to be used as a Regular Dealer must be approved before being used on a project. The WSDOT Approved Regular Dealer list published on WSDOT’s Office of Equal Opportunity (OEO) web site must include the specific project for which approval is being requested. For purposes of FSBE Goal participation, the Regular Dealer must submit the Regular Dealer Status Request form and receive approval prior to providing any equipment or materials or the signing of a purchase order, invoice, or subcontract.

Purchase of materials or supplies from a FSBE which is neither a manufacturer nor a regular dealer, (i.e. Broker) only the fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, can count as FSBE participation provided the fees are not excessive as compared with fees customarily allowed for similar services. Documentation will be required to support the fee/commission charged by the FSBE. The cost of the materials and supplies themselves cannot be counted toward as FSBE participation.

**Good Faith Effort Documentation**

GFE is evaluated prior to Physical Completion when determining whether the Contractor has satisfied its FSBE Goal.

The Contracting Agency will measure GFE using the guidance in 49 CFR Part 26, Appendix A. The following is a list of the types of actions which may be considered as part of the Contractor’s GFE to achieve FSBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

1. Solicited through all reasonable and available means the interest of all certified FSBEs who had the capability to perform the Work of the Contract. The Contractor must have solicited this interest within sufficient time to
allow the FSBEs to respond to the solicitation. The Contractor must have determined with certainty that the FSBEs were interested by taking appropriate steps to follow up initial solicitations with potential FSBEs.

2. Selected portions of the Work to be performed by FSBEs in order to increase the likelihood that the FSBE Goal would be achieved. This includes, where appropriate, breaking out contract Work items into economically feasible units to facilitate FSBE participation, even when the Contractor might otherwise prefer to perform these Work items with its own forces.

3. Provided interested FSBEs with adequate information about the Plans, Specifications, and requirements of the Contract in a timely manner to assist them in responding to a solicitation.
   a. Negotiated in good faith with interested FSBEs. It is the Contractor’s responsibility to make a portion of the Work available to FSBE subcontractors and suppliers and to select those portions of the Work or material needs consistent with the available FSBE subcontractors and suppliers, so as to facilitate FSBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of FSBEs that were contacted; a description of the information provided regarding the Plans and Specifications for the Work selected for subcontracting; and evidence as to why additional agreements could not be reached for FSBEs to perform the Work.
   b. A Contractor using good business judgment would consider a number of factors in negotiating with subcontractors, including FSBE subcontractors, and would take a firm’s price and capabilities as well as the FSBE Goal into consideration. The fact that there may be some additional costs involved in finding and using FSBEs is not in itself sufficient reason for a Bidder’s failure to meet the FSBE Goal, as long as such costs are reasonable. Also, the ability or desire of a Contractor to perform the Work of a Contract with its own organization does not relieve the Contractor of the responsibility to make Good Faith Efforts. Contractors are not, however, required to accept higher quotes from FSBEs if the price difference was excessive or unreasonable.

4. Not rejecting FSBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Contractor’s standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the Contractor’s efforts to meet the FSBE Goal.

5. Made efforts to assist interested FSBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
6. Made efforts to assist interested FSBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

7. Effectively used the services of available minority/women community organizations; minority/women contractors’ groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of FSBEs.

8. Documentation of GFE must include copies of each FSBE and non-FSBE subcontractor quotes submitted to the Bidder when a non-FSBE subcontractor is selected over a FSBE for Work on the Contract.

Procedures after Execution

Commercially Useful Function (CUF)
The Contractor may only take credit for the payments made for Work performed by a FSBE that is determined to be performing a CUF. Payment must be commensurate with the work actually performed by the FSBE. This applies to all FSBEs performing Work on a project, if the Contractor wants to receive credit for their participation. The Engineer will conduct CUF reviews to ascertain whether FSBEs are performing a CUF. A FSBE performs a CUF when it is carrying out its responsibilities of its contract by actually performing, managing, and supervising the Work involved. The FSBE must be responsible for negotiating price; determining quality and quantity; ordering the material, installing (where applicable); and paying for the material itself. If a FSBE does not perform “all” of these functions on a furnish-and-install contract, it has not performed a CUF and the cost of materials cannot be counted toward FSBE Goal. Leasing of equipment from a leasing company is allowed. However, leasing/purchasing equipment from the Contractor is not allowed. Lease agreements shall be provided prior to the Subcontractor beginning Work. Any use of the Contractor’s equipment by a FSBE may not be credited as countable participation.

The FSBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which the funds are passed in order to obtain the appearance of FSBE participation.

In order for a FSBE traffic control company to be considered to be performing a CUF, the FSBE must be in control of its work inclusive of supervision. The FSBE shall employ a Traffic Control Supervisor who is directly involved in the management and supervision of the traffic control employees and services.

The following are some of the factors that the Engineer will use in determining whether a FSBE trucking company is performing a CUF:

- The FSBE shall be responsible for the management and supervision of the entire trucking operation for which it is responsible on the contract. The owner demonstrates business related knowledge, shows up on site and is determined to be actively running the business.
• The FSBE itself shall own and operate at least one fully licensed, insured, and operational truck used on the Contract. The drivers of the trucks owned and leased by the FSBE must be exclusively employed by the FSBE and reflected on the FSBE’s payroll.

• Lease agreements for trucks shall indicate that the FSBE has exclusive use of and control over the truck(s). This does not preclude the leased truck from working for others provided it is with the consent of the FSBE and the lease provides the FSBE absolute priority for use of the leased truck.

• Leased trucks shall display the name and identification number of the FSBE.

**UDBE/DBE/FSBE Truck Unit Listing Log**

In addition to the subcontracting requirements of Section 1-08.1, each FSBE trucking firm shall submit supplemental information consisting of a completed Primary UDBE/DBE/FSBE Truck Unit Listing Log (WSDOT Form 350-077) and all Rental/Lease agreements (if applicable). The supplemental information shall be submitted in an electronic format to the Engineer prior to any trucking services being performed for FSBE credit. Incomplete or incorrect supplemental information will be returned for correction. The corrected Primary UDBE/DBE/FSBE Truck Unit Listing Log and any Updated Primary UDBE/DBE/FSBE Truck Unit Listing Logs shall be submitted and accepted by the Engineer no later than ten calendar days of utilizing applicable trucks. Failure to submit or update the DBE Truck Unit Listing Log may result in trucks not being credited as FSBE participation.

Each FSBE trucking firm shall complete a Daily UDBE/DBE/FSBE Truck Unit Listing Log for each day that the FSBE performs trucking services for FSBE credit. The Daily UDBE/DBE/FSBE Truck Unit Listing Log forms shall be submitted by Friday of the week after the Work was performed by email to the following email address for the region administering the Contract:

- Eastern Region - ERegionOEO@wsdot.wa.gov
- North Central Region - NCRegionOEO@wsdot.wa.gov
- Northwest Region - NWRegionOEO@wsdot.wa.gov
- Olympic Region - ORegionOEO@wsdot.wa.gov
- South Central Region - SCRegionOEO@wsdot.wa.gov
- Southwest Region - SWRegionOEO@wsdot.wa.gov
- Washington State Ferries - FerriesOEO@wsdot.wa.gov

**Joint Checking**

A joint check is a check between a Subcontractor and the Contractor to the supplier of materials/supplies. The check is issued by the Contractor as payer to the Subcontractor and the material supplier jointly for items to be incorporated into the project. The FSBE must release the check to the supplier, while the Contractor acts solely as the guarantor.

A joint check agreement must be approved by the Engineer and requested by the FSBE involved using the DBE Joint Check Request Form (WSDOT Form...
#272-053) prior to its use. The form must accompany the FSBE Joint Check Agreement between the parties involved, including the conditions of the arrangement and expected use of the joint checks.

The approval to use joint checks and the use will be closely monitored by the Engineer. To receive FSBE credit for performing a CUF with respect to obtaining materials and supplies, a FSBE must “be responsible for negotiating price, determining quality and quantity, ordering the material, installing and paying for the material itself.” The Contractor shall submit DBE Joint Check Request Form for the Engineer approval prior to using a joint check.

Material costs paid by the Contractor directly to the material supplier are not allowed. If proper procedures are not followed or the Engineer determines that the arrangement results in lack of independence for the FSBE involved, no FSBE credit will be given for the FSBE’s participation as it relates to the material cost.

**Prompt Payment**

Prompt payment to all subcontractors shall be in accordance with Section 1-08.1. Prompt payment requirements apply to progress payments as well as return of retainage.

**Subcontracts**

Prior to a FSBE performing Work on the Contract, an executed subcontract between the FSBE and the Contractor shall be submitted to the Engineer. The executed subcontracts shall be submitted by email to the following email address for the region administering the Contract:

- Eastern Region – ERegionOEO@wsdot.wa.gov
- North Central Region – NCRegionOEO@wsdot.wa.gov
- Northwest Region – NWRegionOEO@wsdot.wa.gov
- Olympic Region – ORegionOEO@wsdot.wa.gov
- South Central Region – SCRegionOEO@wsdot.wa.gov
- Southwest Region – SWRegionOEO@wsdot.wa.gov
- Washington State Ferries – FerriesOEO@wsdot.wa.gov

**Reporting**

The Contractor and all subcontractors/suppliers/service providers that utilize FSBEs to perform work on the project, shall maintain appropriate records that will enable the Engineer to verify FSBE participation throughout the life of the project.

Refer to Section 1-08.1 for additional reporting requirements associated with this contract.

**Decertification**

When a FSBE is “decertified” from the FSBE program during the course of the Contract, the participation of that FSBE shall continue to count as FSBE participation as long as the subcontract with the FSBE was executed prior to the decertification notice. The Contractor is obligated to substitute when a
FSBE does not have an executed subcontract agreement at the time of decertification.

Sanctions
If it is determined that the Contractor’s failure to meet all or part of the FSBE Goal is due to the Contractor’s inadequate good faith efforts throughout the life of the Contract, including failure to submit timely, required Good Faith Efforts information and documentation, the Contractor may be required to pay FSBE penalty equal to the amount of the unmet Goal, in addition to the sanctions outlined in Section 1-07.11(5).

Payment
Compensation for all costs involved with complying with the conditions of this Specification and any other associated FSBE requirements is included in payment for the associated Contract items of Work, except otherwise provided in the Specifications.

Disadvantaged Business Enterprise Participation
The Disadvantaged Business Enterprise (DBE) requirements of 49 CFR Part 26 and USDOT’s official interpretations (i.e., Questions & Answers) apply to this Contract. Demonstrating compliance with these Specifications is a Condition of Award (COA) of this Contract. Failure to comply with the requirements of this Specification may result in your Bid being found to be nonresponsive resulting in rejection or other sanctions as provided by Contract.

DBE Abbreviations and Definitions
Broker – A business firm that provides a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, or supplies required for the performance of the Contract; or, persons/companies who arrange or expedite transactions.

Certified Business Description – Specific descriptions of work the DBE is certified to perform, as identified in the Certified Firm Directory, under the Vendor Information page.


Commercially Useful Function (CUF)
49 CFR 26.55(c)(1) defines commercially useful function as: “A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and
supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, you must evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the DBE credit claimed for its performance of the work, and other relevant factors."

**Contract** – For this provision only, this definition supplements Section 1-01.3. 49 CFR 26.5 defines contract as: “… a legally binding relationship obligating a seller to furnish supplies or services (including, but not limited to, construction and professional services) and the buyer to pay for them. For purposes of this part, a lease is considered to be a contract.”

**Disadvantaged Business Enterprise (DBE)** – A business firm certified by the Washington State Office of Minority and Women’s Business Enterprises, as meeting the criteria outlined in 49 CFR 26 regarding DBE certification.

**DBE Commitment** – The dollar amount the Contractor indicates they will be subcontracting to be applied towards the DBE Condition of Award Goal as shown on the DBE Utilization Certification Form for each DBE Subcontractor. This DBE Commitment amount will be incorporated into the Contract and shall be considered a Contract requirement. Any changes to the DBE Commitment shall require Engineer’s approval.

**DBE Condition of Award (COA) Goal** – An assigned numerical percentage of the Bid amount of the Contract. This is the minimum amount that the Bidder must commit to by submission of the Utilization Certification Form and/or by Good Faith Effort (GFE). The DBE COA Goal will also be applied to change orders associated with this Contract.

**Force Account Work** – Work measured and paid in accordance with Section 1-09.6.

**Good Faith Efforts** – Efforts to achieve the DBE COA Goal or other requirements of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.

**Manufacturer (DBE)** – A DBE firm that operates or maintains a factory or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract. A DBE Manufacturer shall produce finished goods or products from raw or unfinished material or purchase and substantially alters goods and materials to make them suitable for construction use before reselling them.

**Regular Dealer (DBE)** – A DBE firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials or supplies required for the performance of a Contract are bought, kept in stock, and regularly sold to the public in the usual course of business. To be a Regular Dealer, the DBE firm must be an established regular business that engages in as its principal business and in its own name the purchase and sale of the products in question.
A Regular Dealer in such items as steel, cement, gravel, stone, and petroleum products need not own, operate or maintain a place of business if it both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by long-term formal lease agreements and not on an ad-hoc basis. Brokers, packagers, manufacturers' representatives, or other persons who arrange or expedite transactions shall not be regarded as Regular Dealers within the meaning of this definition.

**DBE COA Goal**
The Contracting Agency has established a COA Contract Goal in the amount of: ***$1***

**DBE Eligibility/Selection of DBEs**
In order to determine the distinct element(s) of work for which a DBE is certified, Contractors should refer to the Certified Business Description. The Contractor shall not use NAICS codes on the DBE Utilization Certification.

**Crediting DBE Participation**
Subcontractors proposed as COA must be certified prior to the due date for bids on the Contract. All non-COA DBE Subcontractors shall be certified before the subcontract on which they are participating is executed.

Be advised that although a firm is listed in the Certified Firm Directory, there are cases where the listed firm is in a temporary suspension status. The Contractor shall review the OMWBE Suspended DBE Firms list. A DBE firm that is included on this list may not enter into new contracts that count towards participation. DBE participation cannot be counted toward the Contractor’s contract goal until the amount being counted has actually been paid to the DBE including return of retainage.

In all cases the DBE must be certified in advance for the work being considered and performing a CUF during the execution of the Work. The following are some examples of what may be counted as DBE participation.

**DBE Prime Contractor**
Only take credit for that portion of the total dollar value of the Contract equal to the distinct, clearly defined portion of the Work that the DBE Prime Contractor performs with its own forces and is credited to perform.

**DBE Subcontractor**
Only take credit for that portion of the total dollar value of the subcontract that is equal to the distinct, clearly defined portion of the Work that the DBE performs with its own forces. The value of work performed by the DBE includes the cost of supplies and materials purchased by the DBE and equipment leased by the DBE, for its work on the contract. Supplies, materials or equipment obtained by a DBE that are not utilized or incorporated in the contract work by the DBE will not be eligible for DBE credit unless the DBE is certified as a supplier or equipment leasing company.
The supplies, materials, and equipment purchased or leased from the Contractor or its affiliate, including any Contractor’s resources available to DBE subcontractors at no cost, shall not be credited.

DBE credit will not be given in instances where the equipment lease includes the operator. The DBE is expected to operate the equipment used in the performance of its work under the contract with its own forces. Situations where equipment is leased and used by the DBE, but payment is deducted from the Contractor’s payment to the DBE is not allowed.

If a DBE subcontracts a portion of the Work of its contract to another firm, the value of the subcontracted Work may be counted toward the DBE COA Goal only if the DBE’s Lower-Tier Subcontractor is also a DBE. Work subcontracted to a non-DBE does not count towards the DBE COA Goal.

DBE Subcontract and Lower Tier Subcontract Documents
There must be a subcontract agreement that complies with 49 CFR Part 26 and fully describes the distinct elements of Work committed to be performed by the DBE. The subcontract agreement shall incorporate requirements of the primary Contract. Subcontract agreements of all tiers, including lease agreements shall be readily available at the project site for the Engineer’s review.

DBE Service Provider
The value of fees or commissions charged by a DBE Broker, a DBE behaving in a manner of a Broker, or another service provider for providing a bona fide service, such as professional, technical, consultant, managerial services, or for providing bonds or insurance specifically required for the performance of the contract will only be credited towards meeting the DBE COA Goal if the fee/commission is determined by the Contracting Agency to be reasonable and the firm has performed a CUF. Documentation will be required to support the fee/commission charged by the DBE.

Force Account Work
When the Contractor elects to utilize force account Work to meet the DBE COA Goal, as demonstrated by listing this force account Work on the DBE Utilization Certification Form, for the purposes of meeting DBE COA Goal, only 50% of the Proposal amount shall be credited toward the Contractors Commitment to meet the DBE COA Goal.

One hundred percent of the actual amounts paid to the DBE for the force account Work shall be credited towards DBE COA Goal or DBE participation.

Temporary Traffic Control
If the DBE firm is being utilized in the capacity of only “Flagging”, the DBE firm must provide a Traffic Control Supervisor (TCS) and flagger, which are under the direct control of the DBE. The DBE firm shall also provide all flagging equipment (e.g. paddles, hard hats, and vests).

If the DBE firm is being utilized in the capacity of “Traffic Control Services”, the DBE firm must provide a TCS, flaggers, and traffic control items (e.g., cones, barrels, signs, etc.) and be in total control of all items in implementing the traffic
control for the project. In addition if the DBE firm utilizes the Contractor’s equipment, such as Transportable Attenuators and Portable Changeable Message Signs (PCMS) no DBE credit can be taken for supplying and operating the items.

**Trucking**

DBE trucking firm participation may only be credited to the DBE COA Goal for the value of the hauling services, not for the materials being hauled unless the trucking firm is also certified as a supplier. In situations where the DBE’s work is priced per ton, the value of the hauling service must be calculated separately from the value of the materials in order to determine DBE credit for hauling.

The DBE trucking firm must own and operate at least one licensed, insured and operational truck on the contract. The truck must be of the type that is necessary to perform the hauling duties required under the contract. The DBE receives credit for the value of the transportation services it provides on the Contract using trucks it owns or leases, licenses, insures, and operates with drivers it employs.

The DBE may lease additional trucks from another DBE firm.

The trucking Work subcontracted to any non-DBE trucking firm will not receive credit for Work done on the project. The DBE may lease trucks from a non-DBE truck leasing company, but can only receive credit towards DBE participation if the DBE uses its own employees as drivers.

DBE credit for a truck broker is limited to the fee/commission that the DBE receives for arranging transportation services.

Truck registration and lease agreements shall be readily available at the project site for the Engineer review.

**DBE Manufacturer and DBE Regular Dealer**

One hundred percent (100%) of the cost of the manufactured product obtained from a DBE manufacturer may count toward the DBE COA Goal. The DBE Manufacturer shall be certified as such by OMWBE.

Sixty percent (60%) of the cost of materials or supplies purchased from a DBE Regular Dealer may be credited toward meeting the DBE COA Goal. If the role of the DBE Regular Dealer is determined to be that of a pass-through, then no DBE credit will be given for its services. If the role of the DBE Regular Dealer is determined to be that of a Broker, then DBE credit shall be limited to the fee or commission it receives for its services. Regular Dealer status and the amount of credit is determined on a Contract-by-Contract basis.

Regular Dealer DBE firms must be approved before being used on a project. The WSDOT Approved Regular Dealer list published on WSDOT’s Office of Equal Opportunity (OEO) web site must include the specific project for which approval is being requested. For purposes of the DBE COA Goal participation, the Regular Dealer must submit the Regular Dealer Status Request form a minimum of five days prior to bid opening.
Purchase of materials or supplies from a DBE which is neither a manufacturer nor a regular dealer, (i.e. Broker) only the fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, can count toward DBE COA Goal, provided the fees are not excessive as compared with fees customarily allowed for similar services. Documentation will be required to support the fee/commission charged by the DBE. The cost of the materials and supplies themselves cannot be counted toward DBE COA Goal.

Note: Requests to be listed as a Regular Dealer will only be processed if the requesting firm is a material supplier certified by the Office of Minority and Women’s Business Enterprises in a NAICS code that falls within the 42XXXX NAICS Wholesale code section.

Disadvantaged Business Enterprise Utilization
To be eligible for award of the Contract, the Bidder shall properly complete and submit a Disadvantaged Business Enterprise Utilization Certification with the Bidder’s sealed Bid Proposal, as specified in Section 1-02.9 Delivery of Proposal. The Bidder’s Disadvantaged Business Enterprise Utilization Certification must clearly demonstrate how the Bidder intends to meet the DBE COA Goal. A Disadvantaged Business Enterprise Utilization Certification (WSDOT Form 272-056) is included in your Proposal package for this purpose as well as instructions on how to properly fill out the form.

The Bidder is advised that the items listed below when listed in the Utilization Certification must have their amounts reduced to the percentages shown and those reduced amounts will be the amount applied towards meeting the DBE COA Goal.

- Force account at 50%
- Regular dealer at 60%

In the event of arithmetic errors in completing the Disadvantaged Business Enterprise Utilization Certification the amount listed to be applied towards the DBE COA Goal for each DBE shall govern and the DBE total amount shall be adjusted accordingly.

Note: The Contracting Agency shall consider as non-responsive and shall reject any Bid Proposal submitted that does not contain a Disadvantaged Business Enterprise Utilization Certification Form that accurately demonstrates how the Bidder intends to meet the DBE COA Goal.

Disadvantaged Business Enterprise Written Confirmation Document(s)
The Bidder shall submit a Disadvantaged Business Enterprise Written Confirmation Document (completed and signed by the DBE) for each DBE firm listed in the Bidder’s completed Disadvantaged Business Enterprise Utilization Certification submitted with the Bid. Failure to do so will result in the associated participation being disallowed, which may cause the Bid to be determined to be nonresponsive resulting in Bid rejection.
The Confirmation Documents provide confirmation from the DBEs that they are participating in the Contract as provided in the Contractor’s Commitment. The Confirmation Documents must be consistent with the Utilization Certification.

A Disadvantaged Business Enterprise Written Confirmation Document (form No. 422-031) is included in your Proposal package for this purpose.

The form(s) shall be received as specified in the special provisions for Section 1-02.9 Delivery of Proposal.

It is prohibited for the Bidder to require a DBE to submit a Written Confirmation Document with any part of the form left blank. Should the Contracting Agency determine that an incomplete Written Confirmation Document was signed by a DBE, the validity of the document comes into question. The associated DBE participation may not receive credit.

**Selection of Successful Bidder/Good Faith Efforts (GFE)**

The successful Bidder shall be selected on the basis of having submitted the lowest responsive Bid, which demonstrates a good faith effort to achieve the DBE COA Goal. The Contracting Agency, at any time during the selection process, may request a breakdown of the bid items and amounts that are counted towards the overall contract goal for any of the DBEs listed on the DBE Utilization Certification.

Achieving the DBE COA Goal may be accomplished in one of two ways:

1. **By meeting the DBE COA Goal**
   - Submission of the DBE Utilization Certification and supporting DBE Written Confirmation Document(s) showing the Bidder has obtained enough DBE participation to meet or exceed the DBE COA Goal.

2. **By documentation that the Bidder made adequate GFE to meet the DBE COA Goal**
   - The Bidder may demonstrate a GFE in whole or part through GFE documentation ONLY IN THE EVENT a Bidder’s efforts to solicit sufficient DBE participation have been unsuccessful. The Bidder must supply GFE documentation in addition to the Disadvantaged Business Enterprise Utilization Certification, and supporting Disadvantaged Business Enterprise (DBE) Written Confirmation Document(s).

   **Note:** In the case where the Bidder was awarded the contract based on demonstrating adequate GFE the advertised DBE COA Goal will not be reduced. The Bidder shall demonstrate a GFE during the life of the Contract to attain the advertised DBE COA Goal.

GFE documentation shall be received, as specified in the special provisions for Section 1-02.9 Delivery of Proposal.

The Contracting Agency will review the GFE documentation and will determine if the Bidder made an adequate good faith effort.
Good Faith Effort (GFE) Documentation

GFE is evaluated when:

1. Determining award of a Contract that has COA goal,

2. When a COA DBE is terminated and substitution is required, and

3. Prior to Physical Completion when determining whether the Contractor has satisfied its DBE commitments.

49 CFR Part 26, Appendix A is intended as general guidance and does not, in itself, demonstrate adequate good faith efforts. The following is a list of types of actions, which would be considered as part of the Bidder’s GFE to achieve DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

1. Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the Work of the Contract.
   The Bidder must solicit this interest within sufficient time to allow the DBEs to respond to the solicitation. The Bidder must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

2. Selecting portions of the Work to be performed by DBEs in order to increase the likelihood that the DBE COA Goal will be achieved. This includes, where appropriate, breaking out contract Work items into economically feasible units to facilitate DBE participation, even when the Contractor might otherwise prefer to perform these Work items with its own forces.

3. Providing interested DBEs with adequate information about the Plans, Specifications, and requirements of the Contract in a timely manner to assist them in responding to a solicitation.
   a. Negotiating in good faith with interested DBEs. It is the Bidder’s responsibility to make a portion of the Work available to DBE subcontractors and suppliers and to select those portions of the Work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the Plans and Specifications for the Work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the Work.
   b. A Bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm’s price and capabilities as well as the DBE COA Goal into consideration. However, the fact that
there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a Bidder’s failure to meet the DBE COA Goal, as long as such costs are reasonable. Also, the ability or desire of a Contractor to perform the Work of a Contract with its own organization does not relieve the Bidder of the responsibility to make Good Faith Efforts. Contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

4. Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Contractor’s standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or nonsolicitation of bids in the Contractor’s efforts to meet the DBE COA Goal.

5. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.

6. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

7. Effectively using the services of available minority/women community organizations; minority/women contractors’ groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

8. Documentation of GFE must include copies of each DBE and non-DBE subcontractor quotes submitted to the Bidder when a non-DBE subcontractor is selected over a DBE for Work on the Contract. (ref. updated DBE regulations – 26.53(b)(2)(vi) & App. A)

Administrative Reconsideration of GFE Documentation
Any Bidder has the right to reconsideration but only for the purpose of reassessing the GFE documentation that was originally submitted with their Bid, and determined to be inadequate.

- The Bidder must request within 48 hours of notification of being nonresponsive or forfeit the right to reconsideration.
- The reconsideration decision on the adequacy of the Bidder’s GFE documentation shall be made by an official who did not take part in the original determination.
- Only original GFE documentation submitted as a supplement to the Bid shall be considered. The Bidder shall not introduce new documentation at the reconsideration hearing.
• The Bidder shall have the opportunity to meet in person with the official for
the purpose of setting forth the Bidder’s position as to why the GFE
documentation demonstrates a sufficient effort.

• The reconsideration official shall provide the Bidder with a written decision
on reconsideration within five working days of the hearing explaining the
basis for their finding.

Procedures between Award and Execution
After Award and prior to Execution, the Contractor shall provide the additional
information described below. Failure to comply shall result in the forfeiture of the
Bidder’s Proposal bond or deposit.

1. A DBE Bid Item Breakdown is required which shall contain the following
information for all DBEs as shown on the Disadvantaged Business
Enterprise Utilization Certification:
   a. Correct business name, federal employee identification number (if
      available), and mailing address.
   b. List of all Bid items assigned to each DBE with a clear description of
      Work to be performed for each Bid item and the dollar value of the
      Work to be performed by the DBE.
   c. Description of partial items (if any) to be sublet to each DBE
      specifying the Work committed under each item to be performed and
      including the dollar value of the DBE portion.
   d. Total amounts shown for each DBE shall match the amount shown
      on the Disadvantaged Business Enterprise Utilization Certification. A
      DBE Bid Item Breakdown that does not conform to the
      Disadvantaged Business Enterprise Utilization Certification or that
      demonstrates a different amount of DBE participation than that
      included in the Disadvantaged Business Enterprise Utilization
      Certification will be returned for correction.

2. A list of all firms who submitted a bid or quote in attempt to participate in
this project whether they were successful or not. Include the business
name and mailing address.

Note: The firms identified by the Contractor may be contacted by the
Contracting Agency to solicit general information as follows: age of the
firm and average of its gross annual receipts over the past three-years.

Procedures after Execution
Commercially Useful Function (CUF)
The Contractor may only take credit for the payments made for Work performed
by a DBE that is determined to be performing a CUF. Payment must be
commensurate with the work actually performed by the DBE. This applies to all
DBEs performing Work on a project, whether or not the DBEs are COA, if the
Contractor wants to receive credit for their participation. The Engineer will
conduct CUF reviews to ascertain whether DBEs are performing a CUF. A DBE performs a CUF when it is carrying out its responsibilities of its contract by actually performing, managing, and supervising the Work involved. The DBE must be responsible for negotiating price; determining quality and quantity; ordering the material, installing (where applicable); and paying for the material itself. If a DBE does not perform “all” of these functions on a furnish-and-install contract, it has not performed a CUF and the cost of materials cannot be counted toward DBE COA Goal. Leasing of equipment from a leasing company is allowed. However, leasing/purchasing equipment from the Contractor is not allowed. Lease agreements shall be readily available for review by the Engineer.

In order for a DBE traffic control company to be considered to be performing a CUF, the DBE must be in control of its work inclusive of supervision. The DBE shall employ a Traffic Control Supervisor who is directly involved in the management and supervision of the traffic control employees and services.

The DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which the funds are passed in order to obtain the appearance of DBE participation.

The following are some of the factors that the Engineer will use in determining whether a DBE trucking company is performing a CUF:

- The DBE shall be responsible for the management and supervision of the entire trucking operation for which it is responsible on the contract. The owner demonstrates business related knowledge, shows up on site and is determined to be actively running the business.

- The DBE shall with its own workforce, operate at least one fully licensed, insured, and operational truck used on the Contract. The drivers of the trucks owned and leased by the DBE must be exclusively employed by the DBE and reflected on the DBE’s payroll.

- Lease agreements for trucks shall indicate that the DBE has exclusive use of and control over the truck(s). This does not preclude the leased truck from working for others provided it is with the consent of the DBE and the lease provides the DBE absolute priority for use of the leased truck.

- Leased trucks shall display the name and identification number of the DBE.

**DBE Utilization Plan**

The DBE Bid Item Breakdown is the initial plan for Bid Item work committed to DBE firms. When a Contractor identifies a change in the plan, an update shall be submitted within 7 calendar days between Execution and Physical Completion. Plan updates shall not make changes to the Commitment or the DBE Utilization Certification.
Joint Checking

A joint check is a check between a Subcontractor and the Contractor to the supplier of materials/supplies. The check is issued by the Contractor as payer to the Subcontractor and the material supplier jointly for items to be incorporated into the project. The DBE must release the check to the supplier, while the Contractor acts solely as the guarantor.

A joint check agreement must be approved by the Engineer and requested by the DBE involved using the DBE Joint Check Request Form (form # 272-053) prior to its use. The form must accompany the DBE Joint Check Agreement between the parties involved, including the conditions of the arrangement and expected use of the joint checks.

The approval to use joint checks and the use will be closely monitored by the Engineer. To receive DBE credit for performing a CUF with respect to obtaining materials and supplies, a DBE must “be responsible for negotiating price, determining quality and quantity, ordering the material, installing and paying for the material itself.” The Contractor shall submit DBE Joint Check Request Form for the Engineer approval prior to using a joint check.

Material costs paid by the Contractor directly to the material supplier are not allowed. If proper procedures are not followed or the Engineer determines that the arrangement results in lack of independence for the DBE involved, no DBE credit will be given for the DBE’s participation as it relates to the material cost.

Prompt Payment

Prompt payment to all subcontractors shall be in accordance with Section 1-08.1. Prompt payment requirements apply to progress retainage.

Reporting

The Contractor and all subcontractors/suppliers/service providers that utilize DBEs to perform work on the project, shall maintain appropriate records that will enable the Engineer to verify DBE participation throughout the life of the project.

Refer to Section 1-08.1 for additional reporting requirements associated with this contract.

Changes in COA Work Committed to DBE

The Contractor shall utilize the COA DBEs to perform the work and supply the materials for which each is committed unless a change is approved by the Engineer. The Contractor shall not be entitled to any payment for work or material completed by the Contractor or subcontractors that was committed to be completed by the COA DBEs.

Owner Initiated Changes

Where the Engineer makes changes that result in changes to Work that was committed to a COA DBE. The Contractor may be directed to substitute for the Work in such instances.
Contractor Initiated Changes
The Contractor cannot reduce the amount of work committed to a COA DBE without good cause. Reducing DBE Commitment is viewed as partial DBE termination, and therefore subject to the termination procedures below.

Original Quantity Underruns
In the event that Work committed to a DBE firm as part of the COA underruns the original planned quantities the Contractor may be required to substitute the remaining applicable Work to another DBE.

Contractor Proposed DBE Substitutions
Requests to substitute a COA DBE must be for good cause (see DBE termination process below), and requires prior written approval of the Engineer. After receiving a termination with good cause approval, the Contractor may only replace a DBE with another certified DBE. When any changes between Contract Award and Execution result in a substitution of COA DBE, the substitute DBE shall be certified prior to the bid opening on the Contract.

DBE Termination
Termination of a COA DBE (or an approved substitute DBE) is only allowed in whole or in part with prior written approval of the Engineer. If the Contractor terminates a COA DBE without the written approval of the Engineer, the Contractor shall not be entitled to credit towards the DBE COA Goal for any payment for work or material performed/supplied by the COA DBE. In addition sanctions may apply as described elsewhere in this specification.

The Contractor must have good cause to terminate a COA DBE.

Good cause typically includes situations where the DBE Subcontractor is unable or unwilling to perform the work of its subcontract. Good cause may exist if:

- The DBE fails or refuses to execute a written contract.
- The DBE fails or refuses to perform the Work of its subcontract in a way consistent with normal industry standards.
- The DBE fails or refuses to meet the Contractor’s reasonable nondiscriminatory bond requirements.
- The DBE becomes bankrupt, insolvent, or exhibits credit unworthiness.
- The DBE is ineligible to work on public works projects because of suspension and debarment proceedings pursuant to federal law or applicable State law.
- The DBE voluntarily withdraws from the project, and provides written notice of its withdrawal.
• The DBE's work is deemed unsatisfactory by the Engineer and not in compliance with the Contract.

• The DBE's owner dies or becomes disabled with the result that the DBE is unable to complete its Work on the Contract.

Good cause does not exist if:

• The Contractor seeks to terminate a COA DBE so that the Contractor can self-perform the Work.

• The Contractor seeks to terminate a COA DBE so the Contractor can substitute another DBE contractor or non-DBE contractor after Contract Award.

• The failure or refusal of the COA DBE to perform its Work on the subcontract results from the bad faith or discriminatory action of the Contractor (e.g., the failure of the Contractor to make timely payments or the unnecessary placing of obstacles in the path of the DBE’s Work).

Prior to requesting termination, the Contractor shall give notice in writing to the DBE with a copy to the Engineer of its intent to request to terminate DBE Work and the reasons for doing so. The DBE shall have five (5) days to respond to the Contractor’s notice. The DBE’s response shall either support the termination or advise the Engineer and the Contractor of the reasons it objects to the termination of its subcontract.

When a COA DBE is terminated, or fails to complete its work on the Contract for any reason, the Contractor shall substitute with another DBE or provide documentation of GFE. A plan to achieve the COA DBE Commitment shall be submitted to the Engineer within 2 days of the approval of termination or the Contract shall be suspended until such time the substitution plan is submitted.

Decertification
When a DBE is “decertified” from the DBE program during the course of the Contract, the participation of that DBE shall continue to count towards the DBE GOAL as long as the subcontract with the DBE was executed prior to the decertification notice. The Contractor is obligated to substitute when a DBE does not have an executed subcontract agreement at the time of decertification.

Consequences of Non-Compliance
Breach of Contract
Each contract with a Contractor (and each subcontract the Contractor signs with a Subcontractor) must include the following assurance clause:

The Contractor, subrecipient, or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may
result in the termination of this Contract or such other remedy as the recipient
deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;

(2) Assessing sanctions;

(3) Liquidated damages; and/or

(4) Disqualifying the Contractor from future bidding as non-responsible.

Notice
If the Contractor or any Subcontractor, Consultant, Regular Dealer, or service
provider is deemed to be in non-compliance, the Contractor will be informed in
writing, by certified mail by the Engineer that sanctions will be imposed for
failure to meet the DBE COA Commitment and/or submit documentation of
good faith efforts. The notice will state the specific sanctions to be imposed
which may include impacting a Contractor or other entity’s ability to participate
in future contracts.

Sanctions
If it is determined that the Contractor’s failure to meet all or part of the DBE COA
Commitment is due to the Contractor’s inadequate good faith efforts throughout the
life of the Contract, including failure to submit timely, required Good Faith Efforts
information and documentation, the Contractor may be required to pay DBE penalty
equal to the amount of the unmet Commitment, in addition to the sanctions outlined
in Section 1-07.11(5).

Payment
Compensation for all costs involved with complying with the conditions of this
Specification and any other associated DBE requirements is included in payment
for the associated Contract items of Work, except otherwise provided in the
Specifications.

1-07.12.GR1

Federal Agency Inspection

1-07.12.INST1.GR1

Section 1-07.12 is supplemented with the following:

1-07.12.OPT1.GR1

(January 25, 2016)

Required Federal Aid Provisions

The Required Contract Provisions Federal Aid Construction Contracts (FHWA 1273)
Revised May 1, 2012 and the amendments thereto supersede any conflicting provisions
of the Standard Specifications and are made a part of this Contract; provided, however,
that if any of the provisions of FHWA 1273, as amended, are less restrictive than
Washington State Law, then the Washington State Law shall prevail.
The provisions of FHWA 1273, as amended, included in this Contract require that the Contractor insert the FHWA 1273 and amendments thereto in each Subcontract, together with the wage rates which are part of the FHWA 1273, as amended. Also, a clause shall be included in each Subcontract requiring the Subcontractors to insert the FHWA 1273 and amendments thereto in any lower tier Subcontracts, together with the wage rates. The Contractor shall also ensure that this section, REQUIRED FEDERAL AID PROVISIONS, is inserted in each Subcontract for Subcontractors and lower tier Subcontractors. For this purpose, upon request to the Engineer, the Contractor will be provided with extra copies of the FHWA 1273, the amendments thereto, the applicable wage rates, and this Special Provision.

1-07.12.OPT2.FR1
(August 1, 2011)

Indian Preference and Tribal Ordinances

This project is located on the *** $1$ ***. It is the Contractor’s responsibility to contact the person and/or office listed in this special provision to determine whether any tribal laws or taxes apply. If the tribal laws and taxes do apply, the Contractor shall comply with them in accordance with Section 1-07.1. For informational purposes only, the Work on this project that falls within Tribal Lands is shown on the Summary of Quantities in Group(s) *** $2$ ***.

Tribal Employment Rights Ordinances (TEROs), may utilize a variety of tools to encourage Indian employment. These tools may include, but are not limited to, TERO fees, Indian hiring preference, Indian-owned business subcontracting preference and/or an Indian training requirement. Other requirements may be a Tribal business license, a required compliance plan and/or employee registration requirements. Every tribe is different and each may be willing to work cooperatively with the Contractor to develop a strategy that works for both parties. For specific details, the Contractor should contact *** $3$ ***.

The state recognizes the sovereign authority of the tribe and supports the tribe’s efforts to enforce its rightful and legal ordinances and expects the Contractor to comply and cooperate with the tribe. The costs related to such compliance shall be borne solely by the Contractor, who is advised to contact the tribal representative listed above, prior to submitting a bid, to assess the impact of compliance on the project.

Although Indian preference cannot be compelled or mandated by the Contracting Agency, there is no limitation whereby voluntary Contractor or Subcontractor initiated preferences are given, if otherwise lawful. 41 CFR 60-1.5(a)7 provides as follows:

Work on or near Indian reservations --- It shall not be a violation of the equal opportunity clause for a construction or non-construction Contractor to extend a publicly announced preference in employment to Indians living on or near an Indian reservation in connection with employment opportunities on or near an Indian reservation. The use of the word near would include all that area where a person seeking employment could reasonably be expected to commute to and from in the course of a work day. Contractors or Subcontractors extending such a preference shall not, however, discriminate among Indians on the basis of religion, sex, or tribal affiliation, and the use of such a preference shall not excuse a Contractor from complying with the other requirements as contained in the August 25, 1981
Contractor's Responsibility for Work

Repair of Damage

Section 1-07.13(4) is revised to read:

(August 6, 2001)

The Contractor shall promptly repair all damage to either temporary or permanent work as directed by the Engineer. For damage qualifying for relief under Sections 1-07.13(1), 1-07.13(2) or 1-07.13(3), payment will be made in accordance with Section 1-04.4. Payment will be limited to repair of damaged work only. No payment will be made for delay or disruption of work.

Protection and Restoration of Property

Protection of Wells

The Contractor shall save and protect existing wells throughout the life of the Contract at the locations as shown in the Plans. For the definition of wells types see WAC 173-160-111 and WAC 173-160-410.

The existing wells shall not be disturbed during any construction activity.

Discovery of Unidentified Wells

If unidentified wells are encountered by the Contractor, they shall not be further disturbed. The Contractor shall ensure any unidentified wells encountered are protected from all construction activities including spills. The Contractor shall follow the procedures set forth in Section 1-04.7. The Engineer will determine if the well will be protected in accordance with Section 1-07.1, 1-07.5(3), and 1-07.16 or the well will be decommissioned as part of the Work.

Vegetation Protection and Restoration

Section 1-07.16(2) is supplemented with the following:
Vegetation and soil protection zones for trees shall extend out from the trunk to a
distance of 1 foot radius for each inch of trunk diameter at breast height.

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

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

**Archaeological and Historical Objects**

The project area potentially contains archaeological or historical objects that may
have significance from a historical or scientific standpoint. To protect these objects
from damage or destruction, the Contracting Agency, at its discretion and expense,
may monitor the Contractor’s operations, conduct various site testing and perform
recovery and removal of such objects when necessary.

The Contractor may be required to conduct its operations in a manner that will
accommodate such activities, including the reserving of portions of the work area
for site testing, exploratory operations and recovery and removal of such objects as
directed by the Engineer. If such activities are performed by consultants retained
by the Contracting Agency, the Contractor shall provide them adequate access to
the project site.

Added work necessary to uncover, fence, dewater, or otherwise protect or assist in
such testing, exploratory operations and salvaging of the objects as ordered by the
Engineer shall be paid by force account as provided in Section 1-09.6. If the
discovery and salvaging activities require the Engineer to suspend the Contractor’s
work, any adjustment in time will be determined by the Engineer pursuant to Section
1-08.8.

To provide a common basis for all bidders, the Contracting Agency has entered an
amount for the item “Archaeological and Historical Salvage” in the Proposal to
become a part of the total bid by the Contractor.

**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:

*** $$1$$ ***

1-07.17.OPT2.FR1
(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.

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

*** $$1$$ ***

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

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

*** $$2$$ ***

*** $$3$$ ***

1-07.18.GR1

Public Liability and Property Damage Insurance

1-07.18.INST1.GR1

Section 1-07.18 is supplemented with the following:

1-07.18.OPT1.FR1
(September 8, 2020)

Relations With Railroad

The term Railroad Company, as used in these specifications shall be applicable to each of the following railroad companies:

*** $$1$$ ***
Protection of Railroad Property
The Contractor shall exercise care in all operations and shall, at the Contractor's expense, protect the property of the Railroad Company and the Company's appurtenances, property in its custody, or persons lawfully upon its right of way, from damage, destruction, interference or injury caused by the Contractor's operations. The Contractor shall prosecute the work to not interfere with the Railroad Company or its appurtenances, or any of the Railroad Company's trains or facilities, and shall complete the work to a condition that shall not interfere with or menace the integrity or safe and successful operations of the Railroad Company or its appurtenances, or any of the Railroad Company's trains or facilities.

The Contractor shall not transport equipment, machinery, or materials across the Railroad Company's tracks, except at a public crossing, without the written consent of the Railroad Company.

The Contractor shall keep the right of way and ditches of the Railroad Company open and clean from any deposits or debris resulting from its operations. The Contractor shall be responsible for the cost to clean and restore ballast of the Railroad Company which is disturbed or becomes fouled with dirt or materials when such deposits or damage result from the Contractor's operations, except as provided elsewhere.

The Contractor's work shall be conducted in such a manner that there will be a minimum of interference with the operation of the railroad. For Class 1 Railroads (BNSF and UPRR) the Railroad Company will specify what periods will be available to the Contractor for executing any part of the work in which the Railroad Company's tracks will be obstructed or made unsafe for operation of the railroad. No interference with Class 1 Railroad Company operations will be permitted between October 1 and December 31. The Railroad Company may change these requirements to be more or less restrictive. Requests for extensions of time due to additional Railroad restrictions shall be in accordance with Section 1-08.8. Additional Railroad restrictions will not be eligible for a cost adjustment.

In the event that an emergency occurs in connection with the work specified, the Railroad Company reserves the right to do any and all work that may be necessary to maintain railroad traffic. If the emergency is caused by the Contractor, the Contractor shall be responsible for all Railroad Company costs associated with the emergency response.

Protective services to protect the Railroad Company's facilities, property, and movement of its trains or engines, including railroad flagging and other devices, may be required by the Railroad Company as a result of the Contractor's operations.

The nature and extent of protective services, personnel and other measures required will in all cases be determined by the Railroad Company. Nothing in these specifications will limit the Railroad Company's right to determine and assign the number of personnel, the classes of personnel for protective services, nor other protective measures it deems necessary.

When, in the opinion of the Railroad Company, the services of flaggers or inspectors are necessary for the protection of the Railroad Company's facilities by reason of
the Contractor's operations, the Railroad Company will furnish such flaggers or inspectors as may be required. The Contractor shall notify the Railroad Company a minimum of *** $2$ *** in advance of whenever the Contractor is about to perform work within Railroad Company property or within 25 feet of the tracks to enable the Railroad Company to provide flagging or other protective services.

The Railroad Company's contact to schedule flagging or other protective services is:

*** $3$ ***

No act of the Railroad Company in supervising or approving any work shall reduce or in any way affect the liability of the Contractor for damages, expense, or cost which may result to the Railroad Company from the construction of this Contract.

Unless otherwise provided, all personnel assigned by the Railroad Company, other than those engaged in performing work by the Railroad Company as listed under Construction Work by Railroad Company, will be considered protective personnel.

In general, the Railroad Company will furnish protective services whenever any of the Contractor's operations take place within or near railroad right of way and, in the opinion of the Railroad Company's representative, could endanger railroad facilities or create a hazard to railroad operations.

The Railroad Company's policy for assignment of railroad flaggers requires that the flagging position is established for fixed work days and times. Any railroad flagging performed outside of these parameters may be subject to overtime costs. The Contractor shall verify with the Railroad Company what categories of railroad flagging constitute overtime work, and obtain prior authorization from the Engineer before coordinating with the Railroad Company for flagging requiring overtime payments.

The Contractor shall submit to the Railroad Company and the Engineer, in writing, an itinerary of work within the Railroad Company's right of way or otherwise requiring a Railroad Company flagger for the following week. If such work spans multiple weeks, the itinerary shall be provided in advance of each work week.

There will be no cost to the Contractor for the railroad protective services, unless:

- Such services result from the Contractor's failure to comply with the terms and conditions of its contract with the Contracting Agency or with its Contractor's Right of Entry Agreements with the Railroad Company.

- The Contractor fails to obtain authorization from the Engineer prior to coordinating with the Railroad Company for any flagging requiring overtime payments.

- The Contractor arranges for assignment of a railroad flagger and alters Project work so that a flagger is no longer needed, and adequate advance notice is not provided to the Railroad Company of such change in the
need for a flagger (i.e. causing the Railroad Company to dispatch a flagger billable to the Project when one is not required).

• The Contractor causes an emergency, as discussed above.

Construction Work by Railroad Company
The work by the Railroad Company as described below will be performed by the Railroad Company with its own forces at no cost to the Contractor:

*** $$$4$$ ***

All work which is performed by the Railroad Company at the Contractor's request and which is for the Contractor’s benefit or convenience shall be at the Contractor's expense and the Contractor shall reimburse the Railroad Company for all costs for such work.

The Contractor shall cooperate with the Railroad Company and so conduct operations that the necessary reconstruction of its facilities and the removal of existing facilities can be accomplished without interruption of service.

Contractor’s Right of Entry Agreement
For all matters regarding the Contractor’s Right of Entry Agreement, the Contractor shall contact:

*** $$$5$$ ***

No work shall be commenced within the Railroad Company’s Property until the Contractor has executed, delivered, and received in return the fully executed Contractor’s Right-of-Entry Agreement from the Railroad Company, and has obtained all of the insurance required by the Railroad Company as specified therein. All work within the Railroad Company’s right of way or within 25 feet of a public railroad grade crossing shall be in accordance with Railroad’s Contractor Requirements and the Contractor’s Right of Entry Agreement. The Contracting Agency has furnished a draft Contractor’s Right of Entry Agreement in Appendix *** $$$6$$ ***. The draft Contractor’s Right of Entry Agreement represents the Contracting Agency’s assessment of the likely terms and conditions prior to Advertisement for Bids. The final terms and conditions will be determined by the Railroad Company after Contract Execution.

The Contractor, it subcontractors or agents, shall at its own expense, obtain and maintain in force all insurance required by Railroad until the completion date of the contract as described in Section 1-08.5 except as stated herein.

When all the work involving construction activities within or immediately adjacent to the railroad right of way is completed, the Contractor may make a written request to the Engineer to be relieved of the responsibility to continue all or part of the insurance specified above. If the Engineer deems the portion of the work in that area is complete, the Engineer may approve the Contractor’s request. However, if for any reason the Contractor resumes or starts any new work in that area (including being ordered to do so by the Engineer), the insurance shall be reinstated by the Contractor before the work is started. If the insurance must be reinstated because
of the Contractor's operations or failure of the Contractor to perform all the contract
requirements, the costs shall be the responsibility of the Contractor. If the insurance
must be reinstated because of changes to the contract, the costs will be considered
in accordance with Section 1-04.4.

Submittals and Working Drawings
Unless specified elsewhere in the Contract, all submittals and Working Drawings
prepared by the Contractor for review by the Railroad Company shall be Type 3 or
3E Working Drawings. The Contractor shall submit Working Drawings to the Project
Engineer. The Contracting Agency will coordinate Working Drawing review with the
Railroad Company. The Contractor shall develop a progress schedule that includes
Working Drawing reviews by the Railroad Company.

1-07.18(5).GR1

Required Insurance Policies

1-07.18(5).INST1.GR1
The first sentence of Item No. 1 of Section 1-07.18(5) is revised to read:

1-07.18(5).OPT1.FR1
(January 3, 2011 - September 7, 2021)
1. Owners and Contractors Protective (OCP) Insurance providing bodily injury and
property damage liability coverage, with limits of *** $1*** per occurrence
and per project in the aggregate for each policy period, which will be written
solely on Insurance Services Office (ISO) form CG0009 1204, together with
Washington State Department of Transportation amendatory endorsement CG
2908 1195, specifying the Contracting Agency, the State, the Governor, the
Commission, the Secretary, the Department and all officers and employees of
the State as named insured.

1-07.18(5).OPT2.GR1
(January 6, 2011 - September 7, 2021)
Item number 1 in the first paragraph of Section 1-07.18(5) is deleted.

1-07.18(5).INST2.GR1
The first sentence of Item No. 2 of Section 1-07.18(5) is revised to read:

1-07.18(5).OPT3.GR1
(January 3, 2011 - September 7, 2021)
2. Commercial General Liability (CGL) Insurance written under ISO Form CG0001
or its equivalent with minimum limits of $1,000,000 per occurrence and in the
aggregate for each one-year policy period. Products and completed operations
coverage shall be provided for a period of three years following Substantial
Completion of the work.

1-07.18(5).OPT4.FR1
(April 1, 2011 - September 7, 2021)
2. Commercial General Liability (CGL) Insurance written under ISO Form CG0001
or its equivalent, with minimum limits of *** $1*** per occurrence and in the
aggregate for each 1-year policy period. This coverage may be any combination
of primary, umbrella, or excess liability coverage affording total liability limits of
not less than *** $2*** per occurrence and in the aggregate. Products and completed operations coverage shall be provided for a period of 3 years following Substantial Completion of the Work.

1-07.18(5).INST3.GR1
Section 1-07.18(5) is supplemented with the following:

1-07.18(5).OPT5.GR1
(January 3, 2011)
Builder's Risk Insurance
Builder's Risk Insurance providing Broad Perils (All Risk) coverage upon any work at the site, to the full insurable value thereof. This insurance shall include the Contractor, its Subcontractors of every tier, and the State of Washington as named insured on the policy. Coverage shall be included for all materials and supplies to be incorporated into the work at the jobsite, while in transit to the jobsite, or while stored away from the jobsite.

1-07.18(5).OPT6.FR1
(January 7, 2013)
The Contractor shall obtain Contractor's Pollution Liability Insurance (CPL) with minimum "per project" limits of *** $1*** per occurrence and in the aggregate for claims, including investigation, defense, or settlement costs and expenses for bodily injury and property damage (including natural resources damages and loss of use of tangible property that has not been physically injured) arising out of:

a. Pollution conditions caused or made worse by the Contractor's performance of the Work, including clean-up costs for a newly caused condition or a historical condition that is made worse; and;

b. The vicarious liability of Subcontractors of any tier.

The Contractor shall be Named Insured and the Contracting Agency, the State, the Governor, the Commission, the Secretary, the Department, all officers and employees of the State, and their respective members, directors, officers, employees, agents, and consultants (collectively the “Additional Insureds”) shall be included as Additional Insureds, or, as appropriate, a Named Insured, under this policy and coverage.

1-07.18(5).OPT7.GR1
(August 7, 2006)
Contractor's Right of Entry and Insurance Requirements – BNSF
No work shall commence within BNSF Railway Company (BNSF) right of way until the Contractor has executed, delivered, and received in return the fully executed Contractor's Right-of-Entry Agreement from BNSF, and has obtained all of the insurance required by the Railroad. All work within BNSF’s right of way shall be in accordance with BNSF’s Contractor Requirements and the Contractor’s Right of Entry Agreement (See Appendices).

The Contractor, its Subcontractors or agents, shall at its own expense, obtain and maintain in force all insurance required by BNSF until the completion date of the contract as described in Section 1-08.5 except as stated herein.
When all the work involving construction activities within or immediately adjacent to the Railroad right of way is completed, the Contractor may make a written request to the Engineer to be relieved of the responsibility to continue the insurance required by BNSF. If the Engineer deems the portion of the work in that area is complete, the Engineer may approve the Contractor's request. However, if for any reason the Contractor resumes or starts any new work in that area (including being ordered to do so by the Engineer), the insurance shall be reinstated by the Contractor before the work is started. If the insurance must be reinstated because of the Contractor’s activities or failure of the Contractor to perform all the contract requirements, the costs shall be the responsibility of the Contractor. If the insurance must be reinstated because of changes to the contract, the costs will be considered in accordance with Section 1-04.4.

1-07.18(5).OPT8.GR1
(August 7, 2006)

Contractor's Right of Entry and Insurance Requirements – UPRR
No work shall commence within Union Pacific Railroad right of way until the Contractor has executed, delivered, and received in return the fully executed Contractor's Right-of-Entry Agreement from Union Pacific Railroad, and has obtained all of the insurance required by the Railroad. All work within Union Pacific Railroad's right of way shall be in accordance with the Contractor’s Right of Entry Agreement (See Appendixes).

The Contractor, its Subcontractors or agents, shall at its own expense, obtain and maintain in force all insurance required by Union Pacific Railroad until the completion date of the contract as described in Section 1-08.5 except as stated herein.

When all the work involving construction activities within or immediately adjacent to the railroad right of way is completed, the Contractor may make a written request to the Engineer to be relieved of the responsibility to continue the insurance required by Union Pacific Railroad. If the Engineer deems the portion of the work in that area is complete, the Engineer may approve the Contractor's request. However, if for any reason the Contractor resumes or starts any new work in that area (including being ordered to do so by the Engineer), the insurance shall be reinstated by the Contractor before the work is started. If the insurance must be reinstated because of the Contractor's activities or failure of the Contractor to perform all the contract requirements, the costs shall be the responsibility of the Contractor. If the insurance must be reinstated because of changes to the contract, the costs will be considered in accordance with Section 1-04.4.

1-07.18.INST1.GR1
Item No. 1 of the first paragraph of Section 1-07.18 is revised to read:

1-07.18.OPT1.FR1
(January 3, 2011)

1. Owners and Contractors Protective (OCP) Insurance providing bodily injury and property damage liability coverage, with limits of *** $$1$$ *** per occurrence and per project in the aggregate for each policy period, written on Insurance Services Office (ISO) form CG0009 1204, together with Washington State Department of
Transportation amendatory endorsement CG-2908-1195, specifying the Contracting Agency, the State, the Governor, the Commission, the Secretary, the Department and all officers and employees of the State as named insured.

1-07.18.OPT2.GR1  
(January 5, 2004)  
Item number 1 in the first paragraph of Section 1-07.18 is deleted.

1-07.18.INST2.GR1  
Item No. 2 of the first paragraph of Section 1-07.18 is revised to read:

1-07.18.OPT6.GR1  
(January 3, 2011)  
2. Commercial General Liability (CGL) Insurance written under ISO Form CG0001 or its equivalent with minimum limits of $1,000,000 per occurrence and in the aggregate for each one year policy period. Products and completed operations coverage shall be provided for a period of three years following Substantial Completion of the work.

1-07.18.OPT7.FR1  
(April 1, 2013)  
2. Commercial General Liability (CGL) Insurance written under ISO Form CG0001 or its equivalent, with minimum limits of $1,000,000 per occurrence and in the aggregate for each 1-year policy period. This coverage may be any combination of primary, umbrella, or excess liability coverage affording total liability limits of not less than $2,000,000 per occurrence and in the aggregate. Products and completed operations coverage shall be provided for a period of 3 years following Substantial Completion of the Work.

1-07.18.INST4.GR1  
Section 1-07.18 is supplemented with the following:

1-07.18.OPT11.GR1  
(January 3, 2011)  
Builder’s Risk Insurance  
Builder’s Risk Insurance providing Broad Perils (All Risk) coverage upon any work at the site, to the full insurable value thereof. This insurance shall include the Contractor, its Subcontractors of every tier, and the State of Washington as named insured on the policy. Coverage shall be included for all materials and supplies to be incorporated into the work at the jobsite, while in transit to the jobsite, or while stored away from the jobsite.

1-07.18.OPT14.FR1  
(January 7, 2013)  
The Contractor shall obtain Contractor’s Pollution Liability Insurance (CPL) with minimum “per project” limits of $1,000,000 per occurrence and in the aggregate for claims, including investigation, defense, or settlement costs and expenses for bodily injury and property damage (including natural resources damages and loss of use of tangible property that has not been physically injured) arising out of:
a. Pollution conditions caused or made worse by the Contractor’s performance of the Work, including clean-up costs for a newly caused condition or a historical condition that is made worse; and;

b. The vicarious liability of Subcontractors of any tier.

The Contractor shall be Named Insured and the Contracting Agency, the State, the Governor, the Commission, the Secretary, the Department, all officers and employees of the State, and their respective members, directors, officers, employees, agents, and consultants (collectively “the Additional Insureds”) shall be included as Additional Insureds, or, as appropriate, a Named Insured, under this policy and coverage.

1-07.18.OPT16.FR1
(Sep 8, 2020)
Relations With Railroad

The Contractor, as used in these specifications shall be applicable to each of the following railroad companies:

*** $1$ ***

Protection of Railroad Property

The Contractor shall exercise care in all operations and shall, at the Contractor’s expense, protect the property of the Railroad Company and the Company’s appurtenances, property in its custody, or persons lawfully upon its right of way, from damage, destruction, interference or injury caused by the Contractor’s operations. The Contractor shall prosecute the work to not interfere with the Railroad Company or its appurtenances, or any of the Railroad Company’s trains or facilities, and shall complete the work to a condition that shall not interfere with or menace the integrity or safe and successful operations of the Railroad Company or its appurtenances, or any of the Railroad Company’s trains or facilities.

The Contractor shall not transport equipment, machinery, or materials across the Railroad Company’s tracks, except at a public crossing, without the written consent of the Railroad Company.

The Contractor shall keep the right of way and ditches of the Railroad Company open and clean from any deposits or debris resulting from its operations. The Contractor shall be responsible for the cost to clean and restore ballast of the Railroad Company which is disturbed or becomes fouled with dirt or materials when such deposits or damage result from the Contractor’s operations, except as provided elsewhere.

The Contractor’s work shall be conducted in such a manner that there will be a minimum of interference with the operation of the railroad. For Class 1 Railroads (BNSF and UPRR) the Railroad Company will specify what periods will be available to the Contractor for executing any part of the work in which the Railroad Company’s tracks will be obstructed or made unsafe for operation of the railroad. No interference with Class 1 Railroad Company operations will be permitted between October 1 and December 31. The Railroad Company may change these requirements to be more or less restrictive. Requests for extensions of time due to
additional Railroad restrictions shall be in accordance with Section 1.08.8. Additional Railroad restrictions will not be eligible for a cost adjustment.

In the event that an emergency occurs in connection with the work specified, the Railroad Company reserves the right to do any and all work that may be necessary to maintain railroad traffic. If the emergency is caused by the Contractor, the Contractor shall be responsible for all Railroad Company costs associated with the emergency response.

Protective services to protect the Railroad Company's facilities, property, and movement of its trains or engines, including railroad flagging and other devices, may be required by the Railroad Company as a result of the Contractor's operations.

The nature and extent of protective services, personnel and other measures required will in all cases be determined by the Railroad Company. Nothing in these specifications will limit the Railroad Company's right to determine and assign the number of personnel, the classes of personnel for protective services, nor other protective measures it deems necessary.

When, in the opinion of the Railroad Company, the services of flaggers or inspectors are necessary for the protection of the Railroad Company's facilities by reason of the Contractor's operations, the Railroad Company will furnish such flaggers or inspectors as may be required. The Contractor shall notify the Railroad Company a minimum of *** $2$$ *** in advance of whenever the Contractor is about to perform work within Railroad Company property or within 25 feet of the tracks to enable the Railroad Company to provide flagging or other protective services.

The Railroad Company's contact to schedule flagging or other protective services is:

*** $3$$ ***

No act of the Railroad Company in supervising or approving any work shall reduce or in any way affect the liability of the Contractor for damages, expense, or cost which may result to the Railroad Company from the construction of this Contract.

Unless otherwise provided, all personnel assigned by the Railroad Company, other than those engaged in performing work by the Railroad Company as listed under Construction Work by Railroad Company, will be considered protective personnel.

In general, the Railroad Company will furnish protective services whenever any of the Contractor's operations take place within or near railroad right of way and, in the opinion of the Railroad Company's representative, could endanger railroad facilities or create a hazard to railroad operations.

The Railroad Company's policy for assignment of railroad flaggers requires that the flagging position is established for fixed work days and times. Any railroad flagging performed outside of these parameters may be subject to overtime costs. The Contractor shall verify with the Railroad Company what categories of railroad flagging constitute overtime work, and obtain prior authorization from the Engineer.
before coordinating with the Railroad Company for flagging requiring overtime payments.

The Contractor shall submit to the Railroad Company and the Engineer, in writing, an itinerary of work within the Railroad Company’s right of way or otherwise requiring a Railroad Company flagger for the following week. If such work spans multiple weeks, the itinerary shall be provided in advance of each work week.

There will be no cost to the Contractor for the railroad protective services, unless:

- Such services result from the Contractor’s failure to comply with the terms and conditions of its contract with the Contracting Agency or with its Contractor’s Right of Entry Agreements with the Railroad Company.

- The Contractor fails to obtain authorization from the Engineer prior to coordinating with the Railroad Company for any flagging requiring overtime payments.

- The Contractor arranges for assignment of a railroad flagger and alters Project work so that a flagger is no longer needed, and adequate advance notice is not provided to the Railroad Company of such change in the need for a flagger (i.e. causing the Railroad Company to dispatch a flagger billable to the Project when one is not required).

- The Contractor causes an emergency, as discussed above.

Construction Work by Railroad Company

The work by the Railroad Company as described below will be performed by the Railroad Company with its own forces at no cost to the Contractor:

*** $$$4$$$ ***

All work which is performed by the Railroad Company at the Contractor’s request and which is for the Contractor’s benefit or convenience shall be at the Contractor’s expense and the Contractor shall reimburse the Railroad Company for all costs for such work.

The Contractor shall cooperate with the Railroad Company and so conduct operations that the necessary reconstruction of its facilities and the removal of existing facilities can be accomplished without interruption of service.

Contractor’s Right of Entry Agreement

For all matters regarding the Contractor’s Right of Entry Agreement, the Contractor shall contact:

*** $$$5$$$ ***

No work shall be commenced within the Railroad Company’s Property until the Contractor has executed, delivered, and received in return the fully executed Contractor’s Right-of-Entry Agreement from the Railroad Company, and has
obtained all of the insurance required by the Railroad Company as specified therein. All work within the Railroad Company’s right of way or within 25 feet of a public railroad grade crossing shall be in accordance with Railroad’s Contractor Requirements and the Contractor’s Right of Entry Agreement. The Contracting Agency has furnished a draft Contractor’s Right of Entry Agreement in Appendix *** $$$$$ ***. The draft Contractor’s Right of Entry Agreement represents the Contracting Agency’s assessment of the likely terms and conditions prior to Advertisement for Bids. The final terms and conditions will be determined by the Railroad Company after Contract Execution.

The Contractor, its subcontractors or agents, shall at its own expense, obtain and maintain in force all insurance required by Railroad until the completion date of the contract as described in Section 1-08.5 except as stated herein.

When all the work involving construction activities within or immediately adjacent to the railroad right of way is completed, the Contractor may make a written request to the Engineer to be relieved of the responsibility to continue all or part of the insurance specified above. If the Engineer deems the portion of the work in that area is complete, the Engineer may approve the Contractor’s request. However, if for any reason the Contractor resumes or starts any new work in that area (including being ordered to do so by the Engineer), the insurance shall be reinstated by the Contractor before the work is started. If the insurance must be reinstated because of the Contractor’s operations or failure of the Contractor to perform all the contract requirements, the costs shall be the responsibility of the Contractor. If the insurance must be reinstated because of changes to the contract, the costs will be considered in accordance with Section 1-04.4.

Submittals and Working Drawings

Unless specified elsewhere in the Contract, all submittals and Working Drawings prepared by the Contractor for review by the Railroad Company shall be Type 3 or 3E Working Drawings. The Contractor shall submit Working Drawings to the Project Engineer. The Contracting Agency will coordinate Working Drawing review with the Railroad Company. The Contractor shall develop a progress schedule that includes Working Drawing reviews by the Railroad Company.

1-07.18.OPT17.GR1

(August 7, 2006)

Contractor’s Right of Entry and Insurance Requirements – BNSF

No work shall commence within BNSF Railway Company (BNSF) right of way until the Contractor has executed, delivered, and received in return the fully executed Contractor’s Right-of-Entry Agreement from BNSF, and has obtained all of the insurance required by the Railroad. All work within BNSF’s right of way shall be in accordance with BNSF’s Contractor Requirements and the Contractor’s Right of Entry Agreement (See Appendices).

The Contractor, its Subcontractors or agents, shall at its own expense, obtain and maintain in force all insurance required by BNSF until the completion date of the contract as described in Section 1-08.5 except as stated herein.

When all the work involving construction activities within or immediately adjacent to the Railroad right of way is completed, the Contractor may make a written request to the
Engineer to be relieved of the responsibility to continue the insurance required by BNSF. If the Engineer deems the portion of the work in that area is complete, the Engineer may approve the Contractor’s request. However, if for any reason the Contractor resumes or starts any new work in that area (including being ordered to do so by the Engineer), the insurance shall be reinstated by the Contractor before the work is started. If the insurance must be reinstated because of the Contractor’s activities or failure of the Contractor to perform all the contract requirements, the costs shall be the responsibility of the Contractor. If the insurance must be reinstated because of changes to the contract, the costs will be considered in accordance with Section 1-04.4.

Contractor’s Right of Entry and Insurance Requirements – UPRR

August 7, 2006

No work shall commence within Union Pacific Railroad right of way until the Contractor has executed, delivered, and received in return the fully executed Contractor’s Right-of-Entry Agreement from Union Pacific Railroad, and has obtained all of the insurance required by the Railroad. All work within Union Pacific Railroad’s right of way shall be in accordance with the Contractor’s Right of Entry Agreement (See Appendixes).

The Contractor, its Subcontractors or agents, shall at its own expense, obtain and maintain in force all insurance required by Union Pacific Railroad until the completion date of the contract as described in Section 1-08.5 except as stated herein.

When all the work involving construction activities within or immediately adjacent to the railroad right of way is completed, the Contractor may make a written request to the Engineer to be relieved of the responsibility to continue the insurance required by Union Pacific Railroad. If the Engineer deems the portion of the work in that area is complete, the Engineer may approve the Contractor’s request. However, if for any reason the Contractor resumes or starts any new work in that area (including being ordered to do so by the Engineer), the insurance shall be reinstated by the Contractor before the work is started. If the insurance must be reinstated because of the Contractor’s activities or failure of the Contractor to perform all the contract requirements, the costs shall be the responsibility of the Contractor. If the insurance must be reinstated because of changes to the contract, the costs will be considered in accordance with Section 1-04.4.

Public Convenience and Safety

Construction Under Traffic

During the hours that cleaning and painting operations are actually in progress, traffic may be restricted as follows:

*** $$1$$ ***
Whenever the Contractor’s operations require lane reductions restricting the flow of traffic on multiple lanes in the same direction, the Contractor shall furnish, maintain, and operate a sequential arrow sign, for each lane closure, as specified in the Special Provision SEQUENTIAL ARROW SIGN.

If the Engineer determines that such lane restrictions are causing traffic congestion, the Contractor shall open all lanes to traffic until the congestion is eliminated.

For movable span structures, the Contractor’s operations shall be arranged to permit the opening of the moveable span whenever required by marine traffic.

Bridge sidewalks shall be kept clear and open to maintain safe pedestrian traffic.

Work Zone Clear Zone
The Work Zone Clear Zone (WZCZ) applies during working and nonworking hours. The WZCZ applies only to temporary roadside objects introduced by the Contractor’s operations and does not apply to preexisting conditions or permanent Work. Those work operations that are actively in progress shall be in accordance with adopted and approved Traffic Control Plans, and other contract requirements.

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

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

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

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

Minimum WZCZ distances are measured from the edge of traveled way and will be determined as follows:
<table>
<thead>
<tr>
<th>Regulatory Posted Speed</th>
<th>Distance From Traveled Way (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 mph or less</td>
<td>10</td>
</tr>
<tr>
<td>40 mph</td>
<td>15</td>
</tr>
<tr>
<td>45 to 50 mph</td>
<td>20</td>
</tr>
<tr>
<td>55 to 60 mph</td>
<td>30</td>
</tr>
<tr>
<td>65 mph or greater</td>
<td>35</td>
</tr>
</tbody>
</table>

Minimum Work Zone Clear Zone Distance

1-07.23(1).OPT4.GR1
(December 6, 2004)
The portion of Section 1-07.16(1) that prohibits the merging of construction vehicles with public traffic from an access gained through adjacent properties is rescinded, provided the Contractor’s submittal is approved as required below.

Access for Construction
The Contractor may enter and leave the traveled way, auxiliary lanes or shoulders at approved locations other than established legal movements. To obtain approval of such an access location, the Contractor shall submit a request to the Engineer. The Contractor’s request shall be submitted to the Engineer at least 30 calendar days prior to the time the use of the access will be required. This submittal shall include a vicinity map indicating the interstate stationing at the centerline of the access, distances from the end of ramp tapers of existing interchanges and a traffic control plan conforming with the requirements specified in Section 1-10.2(2). The access shall meet the following requirements:

- Access to and from the worksite adjacent to a multi-lane facility will only be allowed to and from a closed lane.

- The merging point of construction vehicles and public traffic shall provide a Decision Sight Distance for the traveling public of 1,640 ft in urban areas and 1,360 ft in rural areas.

- In urban areas the access shall not be located within 3,280 ft of the end of a ramp taper, or the centerline of a road approach. In rural areas the access shall not be located within 2,720 ft of the end of a ramp taper or the centerline of a road approach.

- Median crossings within 1.5 miles of the access point shall not be used in conjunction with the access.

- No new median crossings shall be created for use in conjunction within 1.5 miles of the access point.

- Short-duration shoulder stops in the construction zone, utilizing light vehicles properly equipped with warning flashers, will be allowed without a lane closure.
- When in use the access location shall have traffic control in place as per Section 1-10. Unauthorized use of the access from adjacent property is to be prohibited by the use of signing and/or flaggers as conditions warrant.

- The continuity of the existing drainage system shall be maintained through the access site.

- Air borne particulates created as a result of using the access shall be effectively controlled.

- The access location shall not adversely affect wetlands or other sensitive areas.

At the completion of the project, the Contractor shall restore the area of the access site to its original, pre-contract, condition. Any damage to the traveled way, shoulders, auxiliary lanes, side slopes or other items caused by the access shall be repaired. All work to comply with this provision or to build, maintain, provide erosion control, control airborne particulates, ensure that drainage continues through the access site, provide traffic control when necessary, remove the temporary access and restore the surrounding area when no longer required for use are the responsibility of the Contractor. The Contractor shall include all related costs in the bid prices of the contract.

Lane closures are subject to the following restrictions:

*** $$1$$ ***

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.

Lane 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 *** $$2$$ *** on the day prior to a holiday or holiday weekend, and

4. Before *** $$3$$ *** on the day after the holiday or holiday weekend.
Physical reductions of the width of thru travelling lanes are subject to the following restrictions:

The Contractor shall not reduce the travelled way to a single lane with a clear width of less than 16 feet for a duration that exceeds 4 calendar days without prior approval of the Engineer. The Contractor shall submit a request for a width reduction that exceeds 4 calendar days to the Engineer no later than 30 calendar days prior to the start of the proposed width reduction. At a minimum, this request shall include:

1. Schedule showing the planned beginning date and end date of the width reduction.
2. Plans showing the limits and cross-sections showing the clear distance provided during the width reduction.
3. Details of available detour routes.
4. Plan to provide temporary windows of a minimum 16 foot width periodically during the width reduction, where possible.

The Engineer will reply, in writing, to the request within 7 calendar days. The Contractor shall immediately notify the Engineer if there are any changes to the schedule for the width reduction.

1-07.23(1).INST2.GR1
The last paragraph of Section 1-07.23(1) is revised to read:

1-07.23(1).OPT7.GR1
(September 30, 2020)
The Contractor shall conduct all operations to minimize any drop-offs (abrupt changes in roadway elevation) left exposed to traffic during nonworking hours. Unless otherwise specified in the Traffic Control Plan, drop-offs left exposed to traffic during nonworking hours shall be protected as follows with an accepted traffic control plan submittal in accordance with Section 1-10.2(2):

1. Drop-offs up to 0.20 foot, unless otherwise ordered by the Engineer, may remain exposed with appropriate warning signs alerting motorists of the condition.

2. Drop-offs more than 0.20 foot that are in the Traveled Way or Auxiliary Lane will not be allowed unless protected with appropriate warning signs and further protected as indicated in 3b or 3c below.

3. Drop-offs more than 0.20 foot, but no more than 0.50 foot, that are not within the Traveled Way shall be protected with appropriate warning signs and further protected by having one of the following:
   a. A wedge of compacted stable material placed at a slope of 4:1 or flatter.
   b. Channelizing devices (Type I barricades, plastic safety drums, or other devices 36 inches or more in height) placed along the traffic side of the drop-off and a new edge of pavement stripes placed a
minimum of 3 feet from the drop-off. The maximum spacing between the devices in feet shall be the posted speed in miles per hour. Pavement drop-off warning signs shall be placed in advance and throughout the drop-off treatment.

c. A temporary concrete barrier, temporary steel barrier, or other approved traffic barrier installed on the traffic side of a drop-off with a new edge line placed a minimum of 2-feet from the traffic face of the barrier. The barrier shall have a lateral offset from the edge of the drop-off to the back of the barrier as follows:

i. A minimum offset of 3 feet for temporary Type F or Type 2 concrete barrier when not anchored.

ii. A minimum offset of 1-foot for temporary Type F or Type 2 concrete barrier when anchored on hot mix asphalt pavement as shown on WSDOT Standard Plans C-60.10 or K-80.35.

iii. A minimum offset of 1-foot for temporary Type F concrete barrier when anchored on cement concrete pavement as shown on WSDOT Standard Plan C-60.10.

iv. A minimum offset of 9 inches for temporary Type F or Type 2 concrete barrier when anchored on cement concrete pavement and/or concrete bridge decks as shown on WSDOT Standard Plan K-80.35.

v. A minimum offset of 6 inches or 9 inches for temporary Type F or Type 2 narrow base concrete barrier when anchored on cement concrete pavement and concrete bridge decks as shown on WSDOT Standard Plan K-80.37.

vi. A minimum offset following manufacturer recommendations for temporary steel barrier when not anchored; or when anchored on hot mix asphalt pavement, cement concrete pavement, or concrete bridge decks.

vii. A minimum offset as directed by the Engineer for any barrier type or configuration not shown in this Section.

An approved terminal, flare, or impact attenuator is required at the approach end of the barrier run, and is required at the trailing end of a barrier run in two way operations when shown in the plans or as directed by the Engineer.

4. Drop-offs more than 0.50 foot not within the Traveled Way or Auxiliary Lane shall be protected with appropriate warning signs and further protected as indicated in 3a, 3b, or 3c if all of the following conditions are met:

a. The drop-off is less than 2 feet;
b. The total length throughout the project is less than 1 mile;

c. The drop-off does not remain for more than 3 working days;

d. The drop-off is not present on any of the holidays listed in Section 1-08.5; and

e. The drop-off is only on one side of the Roadway.

5. Drop-offs more than 0.50 foot that are not within the Traveled Way or Auxiliary Lane and are not otherwise covered by No. 4 above shall be protected with appropriate warning signs and further protected as indicated in 3a or 3c.

6. Open trenches within the Traveled Way or Auxiliary Lane shall have a steel-plate cover placed and anchored over them. A wedge of suitable material, if required, shall be placed for a smooth transition between the pavement and the steel plate. Warning signs shall be used to alert motorists of the presence of the steel plates.

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**Rights of Way**

Section 1-07.24 is supplemented with the following:

1-07.24.OPT1.FR1

(March 13, 1995)

The Contracting Agency has not completed the acquisition of title to the following described property:

*** $$1$$ ***

The Contractor shall not perform any work within these limits until ordered to do so by the Engineer. The Contracting Agency has estimated that the above described property will be available *** $$2$$ ***.
Prosecution and Progress

Subcontracting

Section 1-08.1 is supplemented with the following:

(June 3, 2019)

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 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. This form shall be submitted to the Engineer by email to the following email address for the region administering the Contract:

Eastern Region – ERegionOEO@wsdot.wa.gov
North Central Region – NRegionOEO@wsdot.wa.gov
Northwest Region – ORegionOEO@wsdot.wa.gov
Olympic Region – ORegionOEO@wsdot.wa.gov
South Central Region – SRegionOEO@wsdot.wa.gov
Southwest Region – SWRegionOEO@wsdot.wa.gov
Washington State Ferries – FerriesOEO@wsdot.wa.gov

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.
Specialty Items

For the purpose of determining the percentage of work that may be subcontracted, the following items on this contract are designated as Specialty Items:

*** $$1$$ ***

Qualifications of Building Contractor

If the Contractor is not prequalified for building construction or cannot demonstrate satisfactory experience in constructing the general type of building included in the project, it will be mandatory that the building work be subcontracted to a firm which can meet one or both of these criteria.

Progress Schedule

General Requirements

The first sentence of Section 1-08.3(1) is revised to read:

The Contractor shall submit Type C Progress Schedules and Schedule Updates to the Engineer for approval.

Progress Schedule Types

Section 1-08.3(2) is revised to read:

Type A Progress Schedules are required on all projects that do not contain the bid item for Type B or Type C Progress Schedules. Type B or Type C Progress Schedules are required on all projects that contain the bid item for Type B or Type C Progress Schedule. Weekly Look-Ahead Schedules and Schedule Updates are required on all projects.

Section 1-08.3(2) is supplemented with the following:
Type C Progress Schedule

Type C progress schedules shall conform to all of the requirements of Section 1-08.3(2)B and this Section.

The Contractor shall submit a printed copy of a preliminary Type C progress schedule no later than the first working day as defined in Section 1-08.5. The preliminary schedule shall comply with all of these requirements of this special provision and the requirements of Section 1-08.3(1), except that it may be limited to only those activities occurring within the first 60 working days of the project.

The Contractor shall submit a printed copy of the Type C progress schedule for all Work no later than 60 calendar days after the date the contract is executed.

Each time that a preliminary schedule, progress schedule, or schedule update is submitted, the Contractor shall provide the Engineer with an electronic copy (.XER or .XML file type extension) of that schedule. Each submitted progress and update schedule shall have a unique file name and date identifier. Regardless of the type of software used, the schedule data provided to the Engineer shall be saved on a CD-ROM in a compatible format of Primavera Project Manager Enterprise Version, P6 7.0 compatible format.

The current version of Primavera Project Manager Enterprise P6 is *** $$1$$ ***.

Type C progress schedules shall display at least the following additional information:

1. A time scaled logic diagram.
2. Activities for traffic detours and closures.
3. Milestones for required delivery of State furnished materials, if any.
4. Activities for State furnished traffic control resources, if any.
5. Activities for fabrication of materials longer than 90 calendar days lead time.
6. Fixed constraints shall be identified on the activity listing, supplemented with a written narrative describing why the constraint exists.
7. Milestones for interim or stage completion dates.
8. Activities for scheduled outages on illumination systems, ITS systems, traffic signal systems and other electrical service outages.
9. Nighttime activities shall be so coded.
10. Activities for all submittals requiring State review, including the allowable review duration.

All calendars used shall be created as project calendars, not global or resource calendars. If multiple calendars are applied to the progress schedule, the Contractor shall submit a written narrative describing each one’s purpose.
Schedule files shall not contain User Defined Fields (UDF’s), all activity codes shall be project level, no resources shall be assigned to activities and no project codes shall be assigned.

If requested by the Engineer, the Contractor shall supplement the progress schedule with written explanations for each lead and lag time used, and a written explanation describing the assumed production rates and planned resource allocations to support the activity durations provided in the schedule. The written explanations shall be documented as a notebook topic under “Assumptions and Basis”.

1-08.3(3).GR1

**Schedule Updates**

1-08.3(3).INST1.GR1

Section 1-08.3(3) is revised to read:

1-08.3(3).OPT1.GR1

(January 2, 2012)

The Contractor shall submit a printed copy of a Type C Schedule Update to the Engineer by the first business day of each month, starting the month after the Progress Schedule is accepted, or some other mutually agreed upon submittal time.

In addition to the other requirements of this Section, Schedule Updates shall reflect at least the following information:

1. The actual duration and sequence of as-constructed work activities, including changed work.

2. Approved time extensions.

3. Any construction delays or other conditions that affect the progress of the work.

4. Any modifications to the as-planned sequence or duration of remaining activities, supplemented with a written narrative describing each change and the reason for the change.

5. The physical completion of all remaining work in the remaining contract time.

6. Progress on partially completed activities shall be indicated using percent complete.

Activity numbers on Schedule Updates shall be the same as the Progress Schedule, with the exception of deleted or added activities.

Unresolved requests for time extensions shall be reflected in the Schedule Update by assuming no time extension will be granted, and by showing the effects to follow-
on activities necessary to physically complete the project within the currently
authorized time for completion.

1-08.3(4).GR1

Measurement

1-08.3(4).INST1.GR1

Section 1-08.3(4) is revised to read supplemented with the following:

1-08.3(4).OPT1.GR1

(August 5, 2013)
Schedule Updates will be measured per each for each update submitted and
approved per the requirements of Section 1-08.3(3). Schedule updates that are
returned for correction will not be measured.

1-08.3(5).GR1

Payment

1-08.3(5).INST1.GR1

Section 1-08.3(5) is revised to read supplemented with the following:

1-08.3(5).OPT1.FR1GR1

(January 7, 2019 September 7, 2021)
Payment will be made for the following bid item when it is included in the proposal:

“Min Bid Req—“Schedule Update” *** $$1$$ ***”, per each.
The unit Contract price per each “Min Bid Req—“Schedule Update” *** $$2$$
***” shall be full payment for all costs required to complete the work specified in
Section 1-08.3(3).

All costs for providing Weekly Look-Ahead Schedules are to be included with
other bid items.

1-08.3(5).OPT2.FR1GR1

(January 7, 2019 September 7, 2021)
Payment will be made for the following Bid item when it is included in the Proposal:

“Min Bid Req—Type *** $$1$$ *** Progress Schedule *** $$2$$ *** “Type C
Progress Schedule”, lump sum.
The lump sum price shall be full pay for all costs for furnishing the Type *** $$3$$ ***
Type C Progress Schedule and preliminary Type *** $$4$$ *** C Progress Schedule.

Payment of 80 percent of the lump sum price will be made upon approval of the
Progress Schedule.

Payment will be increased to 100 percent of the lump sum price upon completion of
80 percent of the original total Contract Award amount.

All costs for providing Type A Progress Schedules and Weekly Look-Ahead
Schedules are considered incidental to other items of Work in the Contract.
No payment will be made for Schedule Updates that are required due to the Contractor’s operations. Schedule Updates required by events that are attributed to the actions of the Contracting Agency will be paid for in accordance with Section 1-09.4.

1-08.4.GR1

Prosecution of Work

1-08.4.INST1.GR1
The first sentence of Section 1-08.4 is revised to read:

1-08.4.OPT1.FR1
(August 3, 2015)
The Contractor shall commence onsite work on or before *** $$1$$ *** and shall notify the Engineer in writing a minimum of 10 calendar days in advance of the date on which the Contractor intends to begin work.

1-08.4.OPT2.GR1
(August 7, 2006)
The Contractor shall begin work no earlier than the begin work date stated in the written notice provided by the Engineer. The Engineer will provide a minimum of 10 calendar days written notice for the date identified as the first working day.

1-08.4.OPT3.FR1
(August 7, 2006)
The Contractor shall begin work no earlier than *** $$1$$ ***.

1-08.5.GR1

Time for Completion

1-08.5.INST1.GR1
The third paragraph of Section 1-08.5 is revised to read:

1-08.5.OPT1.FR1
(August 7, 2006)
Contract time shall begin on the date stated in the written notice provided to the Contractor. In no case shall the beginning of contract time be prior to *** $$1$$ *** or later than *** $$2$$ ***.

1-08.5.OPT2.FR1
(August 7, 2006)
Contract time shall begin on the first working day. The first working day shall be *** $$1$$ ***.

1-08.5.INST2.GR1
Section 1-08.5 is supplemented with the following:

1-08.5.OPT7.FR1
(March 13, 1995)
This project shall be physically completed within *** $$1$$ *** working days.
This project shall be physically completed in its entirety within *** $$1$$ *** working days and the temporary traffic signal portion of the project shall be physically completed within the first *** $$2$$ *** working days.

This project shall be physically completed within *** $$1$$ *** working days.

Contract time shall begin on the first working day the Contractor starts onsite work or *** $$2$$ ***, whichever occurs first.

This project shall be physically completed within *** $$1$$ *** working days. Contract time shall commence on the first working day:

1. Following 60 calendar days after contract execution; or,

2. That the Engineer and the Contractor agree to start work after approval of construction materials is obtained, whichever occurs first.

The Contractor is allowed a maximum of 60 calendar days after execution of the contract to obtain approvals for construction materials.

Incentive for Early Completion

It is essential that the Contracting Agency has full and unrestricted use of the facilities at the earliest possible time. As an incentive to the Contractor, the Contracting Agency will pay the Contractor *** $$1$$ *** for each working day remaining in the contract prior to the established *** $$2$$ *** completion date, but not to exceed an amount equal to *** $$3$$ ***.

The days eligible for the incentive will be calculated by subtracting the working days elapsed through the date of *** $$4$$ *** completion from the total working days established in the Special Provision TIME FOR COMPLETION.

Suspension of Work

Section 1-08.6 is supplemented with the following:

Contract time may be suspended for the HMA mix design evaluation report or for procurement of critical materials (Procurement Suspension). In order to receive a
Procurement Suspension, the Contractor shall within 21 calendar days after execution by the Contracting Agency, submit all HMA mix designs not already on the QPL according to Section 5-04.2(1) or place purchase orders for all materials deemed critical by the Contracting Agency for Physical Completion of the Contract. The Contractor shall provide a copy of the completed WSDOT Form 350-042 indicating the date the mix design was submitted, or copies of purchase orders for the critical materials. Such purchase orders shall disclose the purchase order date and estimated delivery dates for such critical material.

The Contractor shall show the HMA mix design evaluation report or procurement of the critical materials listed below as activities in the Progress Schedule. If the approved Progress Schedule indicates that acceptance of the HMA mix designs or materials procurement are critical activities, and if the Contractor has provided documentation that purchase orders are placed for the critical materials within the prescribed 21 calendar days, then Contract time will be suspended upon Physical Completion of all critical work except that work dependent upon the below listed critical materials:

*** $$1$$ ***

Charging of Contract time will resume upon the Contractor’s receipt of a WSDOT mix design evaluation report or delivery of the critical materials to the Contractor, notification that the critical materials are ready for delivery to the Contractor from the Contracting Agency’s Materials Laboratory, or *** $$2$$ *** calendar days after execution by the Contracting Agency, whichever occurs first.

No additional Procurement Suspension will be provided if the Contractor’s HMA mix designs did not meet Contract requirements and are resubmitted.

1-08.6.OPT2.FR1
(January 2, 2018)

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

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

*** $$1$$ ***

Charging of contract time will resume upon delivery of the critical materials to the Contractor or 120 calendar days after execution by the Contracting Agency, whichever occurs first.
Liquidated Damages

Section 1-08.9 is revised to read:

(March 13, 1995)

Liquidated damages in the amount of *** $1*** per working day will be assessed for failure to physically complete the temporary traffic signal portion of the contract within the physical completion time specified. Liquidated damages in an amount based upon the original contract amount and original time, will be assessed for failure to physically complete the entire project within the physical completion time specified. Such damages will accrue separately for each phase or stage of work. In the event damages occur on a concurrent date, the larger of the two damages will apply for such days.

(April 6, 2009)

Delayed completion of *** $1*** will result in impacts to the traveling public, increase fuel consumption, increase vehicle operating costs, increase pollution, and cause other inconveniences and harm.

Accordingly, the Contractor agrees:

1. To pay *** $2*** liquidated damages per *** $3*** for each *** $4*** prorated to the nearest *** $5*** that the work is not completed as specified in *** $6***.

2. To authorize the Engineer to deduct these liquidated damages from any money due or coming due the Contractor.

Section 1-08.9 is supplemented with the following:

(September 8, 2020)

Liquidated damages in the amount of *** $1*** per working day will be assessed for failure to physically complete the Contract within the physical completion time specified.
General Requirements for Weighing Equipment

Section 1-09.2(1) is revised to read as follows:

(January 3–2011)

Unless otherwise specified any highway or bridge construction materials to be proportioned or measured and paid for by weight, shall be weighed on scales. The Contractor shall provide, set up, operate and maintain the scales necessary to perform the weighing or shall designate permanently installed, certified commercial scales for the purpose. Each truck to be weighed shall bear a unique identification number. This number shall be legible and in plain view of both the scale operator and the person receiving the material at the jobsite.

Scales provided or designated by the Contractor shall be accurate to within one-half of one percent of the correct weight throughout the range of use. If platform scales are used, each platform scale shall be able to weigh the entire hauling vehicle or combination of connected vehicles at one time. No part of the vehicle or vehicle combination will be permitted off the platform as it is weighed.

An agent of the scale manufacturer shall test and service any scale before its use at each new site and then at 6-month intervals. The Contractor shall provide the Engineer a copy of the final results after each test.

All initial weighing at the dispatch site or at another site approved by the Engineer shall be performed by a Contractor employee or by another person designated by the Contractor. The designated weigher shall prepare a weigh or load ticket to accompany each load. Each ticket shall contain the truck identification number, the date and time of weighing the load, a description of the material being weighed and the signature or initials of the weigher.

Each weigh or load ticket shall also contain a determination of the net weight of the load. This shall be a reading from any device which weighs as material is loaded or a calculation including gross weight and tare weight when the method of loading does not include weighing. It shall also identify the weighed material. When used, tare weights shall be taken of each hauling vehicle at least once each day. The ticket shall be provided to the inspector at the jobsite immediately after the material is delivered. A record of each day’s tare weights shall be furnished to the Engineer daily using Form 422-027 EF, or on an alternate form approved by the Engineer.

The vehicle operator shall deliver the ticket to the material receiver at the material delivery point. The material delivery point is defined as the location where the material is incorporated into the permanent work.
Except as noted below, all weighing shall be subject to confirmation testing through random checks made with a second, separate scale. The secondary scale shall be described in the contract provisions, either as a designated independent commercial scale or as a platform scale installed by the Contractor at a location named in the provisions. The inspector will select loaded trucks at random and weigh them with the secondary scale. The same trucks will be weighed empty when the tested load has been delivered.

The frequency of confirmation testing will be such that at least one test weekly is performed for each weighed contract item of work being performed during that week. Confirmation testing will not be routinely conducted for small quantities of weighed material. A small quantity shall be defined as one who’s estimated proposal quantity, multiplied by its unit price, has a value of less than $20,000. The inspector may choose to apply confirmation testing to a minor quantity item if, in the inspector’s judgment, there is reason to suspect that the ticket weight might be incorrect.

Scales—Scales shall:

1. Be accurate to within 0.5 percent of the correct weight throughout the range of use;

2. Not include spring balances;

3. Include beams, dials, or other reliable readout equipment;

4. Be built to prevent scale parts from binding, vibrating, or being displaced and to protect all working parts from falling material, wind, and weather; and

5. Be carefully maintained, with bunkers and platforms kept clear of accumulated materials that could cause errors and with knife edges given extra care and protection.

Scale Operations—“Contractor-provided scale operations” are defined as operations where a Scale is set up by the Contractor specifically for the project and most, if not all, material weighed on the scale is utilized for Contract Work. In this situation, the Contractor shall provide a person to operate the project scale, generate E-Tickets, perform scale checks, and prepare reports.

“Commercial scale operations” include the use of established scales used to sell materials to the public on a regular basis. In addition, for the purposes of this Specification, all batch, hopper, and belt scales are considered to be commercial scales. When a commercial scale is used as the project scale, the Contractor may utilize a commercial scale operator provided it is at no additional cost to the Contracting Agency.
In addition, the Contractor shall ensure that:

1. The Engineer is allowed to observe the weighing operation and check the daily scale weight record;

2. Scale verification checks are performed at the direction of the Contracting Agency (see Section 1-09.2(5));

3. Several times each day, the scale operator records and makes certain the platform scale balances and returns to zero when the load is removed; and

4. Test results and Daily Summary Reports for each day’s hauling operations are provided to the Engineer daily.

Trucks and E-Tickets—Each truck to be weighed shall bear a unique identification number. This number shall be legible and in plain view of the scale operator. The Contractor shall provide E-tickets for all weighed materials. All E-tickets shall, at a minimum, contain the following information:

1. Date of haul;

2. Contract number;

3. Contract unit Bid item;

4. Unit of measure;

5. Identification number of hauling vehicle; and

6. Weight delivered:
   a. Net weight in the case of batch and hopper scales.
   b. Gross weight, tare weight (am and pm minimum), and net weight in the case of platform scales.
   c. Approximate load out weight in the case of belt conveyor scales.

The E-Ticket shall be uploaded to a designated site so that it can be accessed by the material receiver at the material delivery point. The material delivery point is defined as the location where the material is incorporated into the permanent Work. The Contractor’s representative shall make report summaries available to the Engineer’s designated receiver, not later than the end of shift, for reconciliation. E-tickets for loads not verified as delivered will receive no pay.

Electronic Delivery Management System (E-Ticketing)
No fewer than 30 days prior to delivery or placement activities, the Contractor shall submit a Type 2 Working Drawing to the Engineer detailing all E-Ticketing Systems used to provide the required information. It is recognized that multiple systems may be used to accommodate individual Contractors and Material supplier capabilities. The Working Drawings shall explain how partial loads will be tracked, and include
contingency plans for lost internet connectivity and/or phone reception. The Contractor shall provide on-site technical assistance and training during the initial setup to all parties requiring access to the e-ticket information. The Contractor shall provide ETS support as necessary during the Work to ensure effective ongoing utilization.

Equipment
The Contractor shall demonstrate that the ETS can provide the following:

1. The ETS shall be fully integrated with the Contractor’s Load Read-Out scale system at the material source site. In the absence of a fully integrated system, digital data can be captured by a photo of the ticket (pdf ticket) generated at the scale at load out. The information shall be immediately uploaded to a designated site so the information can be accessed by the Inspector located at the material delivery site.

2. The ETS shall be accessible by real-time monitoring with a mobile communication device such as a tablet, smartphone, etc.

The Material Source site (point of load out) shall have a reliable, stable internet connection, with a local Wi-Fi device (hot spot) in areas with poor or no cell service.

The Contractor shall install and operate equipment in accordance with their accepted ETS. The Type 2 Working Drawing shall identify an alternative method for manually capturing and electronically delivering data if internet access and/or cell phone service is temporarily unavailable at the load out site.

E-Tickets
The E-Tickets must provide at a minimum, the information required in Section 1-09.2(1) for truck weight measurement and Section 6-02.3(5)B for concrete delivery.

Daily Summary Report
The Contractor shall provide to the Engineer a means in which to gather report summaries using mobile communication devices. The following summary of information shall be provided to the Engineer electronically, in a file format that cannot be edited, at the end of the days hauling operation or as agreed to by the Project Engineer. The summary report shall include:

1. for each Material:
   a. List of Individual Loads including:
      i. Contractor Name and Material Producer
      ii. Project Number and County
      iii. Truck Number
      iv. Net Weight for Payment (nearest 0.1 tons) or volume for payment
      v. Date Placed
vi. Time Loaded

2. for each Bid Item:

a. Total Quantity for Payment (weight or volume)

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

“Electronic Ticketing System”, lump sum.
The lump sum contract price for “Electronic Ticketing System” shall be full pay for all costs related to providing all equipment, information, and reporting. All quality control procedures including technical support and on-site training shall be included in the Contract lump sum price.

1-09.2(1).INST2.GR1
Section 1-09.2(1) is supplemented with the following:

1-09.2(1).OPT7.FR1
(August 6, 2001)
The Contracting Agency has selected the following independent commercial scale for the purpose of conducting confirmation testing for weighed materials on this project. The Agency will pay any fees required by the owner of the scale. All other costs associated with complying with the confirmation testing requirement shall be borne by the Contractor and shall be included in the bid price for the material being hauled.

*** $$$***.

1-09.2(1).OPT8.GR1
(January 3, 2011)
The Contractor shall install a platform scale on or near the jobsite at a specific location to be designated by the Engineer. The Contractor shall provide, set up, operate and maintain the scales. Scales shall:

1. Be accurate to within one-half of one percent of the correct weight throughout the range of use;

2. Not include spring balances;

3. Include beams, dials, or other reliable readout equipment;

4. Be arranged so that operators and inspectors can safely and easily see the dials, beams, rods, and operating scale mechanisms;

5. Be built to prevent scale parts from binding, vibrating, or being displaced and to protect all working parts, and

6. Be carefully maintained, with bunkers and platforms kept clear of accumulated materials that could cause errors.
The scale shall be able to weigh, at one time, any hauling vehicle or combination of connected vehicles that will be utilized for weighed materials on the project. No part of a vehicle or vehicle combination will be permitted off the platform as it is weighed.

The scale shall be installed and maintained with the platform level and with rigid bulkheads at either end to prevent binding or shifting. The readout device shall be marked at intervals of no more than 40 pounds. Test records shall show results to the nearest 20 pounds.

Before use at its new location and then at 6-month intervals, the scale shall be: (a) approved under rules of the Washington State Department of Agriculture’s Weights and Measures Section, or (b) serviced and tested with at least 10,000 pounds by an agent of its manufacturer. In either case, the Contractor shall provide the Engineer with a copy of the final test results.

When notified by the Engineer that all confirmation testing has been completed for the project and that the scale is no longer needed, the Contractor shall remove the equipment and restore the site to a satisfactory condition. The scale equipment shall be removed from the jobsite and shall remain the property of the Contractor.

Specific Requirements for Batching and Hopper Scales

Specific Requirements for Platform Scales

Specific Requirements for Belt Conveyor Scales

Measurement

Section 1-09.2(5) is revised to read as follows:

(August 6, 2001)

(August 6, 2001)

(August 6, 2001)

(January 3, 2011)
If confirmation testing shows the initial scale has been underweighing, the on-site representative of the Contractor shall be notified. The Contractor shall not be compensated for any loss from underweighing.

If the initial scale has been overweighing, the on-site representative of the Contractor shall be notified and the Contracting Agency will calculate a price adjustment as follows:

The combined weight of all materials weighed after the last test showing accurate results through the load preceding the next confirmation test shall be calculated. This combined weight will then be reduced by the percentage of weighing error that exceeds one half of one percent. If subsequent confirmation tests continue to show overweighing, then the highest correction factor calculated from all tests shall be applied to all loads weighed after the last successful test and before a new confirmation test that shows accurate results.

If the specifications and plans require weight measurement for minor construction items, the Contractor may request permission to convert volume to weight. If the Engineer approves, an agreed factor may be used to make this conversion.

**Payment**

Section 1-09.2(6) is revised to read as follows:

(Cher, 2011)

Unless otherwise specified, the Contracting Agency will pay for no materials received by weight unless they have been weighed in accordance with the requirements of this section.

Unit contract prices for the various pay items of the project cover all costs related to weighing and proportioning materials for payment. These costs include those for furnishing, installing, certifying, maintaining and operating scales for initial weighing, those for extra haul distance and time involved in complying with confirmation testing requirements, and those for any other related item specified in this section.

Section 1-09.2(6) is supplemented with the following:

(August 7, 2017)

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

“Confirmation Scale,” Lump Sum

The lump sum payment for this item shall be full compensation for all costs related to the procurement, installation, testing, maintenance, operation and removal of the scale in accordance with the provisions.
Scope of Payment

Section 1-09.3 is supplemented with the following:

(August 7, 2017)

Fuel Cost Adjustment

General

The Contracting Agency will make a fuel cost adjustment, either a credit or a payment, for qualifying changes in the index price of on-highway diesel fuel. The adjustment will be applied to partial payments made according to Section 1-09.9.

The adjustment is not a guarantee of full compensation for fuel price changes. Any adjustment provided by this provision shall not obligate the Contracting Agency for any costs due solely to changes in fuel costs beyond the amount adjusted by this provision. The Contracting Agency does not guarantee that fuel will be available at the base fuel cost or monthly fuel cost. No additional adjustment will be made for rates of fuel consumption or actual fuel types that differ from those specified for the purpose of determining the adjustment.

For the purpose of calculating the adjustment, the Base Fuel Cost shall be the Weekly fuel price from the U.S. Energy Information Administration website. The website location and directions are as follows:

- [http://www.eia.gov/petroleum/gasdiesel/](http://www.eia.gov/petroleum/gasdiesel/)
- On the web page, click on the West Coast less California, listed under the heading U.S On-Highway Diesel Fuel Prices*(dollar per gallon) at the lower end of the web page.
- In the pull down box labeled Period pull down Weekly.
- Click on the fuel price history found under the column heading View History for the line Diesel (On-Highway) – All Types.
- On this web page obtain the nearest weekly fuel cost for the Monday occurring three weeks prior to the date that bids are opened. This weekly fuel cost becomes the Base Fuel Cost and is fixed for the duration of the Contract and will be used in calculating all adjustments.

The Monthly Fuel Cost shall be the most recent Monthly fuel price from the U.S. Energy Information Administration website. The website location and directions are as follows:

- [http://www.eia.gov/petroleum/gasdiesel/](http://www.eia.gov/petroleum/gasdiesel/)
- On the web page, click on the West Coast less California, listed under the heading U.S On-Highway Diesel Fuel Prices*(dollar per gallon) at the lower end of the web page.
- In the pull down box labeled Period pull down Monthly.
- Click on the fuel price history found under the column heading View History for the line Diesel (On-Highway) – All Types.
- On this web page obtain the most current monthly fuel price.
If the specified index ceases to be available for any reason, the Contracting Agency at its discretion will select and begin using a substitute price source or index to establish the Monthly Fuel Cost.

Measurement

No adjustment will be made if the Monthly Fuel Cost is within 10 percent of the Base Fuel Cost. No adjustment will be made for work performed after the authorized Time for Completion.

If the Monthly Fuel Cost is greater than or equal to 110% of the Base Fuel Cost, then:

\[
\text{Adjustment} = (\text{Monthly Fuel Cost} - (1.10 \times \text{Base Fuel Cost})) \times Q
\]

If the Monthly Fuel Cost is less than or equal to 90% of the Base Fuel Cost, then:

\[
\text{Adjustment} = (\text{Monthly Fuel Cost} - (0.90 \times \text{Base Fuel Cost})) \times Q
\]

Where \( Q = \sum ((\text{Fuel Usage Factor for each Eligible Bid Item}) \times (\text{Quantity paid in the current months progress estimate for each Eligible Bid Item})) \) for all Eligible Bid Items listed below:

<table>
<thead>
<tr>
<th>Eligible Bid Item</th>
<th>Fuel Usage Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>*** $$1$$ ***</td>
<td>*** $$2$$ ***</td>
</tr>
<tr>
<td>*** $$3$$ ***</td>
<td>*** $$4$$ ***</td>
</tr>
</tbody>
</table>

Payment

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


To provide a common proposal for all bidders, the Contracting Agency has entered an amount in the proposal to become a part of the Contractor’s total bid.

Steel Cost Adjustment

The Contractor may elect to participate in the steel cost adjustments for work permanently incorporated into this Contract. Steel cost adjustment is not a guarantee of full compensation for changes to the cost of steel items; not eligible for all items with steel; and any adjustment provided by this provision will not obligate the Contracting Agency for any costs beyond the amount adjusted by this provision.

This Special Provision provides the option to opt-in to steel cost adjustments for eligible Bid items. The Contractor is provided one opportunity to opt-in and there are no future opt-out provisions. The steel cost adjustment requirements of this Special Provision apply for the duration of the Contract.

General

The Contractor may select Bid items from the list below to be included in the steel cost adjustment. The Contractor is not obligated to select any Bid items or to
participate in the steel cost adjustment program. The steel cost adjustment will apply only to the Bid items selected by the Contractor.

Prior to Contract execution the Contractor shall submit the Steel Cost Adjustment Opt-In Bid Item List, WSDOT Form 410-031, to the WSDOT Contract Ad and Award Office. The form is to be received at the WSDOT Bid Room, located at the Transportation Building, 310 Maple Park Avenue SE, Room 2D20, Olympia, WA 98501-2361 or may be submitted by facsimile to the following FAX number, (360) 705-6966. The Steel Cost Adjustment Opt-In Bid Item List shall be signed by an authorized representative of the Contractor. Should the Contractor fail to return this document as required no Bid items will be eligible for steel cost adjustment.

**Steel Index Values**

The Contracting Agency will use the Bureau of Labor Statistics (BLS) producer price index (PPI) series Id: WPUSISTEEL1 index value for steel cost adjustments.

The Base Steel Materials Index Value (BV) will be the most recent value published on the BLS website on the day of bid opening. This value will be fixed on the day of bid opening even if the BLS lists this as a preliminary value. The Monthly Steel Materials Index Value (MV) will be the final index value published on the BLS website for any month during the Contract.

**Measurement**

The Contracting Agency has determined the initial cost basis (ICB) of steel to be ***$1***. This cost basis is reflected in the steel cost adjustment calculations below, is non-negotiable and will be taken as a fixed value for the duration of the Contract.

For each month that steel material is incorporated into the permanent Work of the Contract or paid for as Materials on Hand and the MV is more than 110 percent or less than 90 percent of the BV the Contractor shall provide the Engineer with the following for each eligible Bid item by the end of the following month:

1. The weight of steel material for the month, and
2. Documentation of the weight and shipment to the Contractor of the steel material by bills of lading, invoices, or purchase orders.

Should the Contractor not provide the required documentation as specified the following shall apply:

1. Steel material that has an MV that is more than 110 percent of the BV will not be eligible for a steel cost adjustment.
2. The steel cost adjustment for a Bid item with an MV that is less than 90 percent of the BV will be calculated using a weight of steel determined by the Engineer.

Steel materials will not be eligible for cost adjustments until all requirements of the Contract have been met. Steel added to a Contract as part of a Value Engineering Change Proposal will not be eligible for steel cost adjustment. Steel cost adjustments made in accordance with this Special Provision will not be reflected on payments...
made to the Contractor until after the index value required for the calculation becomes final. Preliminary index values may be used to establish the BV, but will not be used to establish the MV in calculations.

For each Bid Item selected by the Contractor on the Steel Cost Adjustment Opt-In Bid Item List form a cost adjustment evaluation will be made. A cost adjustment will only be made if the MV for the month the Work associated with the Bid Item is performed differs by more than ten-percent from the BV.

The steel cost adjustment will be determined as follows:

1. If the MV is within ten-percent of the BV, there will be no adjustment.
2. If the MV is more than 110-percent of the BV, then
   \[ CA = \frac{(MV - BV) - 0.1}{BV} \times (ICB \times WS) \]
3. If the MV is less than 90-percent of the BV, then
   \[ CA = \frac{(MV - BV) + 0.10}{BV} \times (ICB \times WS) \]

Where:

- CA = Cost Adjustment, dollars
- MV = Monthly Steel Materials Index Value from BLS for the month determined above
- BV = Base Steel Materials Index Value taken as the most recent value published on the BLS website on the day of bid opening.
- ICB = Initial Cost Basis of steel per pound
- WS = Weight of steel (in pounds) eligible for cost adjustment

The following Bid Items are eligible for the steel cost adjustment program for this Project:

*** $$2$$ ***

Payment

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

“Steel Cost Adjustment”, by calculation.

To provide a common proposal for all bidders, the Contracting Agency has entered an amount in the proposal to become a part of the Contractor’s total bid.

1-09.8.GR1

Payment For Material On Hand

1-09.8.INST1.GR1

The last paragraph of Section 1-09.8 is revised to read:

General Special Provisions Division 1-09
September 7, 2021
The Contracting Agency will not pay for material on hand when the invoice cost is less than $2,000. As materials are used in the work, credits equaling the partial payments for them will be taken on future estimates. Each month, no later than the estimate due date, the Contractor shall submit a letter to the Engineer that clearly states: 1) the amount originally paid on the invoice (or other record of production cost) for the items on hand, 2) the dollar amount of the material incorporated into each of the various work items for the month, and 3) the amount that should be retained in material on hand items. If work is performed on the items and the Contractor does not submit a letter, all of the previous material on hand payment will be deducted on the estimate. Partial payment for materials on hand shall not constitute acceptance. Any material will be rejected if found to be faulty even if partial payment for it has been made.

Payments

The quantity of the following items to be paid for on this project shall be the quantity shown in the Proposal, unless changes are made in accordance with Section 1-04.4 which affect this quantity. The quantity shown in the Proposal will be adjusted by the amount of the change and will be paid for as specified in Section 1-04.4.

*** $$1$$ ***

The quantities in the Proposal are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for approved changes will be made in the quantity even though the actual quantities required may deviate from those listed.

The unit contract price for these items shall be full pay to construct and complete this portion of the work.

The Contractor shall sign electronically using the software provided by the Contracting Agency and return the Final Contract Voucher Certification (FCVC) as indicated in this section. Within 21 days of execution, the Contractor shall submit a Type 1 Working Drawing designating who will sign the FCVC, including their full name, email address, and text-message capable phone number. The designee shall be an authorized signer in accordance with Section 1-02.1.

Retainage
Section 1-09.9(1) content and title is deleted and replaced with the following:

(June 27, 2011)
Vacant
1. Temporary Traffic Control

2. General

3. Section 1-10.1 is supplemented with the following:

4. (April 1, 2013)

5. The Contracting Agency will provide the following labor, equipment and/or materials resources to the Contractor for use on the project.

6. *** $1***

7. The Contractor shall notify the Engineer when each resource is to be utilized and shall provide a minimum of *** $2*** working days advance notice to allow any necessary arrangements to be made.

8. (May 20, 2020)

9. The Contracting Agency has arranged for the Washington State Patrol (WSP) to perform the following tasks during the project:

10. *** $1***

11. There shall be no entitlement for any impacts for any reason as a result of WSP personnel.

12. WSP personnel may not be used for any other work without prior acceptance from the Engineer. The acceptance will identify the added work allowed, the terms under which the WSP personnel may be used for the added work, and how the cost of the added work will be shared by the Contractor and Contracting Agency.

13. This resource is provided at no additional cost to the Contractor for the initial *** $2*** hours and includes all costs (e.g., WSP labor, vehicle miles, etc.). Additional hours of WSP personnel may be requested by the Contractor. If allowed by the Engineer, the cost for these hours will be shared by the Contracting Agency and the Contractor. The Contractor’s share of the cost for additional hours will be one-half of the amount billed by the law enforcement agency.

14. All costs for cancelled work due to unsuitable weather will be shared by the Contracting Agency and the Contractor. The Contractor’s share of the cost for cancelled work will be one-half of the amount billed by the law enforcement agency, regardless of when the actual work occurs. All costs for cancelled work for any other reason shall be the full responsibility of the Contractor.

15. The Contractor’s share of costs for additional hours of uniformed law enforcement personnel will be credited to the Contracting Agency under the bid item “WSP Reimbursement”, by calculation.
Materials

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

(April 7, 2014)

Automated Flagger Assistance Devices
Automated Flagger Assistance Devices (AFADs) shall meet the requirements of the MUTCD.

Traffic Control Management

General

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

(January 3, 2017-September 7, 2021)
Only training with WSDOT TCS card and WSDOT training curriculum is recognized in the State of Washington. The Traffic Control Supervisor shall be certified by one of the following:

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

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

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

Integrity Safety
13912 NE 20th Ave.
Vancouver WA 98686
1-10.2(1).OPT2.GR1

(January 5, 2015)
The primary TCS shall have a minimum of 500 hours of experience providing traffic control as a TCS or traffic control labor on multilane highways with a speed limit of 55 mph or greater. The Contractor shall submit a certification of the TCS’s experience with the TCS designation. Documentation of experience shall be available upon request by the Engineer.

1-10.3.GR1
Traffic Control Labor, Procedures and Devices

1-10.3.INST1.GR1

Section 1-10.3 is supplemented with the following:

1-10.3.OPT1.FR1

(May 20, 2020)
Contractor Provided Uniformed Police Officers

The Contractor shall provide, direct, and monitor Uniformed Police Officers having jurisdiction to control traffic in accordance with the Plans. A uniformed police officer (UPO) is a sworn police officer from a local law enforcement agency or a Washington State Patrol officer. The UPO shall provide traffic control as shown in an accepted traffic control plan.

The following contact information for potential service providers is supplied for the Contractor’s convenience:

*** $$1$$ ***

1-10.3(3).GR1
Traffic Control Devices

1-10.3(3).INST1.GR1

Section 1-10.3(3) is supplemented with the following:

1-10.3(3).OPT1.GR1

(April 7, 2014)
Automated Flagger Assistance Devices

Where shown on an approved traffic control plan, the Contractor shall provide, operate and maintain AFADs.

An AFAD is a self-contained, portable traffic control system that enable a flagger to be positioned out of the lane of traffic and is used to control road users through temporary traffic control zones for short-term lane closures, on two-lane highways.
The Contractor shall submit the manufacturers’ specifications for each AFAD to the Engineer a minimum of two weeks prior to use. A manufacturers’ representative shall be required to demonstrate the capabilities of each device prior to its use and provide training to the certified flaggers that will be operating the device. Each AFAD shall require a flagger near enough to the device to see the device and remotely operate it. Only a qualified flagger who has been trained on the operation of the AFAD shall operate the AFAD. The flagger operating the AFAD shall not leave the device unattended at any time while the AFAD is being used to control traffic.

An AFAD shall only be used in situations where there is only one lane of approaching traffic in the direction to be controlled. When used at night, the AFAD location shall be illuminated in accordance with Section 1-10.3(1A).

During the setup and take down operation of the work area, the AFAD display shall be set to a yellow flash mode when the signal heads are deployed into normal operating position.

If repairs are required the Contractor shall respond immediately and provide flagger traffic control and the unit shall be either repaired or replaced with a backup unit within 48 hours.

The Engineer may order adjustments to the location as needed based on traffic and field conditions.

1-10.3(OPT2).GR1
(January 2, 2018)
Radar Speed Display Sign
Where shown on an approved traffic control plan or where ordered by the Engineer, the Contractor shall provide, operate, and maintain radar speed display signs (RSDS). A RSDS shall be placed with a minimum of 4 ft. of lateral clearance to edge of a travelled lane and be delineated by channelization devices. The Contractor shall remove the RSDS from the clear zone when not in use unless protected by barrier or guardrail.

1-10.3(OPT3.FR1)
(May 20, 2020 September 7, 2021)
Smart Work Zone System
Where shown on an approved traffic control plan, the Contractor shall provide, operate, maintain, and remove a Smart Work Zone System. A Smart Work Zone System (SWZS) uses portable roadside sensor information to display real-time dynamic work zone traffic information and instructions to motorists on a series of Portable Changeable Message Signs (PCMSs) approaching a work zone.

The SWZS shall be capable of communicating three types of work zone traffic information:

1. **Queue detection warning** for slowed or queued traffic ahead.

2. **Dynamic lane merge** guidance to use all open lanes up to the lane closure tapers and zipper merge instructions during times of congestion.
3. **Work zone travel delay** for current work zone delays in minutes.

In locations with multiple SWZS setups each setup shall be capable of operating independently. One SWZS Technician may operate all systems concurrently.

**Vendor**

The Contractor shall select an independent vendor listed below to provide the SWZS as shown on an approved SWZS Plan:

- **Street Smart**
  - Phone: (888) 653-6800
  - Website: https://www.streetsmartrental.com/smart-work-zones/

- **Hill and Smith Inc.**
  - Phone: (302) 328-3220
  - Website: https://www.hillandsmith.com/portfolio_category/its-smart-work-zone/

- **ICONe by ICONe Products**
  - Phone: (315) 626-6800
  - Website: http://iconeproducts.com/

- **Road-Tech Safety Services, Inc.**
  - Phone: (888) 762-3832
  - Website: https://www.road-tech.com/

- **Salander LLC**
  - Phone: (812) 777-5637
  - Website: https://www.slndrtech.com/

- **SolarTech**
  - Phone: (610) 391-8600
  - Website: http://solartechnology.com/

- **Ver-Mac**
  - Phone: (888) 488-7446
  - Website: https://www.ver-mac.com/en/jamlogic-software/smart-work-zones

- **WANCO**
  - Phone: (800) 972-0755
  - Website: https://www.wanco.com

**Devices and Communications**

The Contractor and/or Vendor shall provide all devices necessary to operate the system in accordance with the approved traffic control plans and these specifications.

The traffic sensors shown in the traffic control plans in advance of lane closure tapers are used to operate the SWZS by detecting vehicle speed approaching the lane closures, where queuing is expected. Typically, these traffic sensors use Doppler radar technology.
Separate side-fire traffic sensor(s), Wavetronix SmartSensor HD or similar accepted by the Engineer, shall be post-mounted or trailer-mounted to obtain traffic volume/speed data where shown in the traffic control plans. If not shown, then the side-fire traffic sensor shall be placed after the final lane closure taper but before lanes are reopened or any open on-ramps to measure the following:

1. Traffic volume, in vehicles per hour per open lane
2. Speed – time graph used to determine the median & 85th percentile speed in each open lane

The Contractor shall use and relocate as necessary side-fire traffic sensor(s) at locations compatible with lane closures. As an alternative, multiple side-fire traffic sensors can be used throughout the project limits provide the traffic volume/speed data remains accurate.

A vendor website or other wireless remote system is required for monitoring SWZS functions and remote management of PCMS messages.

**Technician**

The Vendor shall provide a technician skilled in the operation of all system equipment and software. The technician may be an employee of the Vendor or someone trained and authorized by the Vendor to operate the system. The technician shall be independent of the Contractor and Traffic Control Supervisor but shall collaborate and coordinate as appropriate. The technician shall be on site while the SWZS is in use and able to respond to system issues in person.

Duties of the Technician include, but are not limited to, the following:

1. Program the automated, real-time operation of the SWZS with traffic sensor trigger speed thresholds and PCMS messages shown on the approved SWZS Plan.
2. Service, debug, troubleshoot, and maintain all SWZS components.
3. Maintain SWZS equipment maintenance logs.
4. Collect and process system data and provide data as described below:
   a. **System Data** – System data shall include:
      i. Data in table format of traffic volume (vehicles per hour per each open lane), 50th-percentile traffic speed of all open lanes, and 85th-percentile traffic speed of all open lanes for 15-minute intervals organized by Day and Hour of day for each SWZS implementation measured by the side-fire traffic sensor. Graph of traffic volume and traffic speed versus time organized by Day and Hour of day for each SWZS implementation.
      ii. Day and Hour of day each traffic sensor was triggered, and the message displayed on each PCMS while the SWZS is in use.
b. **Agency Access to System Data** – Provide password protected access to the Engineer and identified Agency personnel to the System Data via a dedicated website or other wireless remote system.

c. **Provide System Data to Agency** – At the completion of the Project, provide System Data logs in an electronic format approved by the Engineer.

5. Immediately respond to all system failures in accordance with the Smart Work Zone System Failure Protocol section of these Specifications.

**Operation**

Operate the SWZS according to the following:

**Scheduled Use**

Use a dynamic lane merge, queue detection warning, and work zone travel delay system on the following roadway(s), locations, and work operations:

*** $$1$$ ***

**Installation, Relocation, Removal, and Storage**

The Contractor shall store, install, relocate, and remove all the SWZS components as follows:

1. Install all components with the SWZS Technician’s concurrence at least 30 minutes prior to commencing the first lane closure

2. Relocate components as necessary with the SWZS Technician’s concurrence

3. Assist the Technician as needed when the Smart Work Zone System Failure Protocol occurs

4. Remove all components within the Work Zone Clear Zone within 60 minutes when no longer required unless components are placed behind guardrail or barrier.

**Initial SWZS Turn-On Meeting**

The Contractor shall arrange a meeting at least one week before the initial system turn-on.

The meeting shall include the Contractor, Traffic Control Manager, Traffic Control Supervisor, Alternative Traffic Control Supervisor (if applicable), SWZS Technician, and WSDOT Project Engineering Office staff.

During this meeting, the following topics should be discussed at a minimum:

1. Provide and review the approved traffic control plans, including lane closure plans and the associated SWZS plan that will be used.
2. Review roles and responsibilities for implementation of the SWZS.

3. Provide contact information for critical personnel.

4. Provide a schedule of the anticipated operation times, dates and durations for the initial operation.

5. Review Measurement and Payment for duties related to SWZS installation, operation, and removal.

**SWZS Operation Coordination and Collaboration**

The Contractor shall notify the Engineer at least 72 hours in advance of using the SWZS including providing a schedule of the anticipated operation times, dates and durations for each subsequent operation.

The Contractor’s Traffic Control Management shall coordinate and collaborate as needed for the successful implementation of the SWZS and associated lane closures. Any delays and associated costs due to implementing the SWZS shall be at the Contractor’s expense.

**Smart Work Zone System Failure Protocol**

In the event of a failure, perform the following protocol:

1. **SWZS Technician** – Upon discovery of the malfunction, perform the following:
   a. Immediately notify Contractor Traffic Control Management.
   b. Begin troubleshooting the SWZS to address the malfunction.
   c. If the malfunction is not resolved within 15 minutes, notify Contractor Traffic Control Management. The SWZS shall be taken out of service and repaired within 12 hours of the malfunction.

2. **Contractor Traffic Management** – After receiving the initial notification of the malfunction, perform the following:
   a. Notify the Traffic Control Supervisor.
   b. Prepare crews to immediately implement the Emergency PCMS Implementation if the malfunction is not resolved within 15 minutes.
   c. Notify the Engineer of the malfunction and failure protocol status.
   d. Collaborate with SWZS Technician to provide replacement parts needed to make repairs to the SWZS within 12 hours of the system or a system component malfunction.

3. **Emergency PCMS Implementation** – If the SWZS Technician has not resolved the issue within 15 minutes, perform the following failure protocol:
a. Install two PCMSs as described below until the SWZS is repaired, functioning properly, and back in service or until all lane closures have been reopened. The PCMSs may be from the SWZS if needed.

i. PCMS #1: Maintain positioned 0.5 ± mile in advance of traffic queue, relocated as necessary, except when no traffic queue is present. PCMS #1 may be truck-mounted.

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLOW OR</td>
<td>NEXT</td>
</tr>
<tr>
<td>STOPPED</td>
<td>#</td>
</tr>
<tr>
<td>TRAFFIC</td>
<td>MILES</td>
</tr>
</tbody>
</table>

Where “#” is the approximate queue length rounded up to the nearest mile

ii. PCMS #2: Place 1.5 ± mile in advance of first lane closure taper. Program message as appropriate. Phase 1 is to describe the current lane closure in place. Phase 2 is to describe the distance ahead to the beginning of the first lane closure rounded up to the nearest 0.5 mile interval. For example, if a double right lane closure is 1.5 mile ahead, the PCMS message would be: “2 RIGHT LANES CLOSED” / “1.5 MILE AHEAD”.

Queue Warning System

Where shown on an accepted traffic control plan, the Contractor shall provide, operate, maintain, and remove a Queue Warning System. A Queue Warning System (QWS) uses portable roadside sensor information to display real-time traffic queue information to motorists on Portable Changeable Message Signs (PCMS) approaching a work zone. QWS is a simplified smart work zone system intended for work zone queues up to 2 miles, measured from the first lane closure taper, but may be modified for queuing up to 3 miles by extending spacing between the two PCMSs from 1± mile to 1.5 ± mile spacing and adjusting the PCMS messages. Traffic sensor placement remains unchanged.

The QWS shall be capable of communicating two types of work zone traffic information:

1. **Queue detection warning** for slowed or queued traffic ahead.

2. **Dynamic lane merge** guidance to use all open lanes up to the lane closure tapers and to take turns at merges during times of congestion.

In locations with multiple QWS setups each setup shall be capable of operating independently. One QWS Technician may operate all systems concurrently.

**Vendors**

The Contractor shall select an independent vendor listed below to provide a QWS as shown on an accepted traffic control plan:
Street Smart
Phone: (888) 653-6800
Website: https://www.streetsmartrental.com/smart-work-zones/

Hill and Smith Inc.
Phone: (302) 328-3220
Website: https://www.hillandsmith.com/portfolio_category/its-smart-work-zone/

ICONE by ICONE Products
Phone: (315) 626-6800
Website: http://iconeproducts.com/

Road-Tech Safety Services, Inc.
Phone: (888) 762-3832
Website: https://www.road-tech.com/

Salander LLC
Phone: (812) 777-5637
Website: https://www.slndrtech.com/

SolarTech
Phone: (610) 391-8600
Website: http://solartechnology.com/

Ver-Mac
Phone: (888) 488-7446
Website: https://www.ver-mac.com/en/jamlogic-software/smart-work-zones

WANCO
Phone: (800) 972-0755
Website: https://www.wanco.com

Devices and Communications
The Contractor and/or Vendor shall provide all devices necessary to operate the system in accordance with the accepted traffic control plans and these specifications.

The traffic sensors shown in the traffic control plans in advance of lane closure tapers are used to operate the SWZS by detecting vehicle speed approaching the lane closures, where queuing is expected. Typically, these traffic sensors use Doppler radar technology.

A vendor website or other wireless remote system is required for monitoring QWS functions and remote management of PCMS messages.

Technician
The Vendor shall provide a technician skilled in the operation of all system equipment and software. The technician may be an employee of the Vendor or someone trained and authorized by the Vendor to operate the system. The technician may be Contractor or Subcontractor personnel, including the Traffic
Control Supervisor. The technician is not required be on site while the QWS is in use but must be able to respond to any system issues remotely.

Duties of the Technician or trained traffic control personnel include, but are not limited to, the following:

1. Program the automated, real-time operation of the QWS with traffic sensor trigger speed thresholds and PCMS messages shown on the accepted traffic control plan or in these Specifications.

2. Service, debug, troubleshoot, and maintain all QWS components.

3. Maintain QWS equipment maintenance logs.

4. Immediately respond to all system failures in accordance with the Queue Warning System Failure Protocol section of these Specifications.

**Operation**

Operate the QWS according to the following:

**Scheduled Use**

Use the QWS on the following roadway(s), locations, and work operations:

*** $$1$$ ***

**Installation, Relocation, Removal, and Storage**

The Contractor or Subcontractor shall store, install, relocate, and remove all the QWS components as follows:

1. Install all QWS components with the QWS Technician’s concurrence prior to commencing the first lane closure.

2. Relocate components as necessary with the QWS Technician’s concurrence.

3. Assist the Technician as needed when the Queue Warning System Failure Protocol occurs.

4. Remove all components within the Work Zone Clear Zone when no longer required unless components are placed behind guardrail or barrier.

**QWS Operation Coordination and Collaboration**

The Contractor shall notify the Engineer at least 72 hours in advance of using the QWS including providing a schedule of the anticipated operation times, dates and durations for each subsequent operation.

The Contractor’s Traffic Control Management shall coordinate and collaborate as needed for the successful implementation of the QWS and associated lane closures. Any delays and associated costs due to implementing the QWS shall be at the Contractor’s expense.
Queue Warning System Failure Protocol

In the event of a failure that is not resolved within 15 minutes, reprogram QWS PCMSs to display the following message for the remainder of the Scheduled Use duration:

<table>
<thead>
<tr>
<th>PCMS 1</th>
<th>PCMS 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1</td>
<td>Phase 2</td>
</tr>
<tr>
<td>WATCH</td>
<td>NEXT</td>
</tr>
<tr>
<td>FOR SLOW</td>
<td>2</td>
</tr>
<tr>
<td>TRAFFIC</td>
<td>MILES</td>
</tr>
<tr>
<td>2.0 SEC</td>
<td>2.0 SEC</td>
</tr>
</tbody>
</table>

PCMS 1 placed 2± miles from first lane closure taper

(PCMS 2 placed 1± mile from first lane closure taper)

(Lane Closure Description) message is similar to LEFT LANE CLOSED or LEFT 2 LANES CLOSED.

If the QWS as modified for queuing up to 3 miles, then modify the messaging as follows:

<table>
<thead>
<tr>
<th>PCMS 1</th>
<th>PCMS 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1</td>
<td>Phase 2</td>
</tr>
<tr>
<td>WATCH</td>
<td>NEXT</td>
</tr>
<tr>
<td>FOR SLOW</td>
<td>3</td>
</tr>
<tr>
<td>TRAFFIC</td>
<td>MILES</td>
</tr>
<tr>
<td>2.0 SEC</td>
<td>2.0 SEC</td>
</tr>
</tbody>
</table>

PCMS 1 placed 3± miles from first lane closure taper

PCMS 2 placed 1.5± miles from first lane closure taper

1-10.3(3)(9-35.8).GR1

Vacant

Section 9-35.8 is revised to read:

1-10.3(3)(9-35.8).OPT1.GR1

(April 1, 2019)

Radar Speed Display Sign

Radar Speed Display Signs (RSDS) shall consist of a fully self-contained see-through trailer with power supply and an LED speed indicator display with a one-direction radar. Above or below the display shall be the message “YOUR SPEED” or “YOUR SPEED IS” in letters of 5 to 8 inches in height. The lowest portion of the display shall be high enough to be visible over concrete barriers or safety drums and a 36”x48” speed limit sign as shown on the approved traffic control plan shall be mounted above the speed display.

The radar speed measurement shall provide a minimum detection distance of 1000 ft. and have an accuracy of +/- 1 mile per hour. The radar shall be mounted so detection will function when located behind concrete barrier or drums.
The numeric speed display range shall be 0 to 99 MPH with numerals of 18 inches in height minimum, amber in color with a black background with automatic dimming for nighttime operations.

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the work zone posted speed limit is exceeded. The speed indicator shall have a maximum speed cutoff. Detected speeds more than 25 MPH over the posted speed shall not be displayed and speeds under 25 MPH shall not be displayed.

The unit shall have traffic data collection capabilities. Traffic data shall be collected and transmitted to the Engineer upon request.

1-10.4.GR1

Measurement

1-10.4(1).GR1

Lump Sum Bid for Project (No Unit Items)

1-10.4(1).INST1.GR1

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

1-10.4(1).OPT1.GR1

(August 2, 2004)

The proposal contains the item "Project Temporary Traffic Control", lump sum. The provisions of Section 1-10.4(1) shall apply.

1-10.4(2).GR1

Item Bids With Lump Sum for Incidentals

1-10.4(2).INST1.GR1

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

1-10.4(2).OPT1.GR1

(August 2, 2004)

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

1-10.4(2).OPT2.GR1

(April 7, 2014)

"Automated Flagger Assistance Device" will be measured per each one time only for each automated flagger assistance device used on the project. The final pay quantity shall be the maximum number of such devices in place at any one time as approved by the Engineer.

1-10.4(2).OPT3.GR1

(January 2, 2018)

"Radar Speed Display Sign" will be measured by the hour for the time that each sign is operating as shown on an approved Traffic Control Plan.
For "Smart Work Zone System Mobilization", there will be no measurement of unit items for Work.

“Operation of Smart Work Zone System” will be measured by the hour the system is actively operating as defined in Section 1-10.3(3) as supplemented in these special provisions. When the smart work zone system malfunctions for longer than 15-minutes or if the smart work zone system is not used in accordance with the applicable approved Smart Work Zone System traffic control plan, no measurement will be made for the smart work zone system for that hour. Payment for all other Work to implement and decommission the SWZS will be made under the applicable items shown in the Proposal.

“Other Traffic Control Labor”, per hour will be measured in accordance with Section 1-10.4(2) for installing, removing, relocating smart work zone system components by the Contractor or the Work Zone Traffic Control subcontractor.

"Contractor Provided Uniformed Police Officer" will be measured by the hour.

“Operation of Queue Warning System” will be measured by the hour each system is actively operating as defined in Section 1-10.3(3) as supplemented in these special provisions. When the Queue Warning System malfunctions for longer than 15 minutes or is not used in accordance with the applicable accepted traffic control plan, no measurement will be made for the queue warning system for that hour. Payment for all other Work to implement and decommission the Queue Warning System will be made under the applicable items shown in the Proposal.

The sixth bullet of the third paragraph in Section 1-10.4(2) is revised to read:

- Relocation of Portable Changeable Message Signs or Radar Speed Display Signs within the project limits.

Reinstating Unit Items With Lump Sum Traffic Control

Section 1-10.4(3) is supplemented with the following:

(August 2, 2004)
The bid proposal contains the item “Project Temporary Traffic Control,” lump sum and the additional temporary traffic control items listed below. The provisions of Section 1-10.4(1), Section 1-10.4(3), and Section 1-10.5(3) shall apply.

*** $$1$$ ***

1-10.4(3).OPT2.GR1

(May 20, 2020 - September 7, 2021)

The bid proposal contains the item “Project Temporary Traffic Control,” lump sum and the additional temporary traffic control items listed below. The provisions of Section 1-10.4(1), Section 1-10.4(3), and Section 1-10.5(3) shall apply.

For “Smart Work Zone System Mobilization”, there will be no measurement of unit items for Work.

“Operation of Smart Work Zone System” will be measured by the hour the system is actively operating as defined in the “Smart Work Zone System – Scheduled Use” specification. When the smart work zone system malfunctions for longer than 15 minutes or if the smart work zone system is not used in accordance with the applicable approved Smart Work Zone System traffic control plan, no measurement will be made for the smart work zone system for that hour. Payment for all other Work to implement and decommission the Smart Work Zone System will be made under applicable bid items shown in the Proposal.

1-10.4(3).OPT3.GR1

(September 7, 2021)

The bid proposal contains the item “Project Temporary Traffic Control,” lump sum and the additional temporary traffic control items listed below. The provisions of Section 1-10.4(1), Section 1-10.4(3), and Section 1-10.5(3) shall apply.

“Operation of Queue Warning System” will be measured by the hour each system is actively operating as defined in Section 1-10.3(3) as supplemented in these special provisions. When the Queue Warning System malfunctions for longer than 15 minutes or is not used in accordance with the applicable accepted traffic control plan, no measurement will be made for the queue warning system for that hour. Payment for all other Work to implement and decommission the Queue Warning System will be made under the applicable items shown in the Proposal.

1-10.5.GR1

Payment

1-10.5(2).GR1

Item Bids with Lump Sum for Incidentals

1-10.5(2).INST1.GR1

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

1-10.5(2).OPT1.GR1

(April 7, 2014)

“Automated Flagger Assistance Device”, per each.
The unit Contract price per each for “Automated Flagger Assistance Device”, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full pay to provide, maintain and remove the AFAD as described including transporting, installing and resetting the devices.

All costs associated with operating Automated Flagger Assistance Devices shall be included in the unit Contract price per hour for “Flaggers”.

1-10.5(2).OPT2.GR1

(January 2, 2018)

“Radar Speed Display Sign”, per hour.

The unit Contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the Contractor in performing the Work for procuring all radar speed display signs required for the project and for transporting these signs to and from the project.

1-10.5(2).OPT3.GR1

(May 20, 2020—September 7, 2021)

“Smart Work Zone System Mobilization”, lump sum.

The lump sum Contract price shall be full compensation for all costs incurred by the Vendor in mobilizing and demobilizing the smart work zone components. Based on the Contract price for this bid item, partial payments will be made as follows:

- When all Smart Work Zone System components specified in these Special Provisions have been delivered to the project and the initial system turn on has been successful, 80 percent of the amount bid for mobilization will be paid.

- When all Smart Work Zone System components specified in these Special Provisions have been removed from the project and the system is no longer needed as defined in the “Scheduled Use for a Smart Work Zone System”, the final 20 percent of the amount bid for mobilization will be paid.

“Operation of Smart Work Zone System”, per hour.

The unit Contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2) shall be full compensation for all costs incurred by the Contractor, SWZS Vendor, and SWZS Technician for mobilizing and demobilizing the smart work zone system components; the hardware, software, PCMSs, traffic sensors, and other required Smart Work Zone equipment; maintenance data logs; traffic data logs; Contracting Agency access to Smart Work Zone System data; and wireless system operations including Contracting Agency access. Payment for all other Work to implement and decommission the SWZS will be made under the applicable items shown in the Proposal.

1-10.5(2).OPT4.GR1

(May 20, 2020—September 7, 2021)

“Operation of Queue Warning System”, per hour.

The unit Contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2) shall be full compensation for all costs incurred by the Contractor, Vendor, and/or Queue Warning System Technician for mobilizing
and demobilizing the queue warning system components; the hardware, software, traffic sensors, and other required Queue Warning System equipment; maintenance data logs; traffic data logs; and wireless system operations including Contracting Agency access. Payment for all other Work to implement and decommission the Queue Warning System will be made under the applicable items shown in the Proposal.

“Smart Work Zone System Mobilization”, lump sum.
The lump sum Contract price shall be full compensation for all costs incurred by the Contractor in mobilizing and demobilizing the smart work zone components. Based on the Contract price for this bid item, partial payments will be made as follows:

• When all Smart Work Zone System components specified in these Special Provisions have been delivered to the project and the initial system turn on has been successful, 80 percent of the amount bid for mobilization will be paid.

• When all Smart Work Zone System components specified in these Special Provisions have been removed from the project and the system is no longer needed as defined in the “Scheduled Use for a Smart Work Zone System”, the final 20 percent of the amount bid for mobilization will be paid.

“Operation of Smart Work Zone System”, per hour.
The unit Contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2) shall be full compensation for all costs incurred by the Vendor and Smart Work Zone System Technician for the hardware, software, PCMSs, traffic sensors, and other required Smart Work Zone equipment; maintenance data logs; traffic data logs; Contracting Agency access to Smart Work Zone System data; wireless system operations including Contracting Agency access.

1-10.5(2).OPT5.GR1
(May 20, 2020)
"Contractor Provided Uniformed Police Officer", per hour.
The unit Contract price per hour for “Contractor Provided Uniformed Police Officer” shall be full pay for performing the Work as specified and as shown in the Plans, including all costs for arrangement for and supervision of a uniformed law enforcement personnel and vehicles to participate in the Contractor's traffic control activities.
DIVISION2.GR2  Earthwork

2-01.GR2  Clearing, Grubbing, and Roadside Cleanup

2-01.1.GR2  Description

2-01.1.INST1.GR2  (Section 2-01.1 is supplemented with the following)
Must use once preceding any of the following:

2-01.1.OPT1.FR2  (Clearing and Grubbing)
(March 13, 1995)
Use when the payment for clearing and grubbing is either
lump sum or included in other work.
(1 fill-in) (Fill-in describes the longitudinal and lateral limits
of clearing and grubbing)

2-01.3.GR2  Construction Requirements

2-01.3(1).GR2  Clearing

2-01.3(1).INST1.GR2  (Item number 1 of Section 2-01.3(1) is revised to read)
Must use once preceding any of the following:

2-01.3(1).OPT1.GR2  (April 2, 2018)
Use in projects applying Programmatic Biological
Assessment Minimization Measure #88.

2-01.3(4).GR2  Roadside Cleanup

2-01.3(4).INST1.GR2  (Section 2-01.3(4) is supplemented with the following)
Must use once preceding any of the following:

2-01.3(4).OPT1.FR2  (Roadside Cleanup)
(January 5, 1998)
Use if additional work is required under the item
"Roadside Cleanup".
(fill-ins)

2-01.5.GR2  Payment

2-01.5.INST1.GR2  (The first and second paragraphs of Section 2-01.5
are revised to read)
Must use once preceding any of the following:

2-01.5.OPT1.FR2  (Clearing and Grubbing)
(August 7, 2017)
Must be used with 2-01.1.OPT1.FR2 when the payment for
clearing and grubbing is included in other work.
(1 fill-in)

2-02.GR2  Removal of Structures and Obstructions

2-02.1.GR2  Description
2-02.1.INST1.GR2 (Section 2-02.1 is supplemented with the following)
Must use once preceding any of the following:

2-02.1.OPT1.GR2 (Removal of Misc. Traffic Items)
(March 13, 1995)
Must also use 2-02.3.OPT2.FR2 and 2-02.5.OPT8.GR2
Use in projects requiring the removal of minor quantities of
miscellaneous traffic items such as traffic islands, traffic
curb, lane markers, plastic traffic buttons, guide posts, etc.
when there is no pay item for Removal of Structures and
Obstructions and the cost of removing each type of item is
under $10,000.

2-02.1.OPT2.FR2 (Asbestos Handling and Removal)
(March 13, 1995)
Must also use 2-02.3.OPT5.GR2 and 2-02.5.OPT11.GR2.
Use in projects when asbestos removal is required.
(1 fill-in)

2-02.1.OPT3.GR2 (Removing Portions of Existing Box Culvert)
(March 13, 1995)
Use in projects requiring removal of portions of existing box
culverts prior to extending or widening the structure. Include
with 2-02.3(2).OPT12.GR2, 6-02.2.OPT2.GB6, 6-
02.3(24)C.OPT1.GB6, 6-02.3(24)C.OPT2.GR6, 6-
02.5.OPT5.GB6, and 2-02.5.OPT12.GR2.

2-02.1.OPT4.GR2 (Asbestos Handling and Removal)
(September 30, 1996)
Must also use 2-02.3.OPT4.GR2 and 2-02.5.OPT14.GR2.
Use in projects when there is a reason to suspect asbestos
may be encountered.

2-02.1.OPT5.GR2 (Decommissioning Wells)
(February 25, 2021)
Include in projects when wells will not be removed prior to
advertisement and will be removed as part of the Contract.
Use with 2-02.2.OPT1.GR2, 2-02.3.OPT7.GR2, and 2-
02.5.OPT2.GR2.

2-02.2.GR2 Materials

2-02.2.INST1.GR2 (Section 2-02.2 is supplemented with the following)
Must use once preceding any of the following:

2-02.2.OPT1.GR2 (Decommissioning Wells)
(February 25, 2021)
Include in projects when wells will not be removed prior to
advertisement and will be removed as part of the Contract.
Use with 2-02.1.OPT5.GR2, 2-02.3.OPT7.GR2, and 2-
02.5.OPT2.GR2.
2-02.3.GR2  Construction Requirements

2-02.3.INST1.GR2  (Section 2-02.3 is supplemented with the following)

Must use once preceding any of the following:

2-02.3.OPT1.FR2  (Removal of Obstructions)

(February 17, 1998 to September 7, 2021)

Use except when the combined cost of all obstruction
removal is $5,000 or less and payment is to be included in
other payment items.

Removal of obstructions that are readily measurable and
for which the cost of removal is $5,000 or less per
obstruction may be included in this pay item.

Removal of obstructions that are not readily measurable,
such as foundations, may be included in this item
regardless of the removal cost.

List all items and approximate quantities to be removed
under "Removal of Structure and Obstruction".

(1 fill-in)

2-02.3.OPT2.FR2  (Removing Miscellaneous Traffic Items)

(March 13, 1995)

Must include with 2-02.1.OPT1.GR2.

2-02.3.OPT3.FR2  (Removal and Disposal of Hazardous Material)

(August 1, 2005 to September 7, 2021)

Must also use 2-02.4.OPT1.GR2 and 2-02.5.OPT7.GR2.

Use only for subsurface removal of known or suspected
hazardous or contaminated material. Fill-in is for type of
material, depth of contamination in soil, and depth of
contamination in water. Fill-in information is to be provided
by the Region Environmental Staff.

(1 fill-in)

2-02.3.OPT4.GR2  (Asbestos Handling and Disposal)

(September 30, 1996)

Must include with 2-02.1.OPT4.GR2.

2-02.3.OPT5.GR2  (Asbestos Handling and Disposal)

(September 30, 1996)

Must include with 2-02.1.OPT2.FR2.

2-02.3.OPT6.FB2  (Salvage of Removed Structure Items)

(June 26, 2000)

Use when removal items are to remain the property of the
Contracting Agency. The first fill-in specifies the salvaged
items. The second fill-in specifies the name and address
(street address or highway milepost) of the material storage
site. Include with either
2-02.3(OPT1).FB2, 2-02.3(OPT2).FB2, or 2-02.3(OPT3).FB2, and 2-02.3(OPT10(B)).FB2.
(2 fill-ins)

2-02.3.OPT7.GR2 (Well Decommissioning)
(February 25, 2021)
Include in projects when wells will not be removed prior to advertisement and will be removed as part of the Contract.
Use with 2-02.1.OPT5.GR2, 2-02.2.OPT1.GR2, and 2-02.5.OPT2.GR2.

2-02.3(B).GB2 Removal of Bridges, Box Culverts, and other Drainage Structures

2-02.3(INST1).GB2 (Section 2-02.3(2) is supplemented with the following)
Must use once preceding any of the following:

2-02.3(OPT1).FB2 (Removing Existing Bridge)
(June 26, 2000)
Use in projects requiring the removal of existing bridge(s) in one stage. The first fill-in specifies the bridge(s). The second fill-in specifies where traffic is directed (onto the detour route or bridge, onto the new bridge, etc.). Include with 2-02.3(OPT10(B)).FB2.
Include with 1-07.1.OPT2.FR1 if the bridge being removed has steel members with lead paint.
(2 fill-ins)

2-02.3(OPT2).FB2 (Removing Existing Bridge)
(June 26, 2000)
Use in projects requiring the removal of existing bridge(s) in two or more stages. The fill-in specifies the bridge(s). Include with 1-07.1.OPT2.FR1 if the bridge being removed has steel members with lead paint.
(1 fill-in)

2-02.3(OPT3).FB2 (Removing Portion of Existing Bridge)
(June 26, 2000)
Use in projects requiring the removal of portions of existing bridge(s). The first fill-in specifies the bridge(s). The second fill-in specifies the portions being removed. Include with 1-07.1.OPT2.FR1 if the bridge being partially removed has steel members with lead paint.
(2 fill-ins)

2-02.3(OPT7).FB2 (Removal in Water)
(June 26, 2000)
Use in projects requiring the removal of existing bridge(s) when removal involves piers within the wetted perimeter of a stream, lake or bay. The first fill-in specifies the bridge(s). The second and fourth fill-ins specify the body of water. The third fill-in specifies the elevation of the removal level. Include with either 2-
02.3(2).OPT1.FB2, 2-02.3(2).OPT2.FB2, or 2-02.3(2).OPT3.FB2, and 2-02.3(2).OPT10(B).FB2.

2-02.3(2).OPT10.GB2 (Use of Explosives)
Must use once preceding any of the following:

2-02.3(2).OPT10(B).FB2 (Structure Removal By Explosives)
(January 2, 2018)
Use in projects requiring removal of existing bridges only if explosives may be used. The fill-in specifies the bridge where the use of explosives is permitted for removal operations. Include with 2-02.3(2).OPT1.FB2. Include with 1-07.1.OPT2.FR1 if the bridge involved has steel members with lead paint.
(1 fill-in)

2-02.3(2).OPT11.GB2 (Requirements for Closing Bridge Prior to Removal)
(January 2, 2018)
Use in projects requiring removal of existing bridges when it is necessary to close the bridge to traffic in order to complete removal as soon as possible. Include with 2-02.3(2).OPT1.FB2, and 2-02.3(2).OPT10(B).FB2. Include with 1-07.1.OPT2.FR1 if the bridge involved has steel members with lead paint.

2-02.3(2).OPT12.GR2 (Removing Portions of Existing Box Culvert)
(June 26, 2000)
Use in projects requiring removal of portions of existing box culverts prior to extending or widening the structure. Include with 2-02.1.OPT3.GR2, 6-02.2.OPT2.GB6, 6-02.3(24).C.OPT1.GB6, 6-02.3(24).C.OPT2.GR6, and 6-02.5.OPT5.GB6, and either 2-02.5.OPT12.GR2 or 2-02.5.OPT15.GR2.

2-02.3(3).GR2 Removal of Pavement, Sidewalks, Curbs, and Gutters

2-02.3(3).INST1.GR2 (Section 2-02.3(3) is supplemented with the following)
Must use once preceding any of the following:

2-02.3(3).OPT1.FR2 (September 8, 1997)
Include in projects when removal of pavement is outside the limits of roadway excavation, and the removal is to be paid by the square yard.
Must also use 2-02.4.OPT2.GR2 and 2-02.5.OPT13.FR2.
(2 fill-ins)

2-02.4.GR2 Measurement

2-02.4.INST1.GR2 (Section 2-02.4 is supplemented with the following)
Must use once preceding any of the following:
2-02.4.OPT1.GR2  (Removal and Disposal of Hazardous Material)  
(December 4, 2006)  
Must include with 2-02.3.OPT3.FR2 and 
2-02.5.OPT7.GR2.

2-02.4.OPT2.GR2  (Pavement Removal)  
(September 8, 1997)  
Must include with 2-02.3(3).OPT1.FR2.

2-02.4.OPT3.GR2  (Sidewalk Removal)  
(October 25, 1999)  
Include in projects when removal of sidewalk is outside the 
limits of roadway excavation, and the removal is to be paid 
by the square yard.  
Must include with 2-02.5.OPT16.FR2.

2-02.4.OPT4.GR2  (Curb Removal)  
(September 8, 1997)  
Include in projects when removal of curb is outside the limits 
of roadway excavation, and the removal is to be paid by the 
linear foot.  
Must include with 2-02.5.OPT17.FR2.

2-02.5.GR2  Payment

2-02.5.INST1.GR2  (Section 2-02.5 is revised by the following)  
Must use once preceding any of the following:

2-02.5.OPT1.FR2  (Removal of structures and obstructions included in other 
work)  
(August 1, 2017)  
(1 fill-in)

2-02.5.INST2.GR2  (Section 2-02.5 is supplemented with the following)  
Must use once preceding any of the following:

2-02.5.OPT2.GR2  (Well Decommissioning)  
(February 25, 2021)  
Include in projects when wells will not be removed prior to 
advertisement and will be removed as part of the Contract.  
Use with 2-02.1.OPT5.GR2, 2-02.2.OPT1.GR2, and 2- 
02.3.OPT7.GR2.

2-02.5.OPT7.GR2  (Removal and Disposal of Hazardous Material)  
(December 4, 2006)  
Must include with 2-02.3.OPT3.FR2 and 
2-02.4.OPT1.GR2.

2-02.5.OPT8.GR2  (Removing Miscellaneous Traffic Items)  
(September 30, 1996)  
Must include with 2-02.1.OPT1.GR2.
2-02.5.OPT11.GR2 (Removal and Disposal of Asbestos Material)
(September 30, 1996)
Must include with 2-02.1.OPT2.FR2.

2-02.5.OPT12.GR2 (Removing Portion of Conc. Box Culvert)
(June 26, 2000)
Use in projects requiring removal of portions of existing box culverts prior to extending or widening the structure. Include with 2-02.1.OPT3.GR2, 2-02.3(2).OPT12.GR2, 6-02.2.OPT2.GB6, 6-02.3(24)C.OPT1.GB6, 6-02.3(24)C.OPT2.GR6, and 6-02.5.OPT5.GB6.

2-02.5.OPT13.FR2 (Pavement Removal)
(September 30, 1996)
Must include with 2-02.3(3).OPT1.FR2.
(1 fill-in)

2-02.5.OPT14.GR2 (Asbestos removal as changed condition)
(September 30, 1996)
Must include with 2-02.1.OPT4.GR2.

2-02.5.OPT15.GR2 (Removal of portions of box culvert)
(June 26, 2000)
Use in projects requiring removal of portions of existing box culverts prior to extending or widening the structure. Include with 2-02.1.OPT3.GR2, 2-02.3(2).OPT12.GR2, 6-02.2.OPT2.GB6, 6-02.3(24)C.OPT1.GB6, 6-02.3(24)C.OPT2.GR6, and 6-02.5.OPT5.GB6.

2-02.5.OPT16.FR2 (Sidewalk Removal)
(November 3, 1999)
Must include with 2-02.4.OPT3.GR2
(1 fill-in)

2-02.5.OPT17.FR2 (Removal of portions of Curb)
(September 8, 1997)
Must include with 2-02.4.OPT4.GR2.
(1 fill-in)

2-03.GR2 Roadway Excavation and Embankment

2-03.3.GR2 Construction Requirements

2-03.3(2).GR2 Rock Cuts

2-03.3(2).INST1.GR2 (Section 2-03.3(2) is supplemented with the following)
Must use once preceding any of the following:

2-03.3(2).OPT1.GR2 (Rock Slope Scaling and Removal and Disposal of Rock Slope Scaling Debris)
(April 5, 2010 to September 7, 2021)
Use in projects with rock slope scaling. Include with 2-03.4.OPT4.GR2 and 2-03.5.OPT3.GR2.
2-03.3(7).GR2 Disposal of Surplus Material

2-03.3(7).INST1.GR2 (Section 2-03.3(7) is supplemented with the following)
Must use once preceding any of the following:

2-03.3(7).OPT1.FR2 (Contracting Agency furnished waste site)
(March 13, 1995)
Use in projects with Contracting Agency provided waste sites.
(1 fill-in)

2-03.3(7).OPT2.FR2 (Waste material by embankment widening)
(March 13, 1995)
Use in projects where the Contracting Agency specifies embankments to be widened.
(2 fill-ins)

2-03.3(7).OPT3.GR2 (Contracting Agency provided sites are not mandatory)
(March 13, 1995)
Use, when applicable, with 2-03.3(7).OPT1.FR2 or 2-03.3(7).OPT2.FR2.

2-03.3(7).OPT4.GR2 (Contracting Agency provided sites are not of sufficient size)
(March 13, 1995)
Use, when applicable, with 2-03.3(7).OPT1.FR2 or 2-03.3(7).OPT2.FR2.

2-03.3(14).GR2 Embankment Construction

2-03.3(14)C.GR2 Compacting Earth Embankments

2-03.3(14)C.INST1.GR2 (Section 2-03.3(14)C is supplemented with the following)
Must use once preceding any of the following:

2-03.3(14)C.OPT1.GR2 (March 13, 1995)
Use in projects when no payment for embankment compaction (Method A) is included.

2-03.3(14).GB2 Embankments At Bridge And Trestle Ends.

2-03.3(14).INST1.GB2 (Section 2-03.3(14)I is supplemented with the following)
Must use once preceding any of the following:

2-03.3(14).OPT1.FB2 (March 13, 1995)
Use in projects when the bridge approach embankments must be constructed before the end piers.
(2 fill-ins)
2-03.4.GR2 Measurement

2-03.4.INST1.GR2 (Section 2-03.4 is supplemented with the following)
Must use once preceding any of the following:

2-03.4.OPT1.GR2 (Embankment In Place)
(March 13, 1995)
Must also include 2-03.5.OPT1.GR2.
Use in projects that require embankment widening for beam guardrail and no other grading pay items are included in the contract to construct the widening.

2-03.4.OPT2.GR2 (Measurement of roadway excavation and embankment)
(March 13, 1995)
Must include with 1-05.4.OPT2.GR1, Contractor surveying - roadway. May be used without Contractor surveying.

2-03.4.OPT3.GR2 (Measurement of roadway excavation and embankment)
(March 13, 1995)
Use in minor grading projects when the original cross-sections are satisfactory for construction payment.

2-03.4.OPT4.GR2 (Rock Slope Scaling and Rock Slope Scaling Debris Removal Including Haul)
(April 5, 2010)
Use in projects with rock slope scaling. Include with 2-03.3(2).OPT1.GR2 and 2-03.5.OPT3.GR2.

2-03.5.GR2 Payment

2-03.5.INST1.GR2 (Section 2-03.5 is supplemented with the following)
Must use once preceding any of the following:

2-03.5.OPT1.GR2 (Embankment In Place)
(September 30, 1996)
Must include with 2-03.4.OPT1.GR2.

2-03.5.OPT2.FR2 (Preparation of waste sites)
(March 13, 1995)
Use in projects when the preparation of waste sites is included in other work.
(1 fill-in)

2-03.5.OPT3.GR2 (Rock Slope Scaling and Rock Slope Scaling Debris Removal Including Haul)
(April 5, 2010)
Use in projects with rock slope scaling. Include with 2-03.3(2).OPT1.GR2 and 2-03.4.OPT4.GR2.

2-06.GR2 Subgrade Preparation

2-06.3.GR2 Construction Requirements
2-06.3(1).GR2  Subgrade For Surfacing

2-06.3(1).INST1.GR2  (Section 2-06.3(1) is supplemented with the following)
Must use once preceding any of the following:

2-06.3(1).OPT1.GR2  (Subgrade trimmer required)
(March 13, 1995)
Use in projects where a treated base or pavement will be placed directly on the subgrade.
The project should include a bid item for "Gravel Borrow Including Haul" or "Borrow Excavation Including Haul" to ensure that sufficient fine material is available for trimming.

2-06.3(1).OPT2.GR2  (Subgrade trimmer not required)
(March 13, 1995)
Use in grading-only projects where a treated base is planned for construction on a future project.
The project should include a bid item for "Gravel Borrow Including Haul" or "Borrow Excavation Including Haul" to ensure that sufficient fine material is available for trimming. The position of the future treated base is to shown on the plans.

2-09.GR2  Structure Excavation

2-09.3.GR2  Construction Requirements

2-09.3(1).GR2  General Requirements

2-09.3(1)C.GR2  Removal Of Unstable Base Material

2-09.3(1)C.INST1.GR2  (Section 2-09.3(1)C is supplemented with the following)
Must use once preceding any of the following:

2-09.3(1)C.OPT1.FB2  (Soils Prone to Disturbance)
(September 8, 2020)
Use in bridge projects in where soil in the bottom of footing excavation is susceptible to disturbance and may become unsuitable. Use at the recommendation of the Geotechnical office.
(1 fill-in)
Fill-in #1 is the location of the soils prone to disturbance.

2-09.3(3).GR2  Construction Requirements, Structure Excavation, Class A

2-09.3(3)B.GR2  Excavation Using Open Pits – Extra Excavation

2-09.3(3)B.INST1.GR2  (Section 2-09.3(3)B is supplemented with the following)
Must use once preceding any of the following:

2-09.3(3)B.OPT1.FB2  (Extra Excavation and Open Pit Excavation Not Allowed)  
(April 3, 2017 - September 7, 2021) 
Use in projects where extra excavation and open pit excavation is not allowed at specific locations. The fill-in specifies the location(s) where extra excavation and open pit excavation is not allowed. 
(1 fill-in)

2-09.3(3)B.OPT2.FR2  (Extra Excavation and Open Pit Excavation)  
(April 1, 2019) 
Use in projects where temporary excavation slopes are located beneath structures, critical facilities, or where recommended by the Geotechnical Office. The fill-in specifies the location(s) where extra excavation and open pit excavation is allowed. 
(1 fill-in)

2-09.3(3)D.GR2  Shoring And Cofferdams

2-09.3(3)D.INST1.GR2  (Section 2-09.3(3)D is supplemented with the following) 
Must use once preceding any of the following:

2-09.3(3)D.OPT1.GB2  (Protecting existing pavement)  
(March 13, 1995) 
Use in projects when bridges are over or adjacent to existing highways.

2-09.3(3)D.OPT2.GB2  (Protecting RR tracks)  
(August 2, 2010) 
Use in projects when bridges are over or adjacent to existing railroad tracks.

2-09.3(3)D.OPT3.FB2  (March 13, 1995) 
Use with 2-09.3(3)D.OPT2.GB2 when construction is required near railroad tracks, or structures which require extensive shoring. 
(3 fill-ins)

2-09.4.GR2  Measurement

2-09.4.INST1.GR2  (The subsection Lower Limits of Section 2-09.4 is supplemented with the following) 
Must use once preceding any of the following:

2-09.4.OPT1.GB2  (January 4, 2010) 
(Additional structure excavation under girders at end piers)
Use in projects where excavation is required outside of normal structure excavation limits for end pier footings.

2-12.GR2  Construction Geosynthetic

2-12.1.GR2  Description

2-12.1.INST1.GR2 (Section 2-12.1 is supplemented with the following)
Must use once preceding any of the following:

2-12.1.OPT1.GR2  Geosynthetic Reinforced Slope
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes.
Slope design should be performed by the Olympia Service Center Materials Laboratory or a geotechnical consultant.
Use details from DETAILS.CEL Library; D225, D229, D230, and D230A or D230B.

2-12.2.GR2  Materials

2-12.2(9-03.14).GR2  (Borrow)
(Section 9-03.14 is supplemented with the following)
Must use once preceding any of the following:

2-12.2(9-03.14).OPT1.FR2  (Borrow for Geosynthetic Reinforced Slopes)
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes.
(1 fill-in)

2-12.2(9-07.9).GR2  (Cold Drawn Wire)
(Section 9-07.9 is supplemented with the following)
Must use once preceding any of the following:

2-12.2(9-07.9).OPT1.GR2  (Cold Drawn Wire)
(November 17, 1997)
Use in projects where welded wire faced geosynthetic reinforced slopes are specified.

2-12.2(9-33.2(2)).GR2  (Geosynthetic Properties for Retaining Walls and Reinforced Slopes)
(Section 9-33.2(2) is supplemented with the following)
Must use once preceding any of the following:

2-12.2(9-33.2(2)).OPT1.FR2  (Geosynthetic Properties for Reinforced Slopes)
(January 2, 2012)
Use in projects requiring geosynthetic reinforced slopes. The slope class must be identified in fill-in 6 based on the following: Class 1 is typically reinforced slopes which support bridge abutments, buildings, critical utilities, or other facilities which the consequences of poor performance or failure would be
severe. In general, slopes greater than 30 feet in height. Class 2 is all reinforced slopes not categorized as Class 1.

(6 fill-ins)

2-12.2(9-33.2(2)).OPT2.GR2 (Geosynthetic Properties for Turf Reinforcement Mat)
(April 5, 2004)
Use in projects where geosynthetic reinforced slopes with a turf reinforcement mat facing are specified.

2-12.2(9-33.4(1)).GR2 (Source Approval)
(Section 9-33.4(1) is supplemented with the following)
Must use once preceding any of the following:

2-12.2(9-33.4(1)).OPT1.GR2 (Geosynthetic Reinforced Slope)
Primary Reinforcement
(April 5, 2004)
Use in projects requiring geosynthetic reinforced slopes.

2-12.2(9-33.4(1)).OPT2.GR2 (Geosynthetic Reinforced Slope)
Secondary Reinforcement
(April 5, 2004)
Use in projects where geosynthetic reinforced slopes with secondary reinforcement are specified.

2-12.2(9-33.4(1)).OPT3.GR2 (Geosynthetic Reinforced Slope Turf)
Reinforcement Mat
(November 17, 1997)
Use in projects where geosynthetic reinforced slopes with turf reinforcement mat facing are specified.

2-12.2(9-33.4(3)).GR2 (Acceptance Samples)
(Section 9-33.4(3) is supplemented with the following)
Must use once preceding any of the following:

2-12.2(9-33.4(3)).OPT1.GR2 (Geosynthetic Reinforced Slope Primary Reinforcement)
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes.

2-12.2(9-33.4(3)).OPT2.GR2 (Geosynthetic Reinforced Slope)
Secondary Reinforcement
(April 5, 2004)
Use in projects where geosynthetic reinforced slopes with secondary reinforcement are specified.

2-12.2(9-33.4(3)).OPT3.GR2 (Geosynthetic Reinforced Slope Turf)
Reinforcement Mat
(November 17, 1997)
Use in projects where geosynthetic reinforced slopes with turf reinforcement mat facing are specified.

2-12.2(9-33.4(4)).GR2 (Acceptance by Certificate of Compliance)
(Section 9-33.4(4) is supplemented with the following)
Must use once preceding any of the following:

2-12.2(9-33.4(4)).OPT1.GR2 (Reinforced Slope)
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes.

2-12.3.GR2 Construction Requirements

2-12.3.INST1.GR2 (Supplemental Instructions)
(Section 2-12.3 is supplemented with the following)
Must use once preceding any of the following:

2-12.3.OPT1.GR2 (Geosynthetic Reinforced Slope Construction Requirements)
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes. Slope facing options which include vegetative cover should only be used at sites where the average annual precipitation is 20 inches or more.

2-12.3.OPT2.FR2 (Turf Reinforced Mat Facing Construction)
(August 2, 2010)
Use in projects requiring geosynthetic reinforced slopes with turf reinforcement mat facing. In general, use for slopes no steeper than 1.2H:1V. (2 fill-ins)

2-12.3.OPT3.GR2 (Geosynthetic Wrapped Slope Facing Construction)
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes with geosynthetic wrapped facing. Because of planting requirements, do not use this option for sites where the elevation is over 1500 feet. In general, use for slopes no steeper than 1H:1V.

2-12.3.OPT4.GR2 (Welded Wire Facing Construction)
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes with welded wire facing. In general, use for slopes no steeper than 1H:2V.

2-12.3.OPT5.GR2 (Installing Guardrail Posts in Geosynthetic Reinforced Slopes)
(November 17, 1997)
Use in projects requiring guardrail on geosynthetic reinforced slopes.
**2-12.4.GR2 Measurement**

2-12.4.INST1.GR2 (Supplemental Instructions)
(Section 2-12.4 is supplemented with the following)
Must use once preceding any of the following:

2-12.4.OPT1.FR2 (Geosynthetic Reinforced Slope)
(January 5, 1998)
Use in projects requiring geosynthetic reinforced slopes.
(1 fill-in)

**2-12.5.GR2 Payment**

2-12.5.INST1.GR2 (Supplemental Instructions)
(Section 2-12.5 is supplemented with the following)
Must use once preceding any of the following:

2-12.5.OPT1.FR2 (Geosynthetic Reinforced Slope)
(November 17, 1997)
Use in projects requiring geosynthetic reinforced slopes.
(1 fill-in)
Removal of Structures and Obstructions

Section 2-02.2 is supplemented with the following:

(February 25, 2021)
Materials shall conform to WAC 173-160-381 for the type of well scheduled for decommissioning.

Construction Requirements

Section 2-02.3 is supplemented with the following:

(February 17, 1998 to September 7, 2021)

Removal of Obstructions

The following miscellaneous Obstructions shall be removed and disposed of:

*** $$1$$ ***

Removing Miscellaneous Traffic Items

The following miscellaneous traffic items shall be removed and disposed of:

*** $$1$$ ***

(October 13, 1995)

Removal and Disposal of Hazardous Material

Hazardous material is suspected to exist on this project. Approximate limits of contamination are identified in the Plans. The site history, prior studies and/or test results indicate a potential for encountering *** $$1$$ $$ ***.

Copies of the environmental reports are available for review at the Engineer’s office. All necessary permits for this work will be furnished by the Contracting Agency. The Contractor is responsible for all work, records, and reports required to perform the work described in this section. The Contracting Agency will perform all testing of suspected hazardous or contaminated material.

The Contractor shall notify the Engineer 10 working days prior to beginning work in the area identified in the Plans as contaminated. The Contractor shall notify the Engineer immediately if contamination is discovered in areas other than those identified in the Plans, or is suspected through observations such as an oily sheen or discolored soils that may or may not emit strong chemical odors.
**Contaminated Soil and Hazardous Material**

The Engineer will determine the limits of excavation required. All material that is designated by the Engineer to be removed shall be handled and stored in a manner that prevents the spread of contamination to adjacent soil or water. Separate stockpiles shall be maintained for known hazardous or contaminated material and for suspected hazardous or contaminated material. The Contractor shall transport hazardous or contaminated material and dispose of it at a permitted facility. The Contractor shall provide the Engineer with a copy of the shipping manifest or bill of lading indicating the amount of material hauled to disposal, and bearing the disposal site operator’s confirmation for receipt of the material. Manifests shall be submitted in accordance with Section 1-07.5(7).

**Contaminated Water**

All water that is removed from the areas of contamination, including free water that leaches from contaminated soil stockpiles or water that is suspected of being contaminated, shall be collected, handled and stored in a manner that prevents the spread of contamination to adjacent soil or water. The Contractor shall transport contaminated water and dispose of it at a permitted facility. The Contractor shall provide the Engineer with a copy of the shipping manifest or bill of lading indicating the amount of material hauled to disposal, and bearing the disposal site operator’s confirmation for receipt of the material. Manifests shall be submitted in accordance with Section 1-07.5(7).

2-02.3.OPT4.GR2

(September 30, 1996)

**Asbestos Handling And Disposal**

Prior to and during, the performance of any contract work, the Contractor shall verify that no asbestos containing materials are involved or will be disturbed. When asbestos is encountered, the Contractor shall be responsible for obtaining all permits from, and provide notification to, the Washington State Department of Labor and Industries, the U.S. EPA, the local air pollution control agency, and other permitting and regulatory agencies with jurisdiction over the work involving asbestos as the law requires.

Prior to commencing asbestos related work, the Contractor shall provide the Engineer with written verification of approvals and notifications that have been given and/or obtained from the required jurisdictional agencies, and the Contractor’s schedule for all work involving asbestos removal. The schedule shall include the sequencing and scheduling of asbestos related work, and coordination with subcontractors. The Contractor shall notify the Engineer when all approvals have been received and notifications have been made, as required by the agencies involved.

The Contractor shall ensure the safety of all workers, visitors to the site, and the general public in accordance with all applicable laws, rules, and regulations.

The Contractor shall designate a Washington State Certified Asbestos Supervisor (CAS) to personally supervise the asbestos removal and to ensure that the handling and removal of asbestos is accomplished by certified asbestos workers, pursuant to Washington State Department of Labor and Industries standards. The Contractor shall ensure that the removal and disposal of asbestos meets the requirements of EPA regulations 40 CFR Part 61, local health department regulations, and all other applicable regulations.
Asbestos Handling And Disposal

Prior to performance of any contract work, the Contractor shall obtain all permits from, and provide notification to, the Washington State Department of Labor and Industries, the U.S. EPA, the local air pollution control agency, and other permitting and regulatory agencies with jurisdiction over the work involving asbestos as the law requires.

Prior to commencing asbestos related work, the Contractor shall provide the Engineer with written verification of approvals and notifications that have been given and/or obtained from the required jurisdictional agencies, and the Contractor’s schedule for all work involving asbestos removal. The schedule shall include the sequencing and scheduling of asbestos related work, and coordination with subcontractors. The Contractor shall notify the Engineer when all approvals have been received and notifications have been made, as required by the agencies involved.

The Contractor shall ensure the safety of all workers, visitors to the site, and the general public in accordance with all applicable laws, rules, and regulations.

The Contractor shall designate a Washington State Certified Asbestos Supervisor (CAS) to personally supervise the asbestos removal and to ensure that the handling and removal of asbestos is accomplished by certified asbestos workers, pursuant to Washington State Department of Labor and Industries standards. The Contractor shall ensure that the removal and disposal of asbestos meets the requirements of EPA regulation 40 CFR Part 61, local health department regulations, and all other applicable regulations.

Salvage of Removed Structure Items

All *** $$1$$ *** of the existing bridge or structure being removed shall remain the property of the Contracting Agency.

The Contractor shall transport the specified salvaged items to the following location:

***$$2$$***

The Contractor shall stack the material where directed by the Engineer. The Contractor shall contact the Engineer at least five working days prior to scheduled delivery of the items to confirm delivery arrangements.

Decommissioning of Wells

1. Protect the well in place until decommissioned.

2. The Contractor shall provide the Department of Ecology (Ecology) a Notice of Intent (NOI) prior to decommissioning a well. A pdf of the NOI shall be provided to the Engineer within 24 hours of submittal to Ecology. A pdf of any Ecology required well reports shall be provided to the Engineer within 24 hours of submittal to the Ecology. Well reports shall include tag numbers, coordinates or other data required by Ecology for incorporation into the Ecology database for wells.
3. Licensed well drillers shall be utilized in accordance with Chapter 18.104 RCW, the Washington Well Construction Act.

4. The Contractor shall comply with WAC 173-160-381 which describes the standards for decommissioning a well.

5. The Contractor shall comply with WAC 173-160-261 requiring all dug wells to have a proper cap to prevent injury and contamination.

6. The Contractor shall comply with local laws pertaining to the decommissioning of wells.

7. This Work shall be completed prior to physical completion of the project or as agreed upon with the Engineer.

2-02.3(2).GB2

**Removal of Bridges, Box Culverts, and other Drainage Structures**

2-02.3(2).INST1.GB2

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

2-02.3(2).OPT1.FB2

(June 26, 2000)

The Contractor shall remove existing Bridge *** $$1$$ *** after routing traffic onto *** $$2$$ ***.

2-02.3(2).OPT2.FB2

(June 26, 2000)

The Contractor shall remove existing Bridge ***$$1$$*** in stages as shown in the Plans.

2-02.3(2).OPT3.FB2

(June 26, 2000)

The Contractor shall remove the following portions of Bridge *** $$1$$ ***, as shown in the Plans:

*** $$2$$ ***

2-02.3(2).OPT7.FB2

(June 26, 2000)

**Removal Limits in Water**

The existing piers of Bridge *** $$1$$ *** within the wetted perimeter of the *** $$2$$ *** *** which do not conflict with new construction shall be removed to elevation *** $$3$$ ***. All broken concrete, and other bridge removal debris shall be removed from the bottom of the *** $$4$$ ***.

2-02.3(2).OPT10.GB2

**Use of Explosives**
The Contractor may use explosives in the demolition of *** $$1$$ ***.

If explosives are used for any removal operation, the Contractor shall:

1. Conform with Section 1-07.22, including providing notice of the time and duration of the blasting operation to all residents and property owners within the safety zone.

2. Submit a Type 2 Working Drawing consisting of a detailed blasting plan.

3. Perform a pre-blast survey to document the pre-blast condition of all structures within the safety zone, and provide copies of the pre-blast survey to the Engineer.

4. Obtain permits and approvals from all applicable governmental agencies.

The blasting plan shall include, at a minimum, the following:

1. Show all stages of the demolition work.

2. Show details of all “pre-weakening” of the bridge, including locations and extent of the Structure modifications.

3. Specify the explosive and charge type and quantity.

4. Specify the firing sequence.

5. Specify the fall direction and fall sequence of the bridge, and show locations and details of all cables and structure attachments used for control.

6. Show details of drill holes and explosive placement.

7. Specify types of ground vibration monitoring equipment and show the locations of such equipment.

8. Specify how noise and shock waves are kept to a minimum.

9. Specify fragment, dust, and debris control.

10. Name, address, and phone number(s) of the licensed explosives expert supervising the operation.

11. Specify safety and security procedures, including, but not limited to, the following:

   a. Methods of storage and transportation.

   b. Measures taken to secure the blasting materials at all times, including all non-working hours.
c. Measures taken to secure the bridge site at all times during and after installation of all charges and after blasting.

d. Safeguards against accidental discharge.

e. Safety zone limits.

f. Barricade locations.

g. Location of firing device, warning signals, warning signs.

h. Communication procedures for notifying the Engineer, nearby residents, and all personnel of impending blasting.

The Contractor shall enlist a licensed, experienced explosives expert to supervise all stages of explosive work, including hole drilling and explosive placement, safety procedures, and blasting operations.

At least five to ten working days prior to the scheduled blast, a pre-blast conference shall be held to discuss the blasting plan, all pre-blast preparations of the bridge, the pre-blast, blast, and post-blast procedures, and the responsibilities and activities of the personnel and equipment involved. Those attending shall include, at a minimum, the project superintendent, the licensed explosives expert assigned to supervise the work, and the work crew leaders responsible for performing the pre-blast and post-blast activities.

Traffic shall not be allowed in the vicinity during blasting operations.

All damage as a result of the Contractor’s blasting operations shall be repaired by the Contractor at no additional expense to the Contracting Agency in accordance with Sections 1-07.13 and 1-07.14.

2-02.3(2).OPT11.GB2

(January 2, 2018)

Requirements for Closing Bridge to Traffic Prior to Beginning Removal

The Contractor shall not close the existing bridge to traffic, and shall not begin bridge removal operations, until the following conditions are met:

1. The Contractor’s bridge demolition plan Working Drawing submittal has been processed and all comments from the Engineer have been addressed.

2. The Contractor has received the Engineer’s acceptance of all shop drawings and materials submittals for materials required for the work to be executed during the closure.

3. The Contractor has submitted a Type 1 Working Drawing consisting of a report on the status of material delivery. The report shall specify the materials already available at the site, the materials yet to arrive at the site, and the scheduled delivery dates of the materials yet to arrive at the site,
with written verification from the supplier or copies of confirmed purchase orders indicating the delivery dates of the materials yet to arrive at the site.

4. The Contractor shall provide an updated progress schedule in accordance with Section 1-08.3 confirming that the scheduled delivery of materials will meet the schedule to complete the work within the allowed time. The Contractor shall supplement the progress schedule with a written narrative describing the assumed production rates and planned resource allocations that support the bridge construction activity durations provided in the progress schedule.

5. The Contractor has received the Engineer’s concurrence to proceed.

2-02.3(2).OPT12.GR2
(June 26, 2000)
Removing Portions of Existing Box Culvert
The Contractor shall remove, to the limits shown in the Plans, the existing wingwalls, wingwall footings, aprons, and parapet walls of the box culvert to be extended.

2-02.3(3).GR2
Removal of Pavement, Sidewalks, Curbs, and Gutters

2-02.3(3).INST1.GR2
Section 2-02.3(3) is supplemented with the following:

2-02.3(3).OPT1.FR2
(September 8, 1997)
The approximate thickness of the $1$$ pavement is $2$$.

2-02.4.GR2
Measurement

2-02.4.INST1.GR2
Section 2-02.4 is supplemented with the following:

2-02.4.OPT1.GR2
(December 4, 2006)
Hazardous material excavation including haul will be measured by the cubic yard. All excavated material will be measured in the position it occupied before the excavation was performed. An original ground measurement will be taken using cross-section or digital terrain modeling survey techniques. The original ground will be compared with a survey of the excavation area taken after the work is completed.

2-02.4.OPT2.GR2
(September 8, 1997)
Pavement removal will be measured by the square yard.

2-02.4.OPT3.GR2
(October 25, 1999)
Sidewalk removal will be measured by the square yard.
Curb removal will be measured by the linear foot.

Payment

Section 2-02.5 is revised by the following:

Payment will be made for the following bid item when it is included in the proposal.

All costs for the removal of structures and obstructions shall be included in *** $$1$$ ***.

Section 2-02.5 is supplemented with the following:

“Decommissioning Wells”, lump sum including all Work as specified and payment to regulatory agencies for any associated fees for monitoring or decommissioning of wells.

“Hazardous Material Handling And Disposal”, by force account as provided in Section 1-09.6.

All costs associated with storing stockpiled hazardous waste and contaminated soils, collecting, handling and storing contaminated water, loading the stockpiled material into the hauling conveyance for transport to the disposal site, and transporting and disposing of hazardous or contaminated materials at an approved facility will be paid by force account under the item “Hazardous Material Handling And Disposal”.

To provide a common basis for all bidders, the Contracting Agency has entered an amount in the proposal to become a part of the Contractor’s total bid.


The unit contract price for “Hazardous Material Excavation Incl. Haul” shall be full pay for all costs associated with excavating the material designated to be removed, hauling it to the stockpile location, and stockpiling the excavated material.

“Removing Miscellaneous Traffic Item”, lump sum.

"Removal and Disposal of Asbestos Material", lump sum.
"Removing Portion of Conc. Box Culv.", lump sum.

The lump sum contract price for "Removing Portion of Conc. Box Culv." shall be full pay for preparing the box culvert for the extension by removing and disposing of all concrete and other debris specified.

"Removing *** $1*** Pavement", per square yard.

Payment for asbestos removal, handling, disposal, cost of permits, and all other work will be as provided in Section 1-04.7, unless such work is explicitly included as a part of another pay item in the contract.

All costs in connection with removing the box culvert wingwalls, footings, aprons, and parapet wall and disposing of concrete and other debris as specified shall be included in the unit contract prices for the items of work involved in the extension of the box culvert(s).

"Removing *** $1*** Sidewalk", per square yard.

"Removing *** $1*** Curb", per linear foot.
2-03.GR2

Roadway Excavation and Embankment

2-03.3.GR2

Construction Requirements

2-03.3(2).GR2

Rock Cuts

2-03.3(2).INST1.GR2

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

2-03.3(2).OPT1.GR2

(April 5, 2010 - September 7, 2021)

Rock Slope Scaling and Removal and Disposal of Rock Slope Scaling Debris

The Contractor shall remove loose rock and soil from the existing rock slope locations shown in the Plans or as specified by the Engineer, and shall remove and dispose of all rock slope scaling debris generated by the work.

Equipment

Rock slope scaling shall be performed with scaling bars, portable hydraulic wedges, air pillows, hand drills, splitters, and other mechanical or hand tools demonstrated to be effective in performing the work to the satisfaction of the Engineer.

Submittals

The Contractor shall submit a rock slope scaling plan to the Engineer for approval in accordance with Section 1-05.3 as a Type 2 Working Drawing. The rock slope scaling plan shall include, but not be limited to, the following:

1. Documented work experience of all rock slope scaling foremen and scalers scheduled to be working on the project. Rock slope scaling foremen and supervisors shall have at least 1,500 hours of documented experience as a rock slope scaler. Rock slope scalers shall have at least 1,000 hours of documented experience as a rock slope scaler.

2. The proposed construction sequence and schedule.

3. The type of tools and equipment to be used for rock scaling purposes.

4. The number of rock slope scaling crews to be employed on the project, with a rock slope scaling crew defined as one qualified foreman-scaling supervisor and two qualified scalers.

5. Operation plan for collection, removal and disposal of all rock slope scaling debris generated by the rock slope scaling work.
6. Operation plan for protection of roadway surface, railroad facilities, structures, utilities, and other facilities adjacent to the rock slope scaling locations.

7. If the Roadway is exposed to the collection of rock slope scaling debris, the submittal shall include the equipment and procedure to be used to clear the Roadway for public use between rock slope scaling operations.

The Contractor shall not begin rock slope scaling operations until receiving the Engineer's approval of the rock slope scaling plan.

Rock Slope Scaling Construction Requirements
As a first item of work, the Contractor shall clear the rock slope of trees and woody vegetation within the work zone within 15 feet of the slope crest or as otherwise specified by the Engineer. Clearing shall conform to Sections 2-01.1 and 2-01.3(1), and the requirement that the vegetation shall be close cut, leaving the root wad intact.

The Contractor shall conduct rock slope scaling operations in accordance with the details shown in the Plans, the traffic control restrictions and requirements shown in the Plans and specified in the Special Provisions, and the rock slope scaling plan as approved by the Engineer. The size and work experience of the rock slope scaling crew as defined above shall be maintained at all times.

Rock slope scaling shall begin at the top of the rock slope and work shall proceed down slope, removing loose rock and soil as the work progresses. The extent of rock slope scaling shall be as shown in the Plans and as adjusted in the field by the Engineer.

Rock Slope Scaling Debris Collection and Removal
The Contractor shall collect, remove and dispose of all rock slope scaling debris generated by the work, including all rock debris within the limits of the project present at the base of the slope at the beginning of the project. Ditches and benches shall be cleared of all rock slope scaling debris and returned to original functional condition as specified by the Engineer.

The Contractor shall break up any rocks that are too large to transport into manageable sized pieces for haul.

Rock slope scaling debris collection and removal shall be conducted in accordance with the traffic control restrictions and requirements shown in the Plans and specified in the Special Provisions, and the rock slope scaling plan as approved by the Engineer.

Except when the Plans or Special Provisions specify a Contracting Agency provided site for disposal of all or specific portions of the rock slope scaling debris, all rock slope scaling debris shall be disposed of at a site conforming to Section 2-03.3(7)C.
Disposal Of Surplus Material

Section 2-03.3(7) is supplemented with the following:

Surplus materials may be disposed of within the Contracting Agency furnished site, as detailed in the Plans. For informational purposes the maximum capacity of this site is *** $$1$$ *** cubic yards, neat line measurement.

Surplus materials may be disposed of by widening embankments at the following locations, as may be designated by the Engineer:

*** $$1$$ ***

For informational purposes the maximum capacity of the embankment widening sites is *** $$2$$ *** cubic yards, neat line measurement.

The Contractor is not required to utilize the Contracting Agency provided site(s), and may make arrangements, at the Contractor's expense, for the disposal of waste materials, and shall protect the Contracting Agency from all damages arising from the Contractor's waste disposal operations.

It is anticipated that the waste site(s) provided by the Contracting Agency will not be of sufficient size or capacity to dispose of all excess materials. Therefore, it will be necessary for the Contractor to make arrangements, at the Contractor's expense, for the disposal of excess waste materials and shall protect the Contracting Agency from all damages that may arise from the waste disposal operations.

Embankment Construction

Compacting Earth Embankments

All embankments, except waste embankments, shall be compacted using Method A.
2-03.3(14)I.GB2

Embankments at Bridge And Trestle Ends

2-03.3(14)I.INST1.GB2

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

2-03.3(14)I.OPT1.FB2

(March 13, 1995)
The approach embankments at the ends of *** $$1$$ *** shall be constructed *** $$2$$ *** before undertaking the construction of the end piers.

2-03.4.GR2

Measurement

2-03.4.INST1.GR2

Section 2-03.4 is supplemented with the following:

2-03.4.OPT1.GR2

(March 13, 1995)
The embankment widening for guardrail will be measured by the cubic yard, between the original roadway slope and the neat lines of the widened embankment.

2-03.4.OPT2.GR2

(March 13, 1995)
Only one determination of the original ground elevation will be made on this project. Measurement for roadway excavation and embankment will be based on the original ground elevations recorded previous to the award of this contract.

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

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

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

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

2-03.4.OPT3.GR2

(March 13, 1995)
Only one determination of the original ground elevation will be made on this project. Measurement for roadway excavation and embankment will be based on the original ground elevations recorded previous to the award of this contract. Control stakes will be set during construction to provide the Contractor with all essential information for the construction of excavation and embankments.
If discrepancies are discovered in the ground elevations which will materially affect the quantities of earthwork, the original computations of earthwork quantities will be adjusted accordingly.

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

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

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

2-03.4.OPT4.GR2
(April 5, 2010)
Rock slope scaling will be measured by the crew hour.

Rock slope scaling debris removal including haul will be measured by the cubic yard in the hauling conveyance at the point of removal from the work site.

2-03.5.GR2
Payment

2-03.5.INST1.GR2
Section 2-03.5 is supplemented with the following:

2-03.5.OPT1.GR2
(September 30, 1996)
"Embankment in Place", per cubic yard.

The unit contract price per cubic yard shall be full pay to perform the work as specified, including terracing the existing slope.

2-03.5.OPT2.FR2
(March 13, 1995)
All costs in connection with the preparation of waste sites and waste deposits shall be included in the *** $$1$$ ***.

2-03.5.OPT3.GR2
(April 5, 2010)
"Rock Slope Scaling", per crew hour.

The unit contract price per crew hour for "Rock Slope Scaling" shall be full pay for performing the work as specified.


The unit contract price per cubic yard for "Rock Slope Scaling Debris Removal Incl. Haul" shall be full pay for performing the work as specified, including collection, removal and disposal of all rock debris within the limits of the project present at the base of the slope at the beginning of the project.
All costs in connection with felling of trees and woody vegetation from the site as specified, and collection, removal and disposal of all trees and woody vegetation cut and removed from the slope, shall be included in the lump sum contract price for "Clearing and Grubbing".
2-09.GR2

Structure Excavation

2-09.3.GR2

Construction Requirements

2-09.3(1).GR2

General Requirements

2-09.3(1)C.GR2

Removal of Unstable Base Material

2-09.3(1)C.INST1.GR2

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

2-09.3(1)C.OPT1.FB2

(September 8, 2020)

If the soil in the footing excavation is disturbed and becomes unsuitable before placement of the concrete footing, the Contractor shall excavate below the plan grade a maximum of 1 foot, as determined by the Engineer, and backfill with gravel backfill for foundations.

2-09.3(3).GR2

Construction Requirements, Structure Excavation, Class A

2-09.3(3)B.GR2

Excavation Using Open Pits – Extra Excavation

2-09.3(3)B.INST1.GR2

Section 2-09.3(3)B is supplemented with the following:

2-09.3(3)B.OPT1.FB2

(April 3, 2017 - September 7, 2021)

Extra excavation and open pit excavation, as defined in this section, will not be allowed at the following location(s):

*** $$1$$ ***

Shoring for the excavation sites specified above shall be Structural Shoring in accordance with Section 2-09.3(3)D. The Contractor shall submit Type 3E-2E Working Drawings consisting of shoring plans in accordance with Section 2-09.3(3)D.

2-09.3(3)B.OPT2.FR2

(April 1, 2019)

The Contracting Agency has identified the following areas where the Contractor may dig open pits or perform extra excavation without shoring or cofferdams provided slope stability is evaluated using limit equilibrium methods:

*** $$1$$ ***
Submittals and Design Requirements

At the locations identified above, the temporary excavation slopes shall be designed by an engineer or engineering geologist licensed in Washington State. The Contractor shall submit Type 2E Working Drawings for the areas identified above. The Type 2E Working Drawings may address each site individually, as groups, or in entirety. The design shall use limit equilibrium slope stability methods and software and shall be completed in conformance with the WSDOT Geotechnical Design Manual M 46-03. The design shall be based on site specific conditions and shall include a stability assessment of interim or intermediate stages if they are used and shall include all applicable surcharge loads including those from construction equipment or stock piled materials. Required submittal elements include, at a minimum, the following:

1. A plan view showing the limits of the excavation and its relationship to traffic, Structures, utilities and other pertinent project elements. If the stability of the excavation requires no-load zones or equipment setback distances, those shall be shown on the plan view.

2. A typical or controlling cross section showing the proposed excavation, original ground line, and locations of traffic, existing Structures, utilities, site constraints, surcharge loads, or other conditions that could affect the stability of the slope. If the stability of the excavation requires no-load zones or equipment setback distances, those shall be shown in cross section.

3. A summary clearly describing subsurface conditions and groundwater conditions, sequencing considerations, and governing assumptions.

4. Supporting calculations for the design of the excavation, the soil and material properties selected for design, and the justification for the selection for those properties, in accordance with the WSDOT Geotechnical Design Manual M 46-03.

5. Safety factors, or load and resistance factors used, and justification for their selection, in accordance with the WSDOT Geotechnical Design Manual M 46-03, and referenced AASHTO design manuals.

6. A monitoring plan to evaluate the excavation performance throughout its design life.

7. Any supplemental subsurface explorations made by the Contractor to meet the requirements for geotechnical design of excavation slopes, in accordance with the WSDOT Geotechnical Design Manual M 46-03.

Shoring And Cofferdams

Section 2-09.3(3)D is supplemented with the following:
2-09.3(3)D.OPT1.GB2

(March 13, 1995)

The Contractor shall protect the existing pavement from damage due to the Contractor's operations and shall shore all excavation adjacent to the existing pavement.

2-09.3(3)D.OPT2.GB2

(August 2, 2010)

The Contractor shall protect the existing track and facilities of the Railroad Company from damage due to the Contractor's operations, and shall shore all excavation adjacent to the existing railroad track. Shoring shall be steel sheet piling designed for a Cooper E-80 loading according to the American Railway Engineering and Maintenance Association (AREMA) Manual For Railway Engineering. Damage to the railroad track or railroad facilities, due to the Contractor's operations, will be repaired by the Railroad at the Contractor's expense.

2-09.3(3)D.OPT3.FB2

(March 13, 1995)

Because of the nearness of the work to the existing *** $$1$$ $, *** the Contractor shall protect the *** $$2$$ $$ *** during the *** $$3$$ $$ ***.

2-09.4.GR2

Measurement

2-09.4.INST1.GR2

The subsection Lower Limits of Section 2-09.4 is supplemented with the following:

2-09.4.OPT1.GB2

(January 4, 2010)

Under girders, at end pier embankments, the lower limit will follow a line parallel to the bottom of the girders and three feet below them.
DIVISION5.GR5  Surface Treatments and Pavements

5-01.GR5  Cement Concrete Pavement Rehabilitation

5-01.1.GR5  Description

5-01.1.INST1.GR5  (Section 5-01.1 is supplemented with the following)
Must use once preceding any of the following:

5-01.1.OPT1.GR5  (Partial Depth Spall Repair)
(September 7, 2021)
Use in projects that have the Bid item “Partial Depth Spall Repair”, by force account.
Must also use 5-01.2.OPT1.GR5 & 5-01.3(5).OPT1.GR5.

5-01.2.GR5  Materials

5-01.2.INST1.GR5  (Section 5-01.2 is supplemented with the following)
Must use once preceding any of the following:

5-01.2.OPT1.GR5  (Partial Depth Spall Repair)
(January 7, 2019 - September 7, 2021)
Use in projects that have the Bid item “Partial Depth Spall Repair”, by force account.
Must also use 5-01.1.OPT1.GR5 & 5-01.3(5).OPT1.GR5.

5-01.3.GR5  Construction Requirements

5-01.3(5).GR5  Partial Depth Spall Repair

5-01.3(5).INST1.GR5  (Section 5-01.3(5) is revised to read)
Must use once preceding any of the following:

5-01.3(5).OPT1.GR5  (Partial Depth Spall Repair)
(September 8, 2020 - September 7, 2021)
Use in projects that have the Bid item “Partial Depth Spall Repair”, by force account.
Must also use 5-01.1.OPT1.GR5 & 5-01.2.OPT1.GR5.

5-01.3(9).GR5  Portland Cement Concrete Pavement Grinding

5-01.3(9).INST1.GR5  (Section 5-01.3(9) is supplemented with the following)
Must use once preceding any of the following:

5-01.3(9).OPT1.GR5  (April 1, 2013)
Use in projects that require 10,000 or more square yards of cement concrete pavement grinding.

5-02.GR5  Bituminous Surface Treatment

5-02.3.GR5  Construction Requirements

5-02.3(3).GR5  Application Of Asphalt Emulsion and Aggregate
5-02.3(3).INST1.GR5 (Section 5-02.3(3) is supplemented with the following)
Must use once preceding any of the following:

5-02.3(3).OPT1.FR5 (BST New Construction)
(August 5, 2013)
May use with 5-02.3(3).OPT2.FR5.
Use in projects requiring a Bituminous Surface
Treatment on a newly constructed roadway.
(2 fill-ins)

5-02.3(3).OPT2.FR5 (BST Seal Coat)
(August 5, 2013)
May use with 5-02.3(3).OPT1.FR5.
Use in projects requiring a Bituminous Surface
Treatment seal coat on an existing roadway.
(1 fill-in)

5-02.4.GR5 Measurement

5-02.4.INST1.GR5 (Section 5-02.4 is supplemented with the following)
Must use once preceding any of the following:

5-02.4.OPT2.GR5 (BST existing road approaches)
(March 13, 1995)
Must also use 5-02.5.OPT2.GR5.
Use in BST projects when there are a substantial number
of existing road approaches to be paved and the extra cost
of labor for paving approaches becomes a factor in
determining the bid price for BST.

5-02.5.GR5 Payment

5-02.5.INST1.GR5 (Section 5-02.5 is supplemented with the following)
Must use once preceding any of the following:

5-02.5.OPT2.GR5 (Bituminous Surface Treatment For Road Approach)
(February 5, 2001)
Must include with 5-02.4.OPT2.GR5.
Use in BST projects when there are a substantial number
of existing road approaches to be paved and the extra cost
of labor for paving approaches becomes a factor in
determining the bid price for BST.

5-02.5.OPT3.GR5 (CRS-2P Cost Price Adjustment Payment)
(August 5, 2013)
Include in all BST projects.
Must include standard item #5294.
To determine the Engineers Estimate for this bid item, refer
to the guidance at:
https://wsdot.wa.gov/Design/ProjectDev/EngineeringApplications/AdReady.htm
5-02.5.OPT4.GR5 (AC-15P Cost Price Adjustment Payment) (January 3, 2017)
Include in all BST projects.
Must include standard item #5280.

5-04.GR5 Hot Mix Asphalt

5-04.2.GR5 Materials

5-04.2.INST1.GR5 (The sixth and seventh materials listed in Section 5-04.2 are revised to read:)
Must use once preceding any of the following:

5-04.2.OPT1.GR5 (Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS))
(May 20, 2020)
Include in all projects using HMA.

5-04.2(2).GR5 Mix Design – Obtaining Project Approval

5-04.2(2).INST1.GR5 (Section 5-04.2(2) is supplemented with the following)
Must use once preceding any of the following:

5-04.2(2).OPT1.FR5 (HMA Test Requirements)
(January 3, 2011)
Include in all projects using HMA.
Fill-in (number of ESAL’s) is included in the pavement design report.
(1 fill-in)

5-04.2(9-03.8(7)).GR5 (HMA Tolerances, Specification Limits and Adjustments)
(The second paragraph of item number 1 of Section 9-03.8(7) is revised to read:)
Must use once preceding any of the following:

5-04.2(9-03.8(7)).OPT1.GR5 (September 8, 2020)
Include in all projects using HMA.

5-04.3.GR5 Construction Requirements

5-04.3.INST1.GR5 (Section 5-04.3 is supplemented with the following)
Must use once preceding any of the following:

5-04.3.OPT4.FR5 (Asphalt Binder Revision)
(January 3, 2017)
Use in projects when the Contracting Agency provides a source of aggregate for HMA.
Must use with 5-04.5.OPT3.GR5.

5-04.3(1).GR5 Weather Limitations

5-04.3(1).INST1.GR5 (The first sentence of Section 5-04.3(1) is revised to
read)
Must use once preceding any of the following:

5-04.3(1).OPT1.FR5  (August 3, 2009)
Use in projects when it is anticipated that paving will be
conducted in the Fall.
(1 fill-in)  (Fill-in to be provided by Region Materials
Engineer)

5-04.3(3).GR5   Equipment

5-04.3(3)C.GR5   Pavers

5-04.3(3)C.INST1.GR5  (Section 5-04.3(3)C is supplemented with the following)
Must use once preceding any of the following:

5-04.3(3)C.OPT1.GR5  (Reference line required for paver)
(March 13, 1995)
Use in projects with a 70 MPH or higher design
speed, except when the paving will be done under
traffic.

5-04.3(3)D.GR5   (Material Transfer Device/Vehicle)

5-04.3(3)D.OPT1.GR5  (August 3, 2009)
(Section 5-04.3(3)D is deleted in its entirety)
Use in projects containing Hot Mix Asphalt when
the Region Materials Lab recommends that a
MTD/V not be used. Use requires approval of the
Region Construction Office. MTD/V's are not
recommended for projects with small quantities of
HMA or when the paving is limited to areas where
there is insufficient room for the MTD/V in the
paving train.

5-04.3(3)D.INST1.GR5  (Section 5-04.3(3)A including title is revised to read)
Must use once preceding any of the following:

5-04.3(3)D.OPT2.GR5  (Material Transfer Vehicle)
(August 1, 2011)
Use in projects containing Hot Mix Asphalt when
only an MTV is to be used (no MTD). Use requires
approval of the Region Construction Office.

5-04.3(8).GR5   Aggregate Acceptance Prior to Incorporation in HMA

5-04.3(8).INST1.GR5  (The third sentence of the second paragraph of Section 5-
04.3(8) is revised to read)
Must use once preceding any of the following:

5-04.3(8).OPT1.GR5  (September 8, 2020)
Include in all projects using HMA.
5-04.3(9).GR5   HMA Mixture Acceptance
   (Section 5-04.3(9) is supplemented with the following)
   Must use once preceding any of the following:

5-04.3(9).INST1.GR5  Visual Evaluation
   (August 1, 2016)
   Use in projects where the area that visual evaluation of
   hot mix asphalt is to be used is not identified in the
   Standard Specifications
   (1 fill-in)

5-04.3(10).GR5   HMA Compaction Acceptance
   (The column in Table 14 of Section 5-04.3(10), titled
   “Statistical Evaluation of HMA Compaction is Required for:”,
   is supplemented with the following)
   Must use once preceding any of the following:

5-04.3(10).INST1.GR5  HMA Shoulder Compaction
   (April 3, 2017)
   Use in projects to add compaction control on the
   shoulders.

5-04.3(10)D.GR5   HMA Compaction – Visual Evaluation
   (The last sentence of Section 5-04.3(10)D is revised to
   read)
   Must use once preceding any of the following:

5-04.3(10)D.OPT1.GR5  HMA Prelevel Compaction
   (August 3, 2009)
   Use in projects to require a pneumatic tire roller
   for the compaction of all prelevel.

5-04.3(12).GR5   Joints
   (Section 5-04.3(12) is supplemented with the following)
   Must use once preceding any of the following:

5-04.3(12).INST1.GR5  Feathering Hot Mix Asphalt
   (January 5, 2004)
   Use in projects requiring the feathering of hot mix
   asphalt. May be used with the recommendation of the
   Region Construction Engineer.

5-04.3(13).GR5   Surface Smoothness
   (The first four paragraphs of Section 5-04.3(13) are revised
to read)
   Must use once preceding any of the following:

5-04.3(13).INST1.GR5  Surface Smoothness

5-04.3(13).OPT1.FR5
Use in all projects that contain HMA paving at the
discretion of the Region Construction Manager. Paving
must be a minimum of one mile in length. For accurate
measurements, the HQ Materials Lab profiler must be
able to move through the sections to be measured
unimpeded at a minimum speed of 35 MPH. Notification
must be made to HQ Materials Lab Pavements section
in order to schedule the post paving IRI determination.
Fill-ins #1-6 are to be provided by the HQ Materials Lab
Pavements section. Use with 5-04.5.OPT1.FR5. Do
not use with 5-04.3(13).OPT2.FR5 or 5-
04.3(13).OPT3.GR5.

(6 fill-ins) Contact
MLPavementProfileTest@wsdot.wa.gov to schedule
the IRI determination and to complete the fill-ins.

5-04.3(13).INST2.GR5 (The second sentence of Section 5-04.3(13) is deleted
and replaced with the following)
Must use once preceding any of the following:

5-04.3(13).OPT2.FR5 (Smoothness requirements)
(March 13, 1995)
Use at the discretion of the Region Construction
Manager in projects with roadways to be paved that
have a combination of posted speeds both greater than
and less than 45 MPH. Do not use with 5-
04.3(13).OPT1.FR5.
(1 fill-in is for sections of roadway with a posted speed
limit less than 45 mph)

5-04.3(13).INST3.GR5 (The second sentence of Section 5-04.3(13) is revised to
read)
Must use once preceding any of the following:

5-04.3(13).OPT3.GR5 (Smoothness requirements)
(January 5, 2004)
Use at the discretion of the Region Construction
Manager in projects where all roadways to be paved are
posted less than 45 MPH. Do not use with 5-
04.3(13).OPT1.FR5.

5-04.3(14).GR5 Planing Bituminous Pavement

5-04.3(14).INST1.GR5 (Section 5-04.3(14) is supplemented with the following)
Must use once preceding any of the following:

5-04.3(14).OPT1.FR5 (January 5, 2004)
Use in projects when it is necessary to control the time
the planed area will be open and exposed to traffic prior
to paving.
(1 fill-in)
5-04.3(14).OPT2.FR5 (Requires test section and smoothness requirements)  
(January 5, 2004)  
Use in projects with large quantities of planing. When using this GSP consider the need to control the amount of time the planed area is open to traffic by adding 5-04.3(14).OPT1.FR5 where appropriate.

5-04.3(14).OPT3.FR5 (Vertical Edge Planing)  
(March 13, 1995)  
Use in projects when planed lanes shall be paved prior to being open to traffic.

5-04.3(14).OPT4.FR5 (Beveled Edge Planing)  
(August 3, 2009)  
Use in projects when a beveled edge is required on a planed lane that will be opened to traffic prior to paving. The GSP is required for depths greater than 0.20 feet and may be used with the recommendation of the Region Construction Engineer for depths up to 0.20 feet. When using this GSP consider the need to control the amount of time the planed area is open to traffic by adding 5-04.3(14).OPT1.FR5 where appropriate.

5-04.5.FR5 Payment

5-04.5.INST2.FR5 (Section 5-04.5 is supplemented with the following)  
Must use once preceding any of the following:

5-04.5.OPT1.FR5 (Surface Smoothness)  
(January 5, 2015)  
Must include with 5-04.3(13).OPT1.FR5.

Fill-in is the appropriate Pay Adjustment Schedule as determined using the criteria below.

**Pay Adjustment Schedule 1** = Interstate highways, new pavement construction or multiple lift pavement overlays (at least one (1) leveling course + wearing course).

Note: Pre-leveling allowances are not to be counted as a leveling course paving lift with respect to this definition.

**Pay Adjustment Schedule 2** = Single lift pavement overlays with allowance for surface variance corrections with smoothness averaging devices (paving skis) or full width pavement milling (including shoulder) with single lift replacement overlay.

Note: Sufficient preleveling and/or pavement thickness variance allowances should be included to repair obvious existing deficiencies (humps, valleys, ruts etc.).
Pay Adjustment Schedule 3 = Smoothness will be difficult to attain or when risk associated with meeting a smoothness criteria is unknown. Examples include matching to existing concrete gutter lines; sections with multiple surface utility structures; intersections; multiple skip sections resulting in short paving lengths; and milling/replacement paving where both the shoulder and adjacent lane is not also milled. Bonus incentives are applied to encourage maximum effort to obtain smooth pavements in difficult applications.

(1 fill-in)

5-04.5.OPT2.GR5 (Asphalt Cost Price Adjustment)
(January 13, 2021)
Include in all projects containing Hot Mix Asphalt. Must include standard item 5837.
To determine the Engineers Estimate for this bid item, refer to the guidance at:
https://www.wsdot.wa.gov/Design/ProjectDev/Engineering Applications/AdReady.htm

5-04.5.OPT3.GR5 (Asphalt Binder Revision)
(August 3, 2009)
Must include with 5-04.3.OPT4.FR5.

5-05.GR5 Cement Concrete Pavement

5-05.1.GR5 Description

5-05.1.INST1.GR5 (Section 5-05.1 is supplemented with the following)
Must use once preceding any of the following:

5-05.1.OPT1.GR5 (Use when cement concrete pavement has pigmented or textured cement concrete in roundabout locations)
(August 6, 2012)
Use in projects requiring color treatment, textured treatment or both for roundabout truck aprons, splitter islands, and mainline crossings.
Requires approval by the Region Landscape Architect or the HQ Roadside and Site Development Manager for regions without a landscape architect.
Use with 5-05.2.OPT1.FR5, 5-05.3.OPT1.GR5 or 5-05.3.OPT2.FR5 or both.

5-05.2.GR5 Materials

5-05.2.INST1.GR5 (Section 5-05.2 is supplemented with the following)
Must use once preceding the following:

5-05.2.OPT1.FR5 (Pigmented cement concrete pavement in roundabouts locations)
(August 6, 2012)
Use in projects requiring color treatment in roundabout truck aprons, splitter islands, and mainline crossings. Concrete color must contrast with pavement color.

Requires approval by the Region Landscape Architect or the HQ Roadside and Site Development Manager for regions without a landscape architect. (1 fill-ins)

Get Primary Pigment from Region Landscape Architect or the HQ Roadside and Site Development Manager and then list all the Manufactures and Pigment Color for that Primary Pigment as fill-in information from list shown below:

**Primary Pigment - Brick:**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Pigment Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>BASF</td>
<td>“Red River Clay”, RC5006</td>
</tr>
<tr>
<td>Bomanite</td>
<td>“Brick Red”</td>
</tr>
<tr>
<td>Davis Colors</td>
<td>“Brick Red”, 160</td>
</tr>
<tr>
<td>Increte Systems</td>
<td>“Brick Red”</td>
</tr>
<tr>
<td>Solomon Colors</td>
<td>Brick”, 417</td>
</tr>
</tbody>
</table>

**Primary Pigment - Brown:**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Pigment Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis Colors</td>
<td>“River Bank”</td>
</tr>
<tr>
<td>Scofield</td>
<td>“Sand Buff”</td>
</tr>
<tr>
<td>Solomon Colors</td>
<td>“306 Canvas”</td>
</tr>
</tbody>
</table>

**Primary Pigment - Dark Gray:**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Pigment Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis Colors</td>
<td>“Dark Gray (iron oxide) 860”</td>
</tr>
<tr>
<td>Increte Systems</td>
<td>“Dark Gray”</td>
</tr>
<tr>
<td>Solomon Colors</td>
<td>“Onyx”, 920</td>
</tr>
</tbody>
</table>

Use with 5-05.1.OPT1.GR5, 5-05.3.OPT1.GR5, 5-05.3.OPT2.FR5 (if textured pattern also needed) and 5-05.4.OPT1.GR5.

**5-05.3.GR5 Construction Requirements**

5-05.3.INST1.GR5  (Section 5-05.3 is supplemented with the following)

Must use once preceding any of the following:

5-05.3.OPT1.GR5  (Use when cement concrete pavement has pigmented color in roundabout locations)

(August 6, 2012)
Use in projects requiring pigmented colored cement concrete pavement in roundabout truck aprons, splitter islands and mainline crossings.
Requires approval by the Region Landscape Architect or the HQ Roadside and Site Development Manager for regions without a landscape architect.

Use with 5-05.1.OPT1.GR5, 5-05.2.OPT1.FR5, 5-05.3.OPT2.FR5 (if textured pattern also needed) and 5-05.4.OPT1.GR5.

5-05.3.OPT2.FR5 (Use when cement concrete pavement has textured pattern in roundabout locations)
(August 6, 2012)
Use in projects requiring textured cement concrete pavement patterns on roundabouts, truck aprons, splitter islands and mainline crossings.
Requires approval by the Region Landscape Architect or the HQ Roadside and Site Development Manager for regions without a landscape architect.
(1 fill-in)

Get the Primary Pattern from Region Landscape Architect or the HQ Roadside and Site Development Manager and then list all the Manufactures and Patterns for that Primary Pattern as fill-in information from list below:

**Primary Pattern - Ashlar Stone :**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increte Systems, Inc.</td>
<td>“Ashlar Slate”</td>
</tr>
<tr>
<td>Renew Crete Systems</td>
<td>“Royal Ashlar”</td>
</tr>
<tr>
<td>Bomanite</td>
<td>“Flagstone”</td>
</tr>
</tbody>
</table>

**Primary Pattern - Brick**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bomanite</td>
<td>“Running Bond Cobblestone”</td>
</tr>
<tr>
<td>Brickform</td>
<td>“Pennsylvania Cobble-Sanded Joint”, TM820</td>
</tr>
<tr>
<td>Increte Systems, Inc</td>
<td>“Euro Cobble Running Bond”, SECR S001</td>
</tr>
<tr>
<td>Matcrete</td>
<td>“Large Cobblestone”, P-16</td>
</tr>
<tr>
<td>Renew-Crete Systems</td>
<td>“London Cobblestone”</td>
</tr>
</tbody>
</table>
Primary Pattern - River Rock

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bomanite.</td>
<td>River Rock</td>
</tr>
<tr>
<td>Increte Systems</td>
<td>Savanah Stone</td>
</tr>
<tr>
<td>Matcrete</td>
<td>Large River Rock</td>
</tr>
</tbody>
</table>

Use with 5-05.1.OPT1.GR5, 5-05.2.OPT1.FR5 (if pigmented color also needed), 5-05.3(1).OPT8.GR5 and 5-05.4.OPT1.GR5.

5-05.3(1).GR5  Concrete Mix Design for Paving

5-05.3(1).INST1.GR5  (Item number 1 of Section 5-05.3(1) is supplemented with the following:)
Must use once preceding any of the following:

5-05.3(1).OPT1.GR5  (Cement Concrete Pavement)
(January 2, 2018)
Use in projects that include reconstruction of the concrete pavement with a recommendation from the State Pavements Engineer.

5-05.3(1).INST2.GR5  (Section 5-05.3(1) is supplemented with the following)
Must use once preceding any of the following:

5-05.3(1).OPT8.GR5  (Aggregate size for textured cement concrete pavement)
(August 6, 2012)
Use when textured cement concrete pavement patterns are needed in roundabouts, truck aprons, splitter islands and mainline crossings. Provides aggregate requirements for textured cement concrete pavement patterns.
Requires approval by the Region Landscape Architect or the HQ Roadside and Site Development Manager for regions without a landscape architect
Use with 5-05.1.OPT1.GR5, GSP 5-05.3.OPT2.FR5, and GSP 5-05.4.OPT1.GR5.

5-05.3(12).GR5  Surface Smoothness

5-05.3(12).INST1.GR5  (The third paragraph of Section 5-05.3(12) is replaced with the following)
Must use once preceding any of the following:

5-05.3(12).OPT1.GR5  (Surface Smoothness)
(January 7, 2019)
Use in projects where concrete paving will occur in multiple short segments or in projects where paving will occur in multiple seasons.

5-05.3(17).GR5 Opening to Traffic

5-05.3(17).INST2.GR5 (Section 5-05.3(17) is revised to read)
Must use once preceding any of the following:

5-05.3(17).OPT1.GR5 (Maturity Testing for Concrete Pavement)
(August 7, 2017)
Use in all projects where the Portland Cement Concrete Pavement (PCCP) or the Replacement of Portland Cement Concrete Panels are required to be opened to traffic within 24 hours of placement. Requires the approval of State Pavement Engineer or Headquarters Construction Office.
Use with 5-05.5.OPT5.GR5.

5-05.4.GR5 Measurement

5-05.4.INST1.GR5 (Section 5-05.4 is supplemented with the following)
Must use once preceding any of the following:

5-05.4.OPT1.GR5 (August 6, 2012)
(Textured and pigmented cement concrete pavement per square yard.)
Use with 5-05.5.OPT2.GR5, GSP 5-05.5.OPT3.GR5 or 5-05.5.OPT4.GR5.

5-05.5.GR5 Payment

5-05.5.INST1.GR5 (Section 5-05.5 is supplemented with the following)
Must use once preceding any of the following:

5-05.5.OPT2.GR5 (August 6, 2012)
(Pigmented cement concrete pavement per square yard.
Use with 5-05.1.OPT1.GR5 and 5-05.4.OPT1.GR5.

5-05.5.OPT3.GR5 (August 6, 2012)
(Textured cement concrete pavement per square yard. Use with
Use with 5-05.1.OPT1.GR5 and 5-05.4.OPT1.GR5.

5-05.5.OPT4.GR5 (August 6, 2012)
(Textured and pigmented cement concrete pavement per square yard.
Use with 5-05.1.OPT1.GR5 and 5-05.4.OPT1.GR5.

5-05.5.OPT5.GR5 (August 5, 2013)
(Maturity Testing for Concrete Pavement incidental to bid items Cement Conc. Pavement or Replacement Cement Concrete Panel.)
Use with 5-05.3(17).OPT1.GR5.

5-SA1.FR5 Just in Time Training
(August 7, 2017)
Use in all projects with cement concrete pavement unless approved by the ASCE or State Pavement Engineer.
5-01.GR5
Cement Concrete Pavement Rehabilitation

5-01.1.GR5
Description

5-01.1.INST1.GR5
Section 5-01.1 is supplemented with the following:

5-01.1.OPT1.GR5
(September 7, 2021)
This work consists of repairing partial depth spalls using polyester concrete.

5-01.2.GR5
Materials

5-01.2.INST1.GR5
Section 5-01.2 is supplemented with the following:

5-01.2.OPT1.GR5
(January 7, 2019 September 7, 2021)
Partial Depth Spall Repair – Epoxy Concrete

Epoxy Resin Binder
Epoxy resin binder shall meet the requirements of ASTM C881 Type III Grade 1 or 2, Class A, B, or C.

Aggregate
The aggregate shall be thoroughly washed and kiln-dried.

The aggregate for epoxy concrete shall conform to Section 9-03.1 and the following requirements for grading except that ASR mitigation will not apply to aggregate for epoxy concrete:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gradation 1</td>
</tr>
<tr>
<td>½”</td>
<td>100</td>
</tr>
<tr>
<td>¾”</td>
<td>62-85</td>
</tr>
<tr>
<td>#4</td>
<td>45-67</td>
</tr>
<tr>
<td>#8</td>
<td>29-50</td>
</tr>
<tr>
<td>#16</td>
<td>16-36</td>
</tr>
<tr>
<td>#30</td>
<td>5-20</td>
</tr>
<tr>
<td>#50</td>
<td>0-7</td>
</tr>
<tr>
<td>#100</td>
<td>0-3</td>
</tr>
</tbody>
</table>

All percentages are by weight.

The combined aggregate shall have a maximum of 45 percent crushed particles.

The surface of the aggregate shall be dry and the moisture content of the combined aggregate shall not exceed 1.0 percent when tested in accordance with AASHTO T
255. The aggregate temperature shall be between 40°F and 100°F at the time of mixing.

Sand for Abrasive Finish
The sand for abrasive finish shall be commercial quality blast sand having at least 95 percent passing the No. 8 sieve and at least 95 percent retained on the No. 20 sieve when tested in accordance with AASHTO T 27. The moisture content of the sand shall not exceed 1.0 percent.

Partial Depth Spall Repair – Polyester Concrete
The components of the polyester concrete including the polyester resin binder, aggregate, and high molecular weight methacrylate resin surface primer shall be provided through a single system provider.

Polyester Resin Binder
Polyester resin binder shall be an unsaturated isophthalic polyester-styrene co-polymer.

Prior to adding the initiator, the resin shall conform to the following requirements:

- Viscosity: 75 to 200 cps (20 rpm at 77°F, RVT No. 1 spindle) ASTM D2196
- Specific Gravity: 1.05 to 1.10 at 77°F ASTM D1475
- Styrene Content: 40% to 50% by weight of polyester styrene resin ASTM D2369

The hardened resin shall conform to the following requirements:

- Elongation: 35% minimum, type I specimen, thickness 0.25" ± 0.03", Rate – 0.45 in./min. ASTM D638
- Tensile Strength: 2,500 psi minimum, type I specimen thickness 0.25" ± 0.03", Rate – 0.45 in./min. ASTM D638
- Conditioning: 18 hours/77°F/50% + 5 hours/158°F ASTM D618
- Silane Coupler: 1.0% minimum (by weight of polyester-styrene resin)

The silane coupler shall be an organosilane ester, gammamethacryloxypropyltrimethoxysilane. The promoter/hardeners shall be compatible with suitable methyl ethyl ketone peroxide (MEKP) and cumene hydroperoxide (CHP) initiators. MEKP and CHP initiators shall be used as recommended by the manufacturer.

Polyester resin binder will be accepted based on submittal to the Engineer of a Manufacturer’s Certificate of Compliance.

High Molecular Weight Methacrylate (HMWM) Resin
HMWM resin shall be wax-free, low odor and consist of a resin, initiator and promoter conforming to the following requirements:
Viscosity <25 cps (Brookfield RVT with UL adaptor, 50 rpm at 77°F)
Flash Point: 180°F minimum ASTM D3278
Tack-Free Time: 400 minutes California Test 551 maximum
SSD Bond Strength 700 PSI minimum at 24 hours and 70 ± 1°F California Test 551
Specific Gravity 0.90 minimum at 77°F ASTM D1475
Volatile Content 30 percent maximum. ASTM D2369
Vapor Pressure 0.04 inches Hg, maximum at 77°F ASTM D323

The promoter/initiator system for the methacrylate resin shall consist of a metal drier and peroxide.

If supplied separately from the resin, the drier shall not be mixed directly with the peroxide. The containers shall not be stored in a manner that allows leakage or spilling to contact the containers or materials of the other.

HMWM resin will be accepted based on submittal to the Engineer of a Manufacturer’s Certificate of Compliance.

Aggregate
The aggregate shall be thoroughly washed and kiln dried.

The aggregate for polyester concrete shall meet the requirements of Section 9-03.1 except that ASR mitigation will not apply to aggregate for polyester concrete. Polyester concrete aggregate shall conform to the following requirements for gradation:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Grading 1</td>
</tr>
<tr>
<td>½”</td>
<td>100</td>
</tr>
<tr>
<td>¾”</td>
<td>100</td>
</tr>
<tr>
<td>#4</td>
<td>62-85</td>
</tr>
<tr>
<td>#6</td>
<td>45-67</td>
</tr>
<tr>
<td>#16</td>
<td>29-50</td>
</tr>
<tr>
<td>#30</td>
<td>16-36</td>
</tr>
<tr>
<td>#50</td>
<td>5-20</td>
</tr>
<tr>
<td>#100</td>
<td>0-7</td>
</tr>
<tr>
<td>#200</td>
<td>0-3</td>
</tr>
</tbody>
</table>

All percentages are by weight.

The combined aggregate shall have a maximum of 45 percent crushed particles.

The surface of the aggregate shall be dry and the absorption shall not exceed 1.0. The moisture content of the combined aggregate shall not exceed one-half of the aggregate absorption when tested in accordance with AASHTO T255. The aggregate temperature shall be between 40°F and 100°F at the time of mixing.
Sand for Abrasive Finish
The sand for abrasive finish shall be commercial quality blast sand having at least
95 percent passing the No. 8 sieve and at least 95 percent retained on the No. 20
sieve when tested in accordance with AASHTO T 27. The moisture content of the
sand shall not exceed 0.5 percent.

5-01.3.GR5

Construction Requirements

5-01.3(5).GR5
Partial Depth Spall Repair

5-01.3(5).INST1.GR5
Section 5-01.3(5) is supplemented with the following:

5-01.3(5).OPT1.GR5

Partial Depth Spall Repair - Polyester Concrete

Description
This work consists of repairing partial depth spalls using either epoxy concrete
or polyester concrete.

Partial Depth Spall Repair – Epoxy Concrete

Materials
Epoxy-Resin-Binder
Epoxy resin binder shall meet the requirements of ASTM C881 Type III
Grade 1 or 2, Class A, B, or C.

Aggregate
The aggregate shall be thoroughly washed and kiln-dried.

The aggregate for epoxy concrete shall conform to Section 9-03.1 and
the following requirements for grading except that ASR mitigation will
not apply to aggregate for epoxy concrete:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gradation 1</td>
</tr>
<tr>
<td>1/4”</td>
<td>100</td>
</tr>
<tr>
<td>3/8”</td>
<td>83-100</td>
</tr>
<tr>
<td>#4</td>
<td>65-85</td>
</tr>
<tr>
<td>#8</td>
<td>45-67</td>
</tr>
<tr>
<td>#16</td>
<td>27-48</td>
</tr>
<tr>
<td>#30</td>
<td>12-30</td>
</tr>
<tr>
<td>#50</td>
<td>6-17</td>
</tr>
<tr>
<td>#100</td>
<td>0-7</td>
</tr>
<tr>
<td>#200</td>
<td>0-3</td>
</tr>
</tbody>
</table>

All percentages are by weight.

(September 87, 20202021)
The combined aggregate shall have a maximum of 45 percent crushed particles.

The surface of the aggregate shall be dry and the moisture content of the combined aggregate shall not exceed 1.0 percent when tested in accordance with AASHTO T255. The aggregate temperature shall be between 40°F and 100°F at the time of mixing.

**Sand for Abrasive Finish**

The sand for abrasive finish shall be commercial quality blast sand having at least 95 percent passing the No. 8 sieve and at least 95 percent retained on the No. 20 sieve when tested in accordance with AASHTO T27. The moisture content of the sand shall not exceed 1.0 percent.

**Construction Requirements**

**Manufacturer's Technical Representative**

The Contractor shall have the services of a qualified epoxy resin binder manufacturer’s technical representative physically present at the job site during the first shift of epoxy concrete placement. The manufacturer’s technical representative shall assist the Contractor in training the Contractor’s personnel and providing technical assistance in preparing the concrete surface, applying primer, and mixing, placing, and curing the epoxy concrete. If the epoxy concrete work is unsatisfactory, or additional training or technical assistance is needed the Contractor shall have the services of the manufacturer’s at the job site for additional time as deemed necessary by the Engineer.

**Mix Design**

Epoxy concrete shall be composed of epoxy resin binder and aggregate. The Contractor shall prepare and submit a Type 1 Working Drawing consisting of the epoxy concrete mix proportions and mixing procedure. The epoxy resin binder in the epoxy concrete shall be between 11 to 13 percent by weight of the dry aggregate. The mix design shall include the proportion of epoxy resin binder as a percentage of the dry weight of aggregate, the approximate set time and the time for opening to traffic for the temperature ranges expected during epoxy concrete placement.

**Delivery and Storage of Materials**

All materials shall be delivered in their original containers bearing the manufacturer’s label, specifying date of manufacturing, batch number, trade name brand, and quantity. Each shipment shall be accompanied by a Materials Safety Data Sheet (MSDS) for each component of the resin binder.

The material shall be stored in accordance with the manufacturer’s recommendations.
Surface Preparation

Removal of the existing pavement shall not damage any pavement to be left in place. Any existing pavement that is to remain that has been damaged shall be repaired at the Contractor’s expense. If jackhammers are used for removing pavement, they shall not weigh more than 30 pounds, and chipping hammers shall not weigh more than 15 pounds. All power driven hand tools used for the removal of pavement shall be operated at angles less than 45 degrees as measured from the surface of the pavement to the tool. The patch limits shall extend beyond the spalled area a minimum of 3 inches. Repair areas shall be kept square, rectangular or circular. Repair areas that are within 12 inches of another repair area shall be combined.

A vertical cut shall be made to a minimum depth of 2 inches around the perimeter to be patched using a saw or core drill as marked by the Engineer. The Contractor shall remove material within the perimeter of the saw cut to a depth of 2 inches, or to sound concrete as determined by the Engineer.

The concrete surfaces shall be prepared by removing all material which may act as a bond breaker between the surface and the epoxy concrete. The surfaces to receive the epoxy concrete shall be sand blasted and all loose material removed. All sandblasting residue shall be removed.

Spall repair shall not be done in areas where dowel bars are encountered.

When a partial depth repair is placed directly against an adjacent longitudinal joint, a bond-breaking material such as polyethylene film, roofing paper, or other material as accepted by the Engineer shall be placed between the existing concrete and the area to be patched.

Working transverse joints or cracks adjacent to or within the repair area require placement of a compressible insert. The new joint or crack shall be formed to the same width as the existing joint or crack. The compressible joint material shall be placed into the existing joint 1 inch below the depth of repair. The compressible insert shall extend at least 3 inches beyond each end of the patch boundaries.

Patches that abut the Lane/Shoulder joint require placement of a formed edge, along the slab edge, even with the surface.

If the concrete surfaces become contaminated, the contaminated areas shall be re-cleaned by abrasive blasting at the Contractor’s expense.

Precautions shall be taken to ensure that no dust or debris leaves the roadway and that all traffic is protected from rebound and dust. Appropriate shielding shall be provided as required at no additional cost to the Contracting Agency and shall be approved by the Engineer.
The Contractor shall reseal all joints in accordance with Section 5-05.3(8)B.

**Application of Prime Coat**

Application of the prime coat and the epoxy concrete shall not begin if rain is forecast within 12 hours of completion of the Work. The area receiving the prime coat shall be dry and had no rain within the past 12 hours. Immediately prior to applying the prime coat, loose material shall be removed using oil and moisture free compressed air. The concrete surface shall be between 40°F and 100°F when applying the prime coat.

Immediately before placing epoxy concrete, the prepared concrete surface shall be given a prime coat consisting of one coat of the epoxy resin binder.

The prime coat shall be worked into the concrete in a manner to assure complete coverage of the area receiving epoxy concrete.

If the primed surface becomes contaminated, the contaminated area shall be cleaned by abrasive blasting and re-primed.

The prime coat shall not be allowed to run into drainage structures, joints or working cracks.

**Mixing Components**

The components of the epoxy resin binder shall be thoroughly blended just prior to mixing with the aggregate. The epoxy concrete shall be thoroughly mixed prior to placing.

The Contractor shall prevent any cleaning chemicals from reaching the epoxy concrete mix during the mixing operations.

**Epoxy Concrete Placement**

Under no circumstances shall any epoxy resin or epoxy concrete be allowed to run into drainage structures, joints or working cracks.

The epoxy concrete shall be placed on the liquid prime coat and consolidated in accordance with the manufacturer’s recommendations.

**Finished Epoxy Concrete Surface**

All repair areas shall be struck off level with the adjacent concrete. Forms shall be coated with suitable bond release agent to permit ready release of forms.

Sand for abrasive finish shall be broadcast onto surface to uniformly cover any smooth or glossy areas immediately after finishing and before resin gelling occurs. The completed surface shall be free of any smooth or glossy areas. After the epoxy concrete has cured any smooth or glossy areas shall be repaired by the Contractor.
manner recommended by the System Provider and approved by the Engineer at no additional cost.

The surface texture of epoxy concrete shall be uniform and impervious to moisture.

**Curing**

The epoxy concrete shall be cured in accordance with the manufacturer’s recommendations. The Contractor shall measure the compressive strength of the cured epoxy concrete with a rebound hammer in accordance with ASTM C 805. Traffic and equipment shall not be permitted on the epoxy concrete until it achieves a compressive strength of 2,500 psi based on the rebound hammer manufactures correlation of rebound number to compressive strength for the rebound hammer used.

### Partial-Depth Spall Repair – Polyester Concrete

#### Materials

The components of the polyester concrete including the polyester resin binder, aggregate, and high molecular weight methacrylate resin surface primer shall be provided through a single system provider.

**Polyester Resin Binder**

Polyester resin binder shall be an unsaturated isophthalic polyester-styrene co-polymer.

Prior to adding the initiator, the resin shall conform to the following requirements:

- **Viscosity:** 75 to 200 cps, ASTM D2196
  - (20 rpm at 77°F, RVT No. 1 spindle)
- **Specific Gravity:** 1.05 to 1.10 at 77°F, ASTM D1475
- **Styrene Content:** 40% to 50% by weight, ASTM D2369
  - of polyester styrene resin

The hardened resin shall conform to the following requirements:

- **Elongation:** 35% minimum, type I, ASTM D638
  - specimen, thickness
  - 0.25” ± 0.03”, Rate – 0.45 in./min.
- **Tensile Strength:** 2,500 psi minimum, type I, ASTM D 638
  - Specimen thickness
  - 0.25” ± 0.03”, Rate – 0.45 in./min.
- **Conditioning:** 18 hours/77°F/50% + 5 hours/158°F
Silane Coupler: 1.0% minimum (by weight of polyester-styrene resin)

The silane coupler shall be an organosilane ester, gammamethacryloypropyltrimethoxysilane. The promoter/hardeners shall be compatible with suitable methyl ethyl ketone peroxide (MEKP) and cumene hydroperoxide (CHP) initiators. MEKP and CHP initiators shall be used as recommended by the manufacturer.

Polyester resin binder will be accepted based on submittal to the Engineer of a Manufacturer’s Certificate of Compliance.

High Molecular Weight Methacrylate (HMWM) Resin
HMWM resin shall be wax-free, low odor and consist of a resin, initiator and promoter conforming to the following requirements:

- **Viscosity**: <25 cps (Brookfield RVT, ASTM D2196 with UL adaptor, 50 rpm at 77°F)
- **Flash Point**: 180°F minimum (ASTM D3278)
- **Tack Free Time**: 400 minutes maximum (California Test 551)
- **SSD Bond**: 700 PSI minimum at 24 hours and 70 ± 1°F (California Test 551)
- **Specific Gravity**: 0.90 minimum at 77°F (ASTM D1475)
- **Volatile Content**: 30 percent, maximum (ASTM D2369)
- **Vapor Pressure**: 0.04 inches Hg, maximum (ASTM D323 at 77°F)

The promoter/initiator system for the methacrylate resin shall consist of a metal drier and peroxide.

If supplied separately from the resin, the drier shall not be mixed directly with the peroxide. The containers shall not be stored in a manner that allows leakage or spilling to contact the containers or materials of the other.

HMWM resin will be accepted based on submittal to the Engineer of a Manufacturer’s Certificate of Compliance.

**Aggregate**
The aggregate shall be thoroughly washed and kiln dried.

The aggregate for polyester concrete shall meet the requirements of Section 9-03.1 except that ASR mitigation will not apply to aggregate for polyester concrete. Polyester concrete aggregate shall conform to the following requirements for gradation:
<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>½”</td>
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<tr>
<td>⅜”</td>
<td>100</td>
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<tr>
<td>#4</td>
<td>62-85</td>
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<td>0-7</td>
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<td>#200</td>
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</tbody>
</table>

All percentages are by weight.

The combined aggregate shall have a maximum of 45 percent crushed particles.

The surface of the aggregate shall be dry and the absorption shall not exceed 1.0. The moisture content of the combined aggregate shall not exceed one-half of the aggregate absorption when tested in accordance with AASHTO T255. The aggregate temperature shall be between 40°F and 100°F at the time of mixing.

Sand for Abrasive Finish

The sand for abrasive finish shall be commercial quality blast sand having at least 95 percent passing the No. 8 sieve and at least 95 percent retained on the No. 20 sieve when tested in accordance with AASHTO T-27. The moisture content of the sand shall not exceed 0.5 percent.

Construction Requirements

Manufacturer’s Technical Representative

The Contractor shall have the services of a qualified polyester concrete manufacturer’s technical representative physically present at the job site during the first shift of polyester concrete placement. The manufacturer’s technical representative shall assist the Contractor in training the Contractor’s personnel and providing technical assistance in preparing the concrete surface, applying primer, and mixing, placing, and curing the polyester concrete. If the polyester concrete Work is unsatisfactory, or additional training or technical assistance is needed the Contractor shall have the services of the manufacturer’s at the job site for additional time as deemed necessary by the Engineer to correct the deficiency.

Mix Design

Polyester concrete shall be composed of a polyester resin binder and aggregate. The Contractor shall prepare and submit a Type 1 Working Drawing consisting of the polyester concrete mix proportions and mixing procedure. The polyester resin binder in the polyester concrete shall be between 11 to 13 percent by weight of the dry aggregate. The mix design shall include the proportion of polyester resin binder as a percentage of the dry weight of aggregate, the approximate set time and time for opening to traffic for the temperature ranges expected during polyester concrete placement.
Delivery and Storage of Materials
All materials shall be delivered in their original containers bearing the manufacturer's label, specifying date of manufacturing, batch number, trade name brand, and quantity. Each shipment shall be accompanied by a Materials Safety Data Sheet (MSDS) for each component of the resin binder.

The material shall be stored in accordance with the manufacturer's recommendations.

Surface Preparation
Removal of the existing pavement shall not damage any pavement to be left in place. Any existing pavement that is to remain that has been damaged shall be repaired at the Contractor's expense. If jackhammers are used for removing pavement, they shall not weigh more than 30 pounds, and chipping hammers shall not weigh more than 15 pounds. All power driven hand tools used for the removal of pavement shall be operated at angles less than 45 degrees as measured from the surface of the pavement to the tool. The patch limits shall extend beyond the spalled area a minimum of 3 inches. Repair areas shall be kept square, rectangular or circular. Repair areas that are within 12 inches of another repair area shall be combined.

A vertical cut shall be made to a minimum depth of 2 inches around the perimeter to be patched using a saw or core drill as marked by the Engineer. The Contractor shall remove material within the perimeter of the saw cut to a depth of 2 inches, or to sound concrete as determined by the Project Engineer.

The concrete surfaces shall be prepared by removing all material which may act as a bond breaker between the surface and the polyester concrete. The surfaces to receive the polyester concrete shall be sand blasted and all loose material removed. All sandblasting residue shall be removed.

Spall repair shall not be done in areas where dowel bars are encountered.

When a partial depth repair is placed directly against an adjacent longitudinal joint, a bond-breaking material such as polyethylene film, roofing paper, or other material as accepted by the Engineer shall be placed between the existing concrete and the area to be patched.

Working transverse joints or cracks adjacent to or within the repair area require placement of a compressible insert. The new joint or crack shall be formed to the same width as the existing joint or crack. The compressible joint material shall be placed into the existing joint 1 inch below the depth of repair. The compressible insert shall extend at least 3 inches beyond each end of the patch boundaries.

Patches that abut the Lane/Shoulder joint require placement of a formed edge, along the slab edge, even with the surface.

If the concrete surfaces become contaminated, the contaminated areas shall be re-cleaned by abrasive blasting at the Contractor's expense.
Precautions shall be taken to ensure that no dust or debris leaves the roadway and that all traffic is protected from rebound and dust. Appropriate shielding shall be provided as required at no additional cost to the Contracting Agency and shall be approved by the Engineer. The Contractor shall reseal all joints in accordance with Section 5-05.3(8)B.

Application of Prime Coat
Application of the prime coat and the polyester concrete shall not begin if rain is forecast within 12-hours of completion of the Work. The area receiving the prime coat shall be dry and had no rain within the past 12 hours. Immediately prior to applying the prime coat, loose material shall be removed using oil and moisture free compressed air.

The concrete surface shall be between 40°F and 100°F when applying the prime coat.

The Contractor shall apply a prime coat consisting of one coat of promoted/initiated wax-free HMWM resin to the prepared concrete and steel surfaces immediately before placing the polyester concrete.

The prime coat shall be worked into the concrete in a manner to assure complete coverage of the area receiving polyester concrete.

If the primed surface becomes contaminated, the contaminated area shall be cleaned by abrasive blasting and re-primed.

The prime coat shall not be allowed to run into drainage structures, joints or working cracks.

Mixing Components
The components of the polyester resin binder shall be thoroughly blended just prior to mixing with the aggregate. The polyester concrete shall be thoroughly mixed prior to placing.

The Contractor shall prevent any cleaning chemicals from reaching the polyester concrete mix during the mixing operations.

Polyester Concrete Placement
Under no circumstances shall any polyester resin or polyester concrete be allowed to run into drainage structures, joints or working cracks.

Place polyester concrete within two hours of placing the HMWM prime coat.

Polyester concrete shall be placed within 15 minutes following initiation. Polyester concrete that is not placed within this time shall be discarded.

The surface temperature of the area receiving the polyester concrete shall be the same as specified above for the HMWM prime coat.
The polyester concrete shall be consolidated in accordance with the manufacturer's recommendations.

**Finished Polyester Concrete Surface**
All repair areas shall be struck off level with the adjacent concrete. Forms shall be coated with suitable bond release agent to permit ready release of forms.

Sand for abrasive finish shall be broadcast onto surface to uniformly cover any smooth or glossy areas immediately after finishing and before resin gelling occurs. The completed surface shall be free of any smooth or glossy areas. After the polyester concrete has cured, any smooth or glossy areas shall be repaired by the Contractor in the manner recommended by the System Provider and approved by the Engineer at no additional cost. The surface texture of polyester concrete shall be uniform and impervious to moisture.

**Curing**
The polyester concrete shall be cured in accordance with the manufacturer’s recommendations. The Contractor shall measure the compressive strength of the cured polyester concrete with a rebound hammer in accordance with ASTM C 805. Traffic and equipment shall not be permitted on the polyester concrete until it achieves a compressive strength of 2,500 psi based on the rebound hammer manufactures correlation of rebound number to compressive strength for the rebound hammer used.

5-01.3(9).GR5  
*Cement Concrete Pavement Grinding*

5-01.3(9).INST1.GR5
Section 5-01.3(9) is supplemented with the following:

5-01.3(9).OPT1.GR5
(April 1, 2013)
The Contractor shall grind a test section 1500 foot long across the full width of a lane for evaluation by the Engineer to determine if the Work meets the Specifications. If the Specifications have been met the Contractor may proceed with the remaining cement concrete pavement grinding. If the Specifications have not been met, the Contractor shall make adjustments and another test section shall be completed.
5-04.GR5
Hot Mix Asphalt

5-04.2.GR5
Materials

5-04.2.INST1.GR5
The sixth and seventh materials listed in Section 5-04.2 are revised to read:

5-04.2.OPT1.GR5
(May 20, 2020)

- Reclaimed Asphalt Pavement (RAP) 9-03.8(3)B, 9-03.21
- Reclaimed Asphalt Shingles (RAS) 9-03.8(3)B, 9-03.21

5-04.2(2).GR5

Mix Design – Obtaining Project Approval

5-04.2(2).INST1.GR5
Section 5-04.2(2) is supplemented with the following:

5-04.2(2).OPT1.FR5
(January 3, 2011)

- ESAL's
  The number of ESAL's for the design and acceptance of the HMA shall be *** $1$ *** million.

5-04.2(9-03.8(7)).GR5

HMA Tolerances, Specification Limits and Adjustments
The second paragraph of item number 1 of Section 9-03.8(7) is revised to read:

5-04.2(9-03.8(7)).OPT1.GR5
(September 8, 2020)

- These tolerance and specification limits constitute the allowable limits as described in Section 1-06.2. The tolerance limit for aggregate shall not exceed the limits of the control points, except the No. 8 tolerance is ± 4% from the JMF, the No. 200 tolerance is ± 2.0% from the JMF with a minimum of 2% and a maximum of 8.0% passing the No. 200 sieve, other tolerance limits for sieves designated as 100 percent passing will be 99-100.

5-04.3.GR5
Construction Requirements

5-04.3.INST1.GR5
Section 5-04.3 is supplemented with the following:

5-04.3.OPT4.FR5
(January 3, 2017)

- The expected percentage of new asphalt binder in the HMA is *** $1$ ***. Should the actual percentage of new asphalt binder required by the job mix formula for HMA produced with Agency-provided aggregate vary by more than plus or minus 0.3-percent an adjustment in payment will be made. The adjustment in payment (plus or minus) will
be based on the invoice cost to the Contractor. When RAP and/or RAS are used in the
production of HMA the adjustment will be reduced by the percentage of RAP and/or RAS
asphalt binder. No adjustment will be made when the Contractor elects not to use a
Contracting Agency provided source.

5-04.3(1).GR5

**Weather Limitations**

5-04.3(1).INST1.GR5

The first sentence of Section 5-04.3(1) is revised to read:

5-04.3(1).OPT1.FR5 (August 3, 2009)

HMA for wearing course shall not be placed on any travelled way from *** $$1$$ ***
and through March 31st of the following year without written approval from the
Engineer.

5-04.3(3).GR5

**Equipment**

5-04.3(3).INST1.GR5

Section 5-04.3(3) is supplemented with the following:

5-04.3(3).OPT1.GR5 (March 13, 1995)

Reference lines will be required for both outer edges of the traveled way for each
mainline roadway for vertical control in accordance with Section 5-04.3(3).

5-04.3(3)C.GR5

**Pavers**

5-04.3(3)C.INST1.GR5

Section 5-04.3(3)C is supplemented with the following:

5-04.3(3)C.OPT1.GR5 (April 4, 2016)

Reference lines will be required for both outer edges of the traveled way for each
mainline roadway for vertical control in accordance with Section 5-04.3(3)C.

5-04.3(3)D.GR5

**Material Transfer Device or Material Transfer Vehicle**

5-04.3(3)D.OPT1.GR5 (April 4, 2016)

Section 5-04.3(3)D is deleted in its entirety.

5-04.3(3)D.INST1.GR5

Section 5-04.3(3)D including title is revised to read:
Material Transfer Vehicle

Direct transfer of HMA from the hauling equipment to the paving machine will not be allowed in the top 0.30-feet of the pavement section of hot mix asphalt (HMA) used in traffic lanes with a depth of 0.08-feet or greater. A material transfer vehicle (MTV) shall be used to deliver the HMA from the hauling equipment to the paving machine. HMA placed in irregularly shaped and minor areas such as road approaches, tapers, and turn lanes are excluded from this requirement.

The MTV shall mix the HMA after delivery by the hauling equipment and prior to lay down by the paving machine. Mixing of the HMA shall be sufficient to obtain a uniform temperature throughout the mixture.

Aggregate Acceptance Prior to Incorporation in HMA

The third sentence of the second paragraph of Section 5-04.3(8) is revised to read:

The Contractor may request aggregate specific gravity (Gsb) testing be performed by the Contracting Agency twice per project for the first 10,000 HMA tons produced, and once thereafter.

HMA Mixture Acceptance

Section 5-04.3(9) is supplemented with the following:

- **Visual Evaluation**
  - The following HMA will be accepted by visual evaluation:

  *** $$1$$ ***

HMA Compaction Acceptance

The column in Table 14 of Section 5-04.3(10), titled “Statistical Evaluation of HMA Compaction is Required for”, is supplemented with the following:

- Any HMA for which the specified course thickness is greater than 0.10 feet and the HMA is placed in the shoulder.
5-04.3(10)D.GR5

**HMA Compaction – Visual Evaluation**

5-04.3(10)D.INST2.GR5

The last sentence in Section 5-04.3(10)D is revised to read:

5-04.3(10)D.OPT1.GR5

(April 4, 2016)

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

5-04.3(12).GR5

**Joints**

5-04.3(12).INST1.GR5

Section 5-04.3(12) is supplemented with the following:

5-04.3(12).OPT1.GR5

(January 5, 2004)

The HMA overlay shall be feathered to produce a smooth riding connection to the existing pavement.

HMA utilized in the construction of the feathered connections shall be modified by eliminating the coarse aggregate from the mix at the Contractor's plant or the commercial source or by raking the joint on the roadway, to the satisfaction of the Engineer.

5-04.3(13).GR5

**Surface Smoothness**

5-04.3(13).INST1.GR5

The first four paragraphs of Section 5-04.3(13) are revised to read:

5-04.3(13).OPT1.FR5

(January 5, 2015)

Pavement surface smoothness for this project will include International Roughness Index (IRI) testing that will be completed by the Contracting Agency. The Contracting Agency will perform the IRI testing on each through lane, climbing lane, and passing lane, greater than one mile in length and these lanes will be subject to incentive/disincentive adjustments. IRI testing for a lane will be reported every 0.01 mile by averaging the IRI data for the left and right wheelpath within the section.

Bridge approaches and bridge decks that are located within the lanes specified to be tested and are paved with HMA will be included in the IRI testing. Bridge structures, approach slabs and 0.02 miles on either side of the bridge structures and approach slabs will be eligible for price adjustment incentives and excluded from disincentive adjustments.

Ramps, shoulders and tapers will not be included in IRI testing for pavement smoothness and will not be subject to incentive adjustments. They will be subject to
parallel and transverse 10-foot surface requirements, corrective work and
disincentive adjustments.

Upon completion of the paving operation the Contractor shall notify the Engineer that
the roadway is ready for IRI testing. Notification shall not take place until the following
conditions are met for all lanes to be tested on the project:

1. All lanes are open to traffic, unrestricted and in their final configuration.

2. All permanent pavement markings are in place or temporary pavement
markings to the satisfaction of the Engineer.

If requested by the Engineer the Contractor shall sweep the roadway immediately
prior to testing. If the sweeping is needed as a result of the Contractor’s operation it
shall be the responsibility and expense of the Contractor. Should the Contracting
Agency not be able to complete the testing as a result of the Contractor’s Work the
testing will be rescheduled and any additional costs to the Contracting Agency will
be deducted from monies due or that may become due the Contractor.

It is the intent that the testing will be completed and the results provided to the
Contractor within 30 calendar days of the Contractor’s notification that the roadway
is ready for testing. If weather or other conditions exist which are determined by the
Engineer to be unsuitable for IRI testing of the pavement then the testing will be
deferred until favorable conditions are available and the 30 calendar days extended.

Provided that all other Work required for Substantial Completion has been
completed; the day following the Contractor’s notification that the roadway is ready
for IRI testing through the day the IRI data is provided to the Contractor will be
nonworking days in accordance with Section 1-08.5.

Corrective work for pavement smoothness may be taken by the Contractor prior to
IRI testing. After completion of the IRI testing the Contractor shall measure the
smoothness of each 0.01 mile section with an IRI greater than 125 with a 10-foot
straightedge within 14 calendar days or as approved by the Engineer. The
Contractor shall identify all locations that require corrective work and provide the
straight edge measurements at each location that exceeds the allowable limit to the
Engineer. If all measurements in a 0.01 section comply with the smoothness
requirements the Contractor shall provide the maximum measurement to the
Engineer and a statement that corrective work is not required. Unless approved by
the Engineer, corrective work shall be taken by the Contractor for pavement identified
by the Contractor or Engineer that does not meet the following requirements:

1. 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.

2. The completed surface of the wearing course shall not vary more than ¼
inch from the lower edge of a 10-foot straightedge placed on the surface
parallel to the centerline.

3. 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.
All corrective work shall be completed at no additional expense, including traffic control, to the Contracting Agency. Pavement shall be repaired by one or more of the following methods:

1. Diamond grinding; repairs shall not reduce pavement thickness by more than ¼ inch.

2. Removal and replacement of the HMA wearing course.

3. By other method approved by the Engineer.

For repairs following IRI testing the repaired area shall be checked by the Contractor with a 10-foot straightedge to ensure it no longer requires corrective work. With approval of the Engineer a lightweight profiler, California profilograph or other device may be used in place of the 10-foot straight edge.

If correction of the roadway as listed above either will not or does not produce satisfactory results as to smoothness or serviceability the Engineer may accept the completed pavement and a credit will be calculated in accordance with Section 5-04.5(1). Under these circumstances the decision whether to accept the completed pavement or to require corrective work as described above shall be vested entirely in the Engineer.

During the last review of this roadway, which was conducted on *** $$1$$ $$***, by the Contracting Agency the following IRI (inches/mile) values were obtained. The IRI values are informational only and are average IRI values for 0.10 mile sections. Additional information may be available for review at the Engineer’s Office.

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***
   SR  Begin  End       IRI  IRI
     Milepost Milepost Running Avg Running Avg
           NB/EB             SB/WB (Inch/mile) (Inch/mile)
 $$2$$ $$3$$ $$4$$ $$5$$ $$6$$
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The second sentence of Section 5-04.3(13) is deleted and replaced with the following:

5-04.3(13).OPT2.FR5

(March 13, 1995)
The completed surface of the wearing course of the following sections of Roadway shall not vary more than 1/4 inch from the lower edge of a 10-foot straightedge placed on the surface parallel to centerline:

1. *** $$1$$ ***

The completed surface of the wearing course of all other sections of Roadway shall not vary more than 1/8 inch from the lower edge of a 10-foot straightedge placed on the surface parallel to centerline.

5-04.3(13).INST3.GR5
The second sentence of Section 5-04.3(13) is revised to read:

5-04.3(13).OPT3.GR5
(January 5, 2004)
The completed surface of the wearing course shall not vary more than 1/4 inch from the lower edge of a 10-foot straightedge placed on the surface parallel to centerline.

5-04.3(14).GR5
Planing Bituminous Pavement

5-04.3(14).INST1.GR5
Section 5-04.3(14) is supplemented with the following:

5-04.3(14).OPT1.FR5
(January 5, 2004)
The Contractor shall perform the planing operations no more than *** $$1$$ *** calendar days ahead of the time the planed area is to be paved with HMA, unless otherwise allowed by the Engineer in writing.

5-04.3(14).OPT2.GR5
(January 5, 2004)
At the start of the planing operation the Contractor shall plane a 500 foot test section to be evaluated by the Engineer for compliance with the surface tolerance requirements. The test section shall have a minimum width of 10 feet. If the planing is in accordance with the surface tolerance requirements, the Contractor may begin production planing. If the planing is not in conformance with the surface tolerance requirements, the Contractor shall make adjustments to the planing operation and then plane another test section.

If at any time during the planing operation the Engineer determines the required surface tolerance is not being achieved, the Contractor shall stop planing. Planing shall not resume until the Engineer is satisfied that specification planing can be produced or until successful completion of another test section. The forward speed during production planing shall not exceed the speed used for the test section.

The completed surface after planing and prior to paving shall not vary more than 1/4 inch from the lower edge of a 10-foot straightedge placed on the surface parallel or transverse to the centerline. The planed surface shall have a matted texture and the difference between the high and low of the matted surface shall not exceed 1/8 inch.
Pavement repair operations, when required, shall be accomplished prior to planing.

5-04.3(14).OPT3.GR5
(March 13, 1995)
Vertical Edge Planing
During planing of bituminous pavement in the travelled lanes, the Contractor shall coordinate the planing and paving operations such that the planed roadway surface shall not remain unpaved at the end of the work day. The Contractor shall have a contingency plan to ensure that no planed areas remain unpaved due to equipment breakdown or other emergency.

5-04.3(14).OPT4.GR5
(August 3, 2009)
Beveled Edge Planing
A beveled edge shall be constructed in areas that will not be paved during the same work shift.

The Contractor shall use a beveled cutter on the mandrel of the planing equipment, or other approved method(s), to eliminate the vertical edge(s). The beveled edge(s) shall be constructed at a 4:1 slope.

5-04.5.GR5
Payment

5-04.5.INST2.GR5
Section 5-04.5 is supplemented with the following:

5-04.5.OPT1.FR5
(January 5, 2015)
“Smoothness Compliance Adjustment” by calculation.

Smoothness Compliance Adjustments
Section 5-04.5(1) is supplemented with the following:

Smoothness Compliance Adjustments will be based on the requirements in Section 5-04.3(13) and the following calculations:

1. Final IRI acceptance and incentive/disincentive payments for pavement smoothness will be calculated on an IRI value per 0.10 mile in accordance with the price adjustment schedule.

a. For sections of a lane that are a minimum of 0.01 mile and less than 0.10 mile, the price adjustment will be calculated using the average of the 0.01 mile IRI values and the price adjustment prorated for the length of the section.

b. For bridges, approach slabs and 0.02 miles on either side the price adjustment will be calculated independently from other measured lanes.
c. IRI values per 0.01 miles that were measured prior to corrective work will be included in the 0.10 mile price adjustment for sections with corrective work.

2. A smoothness compliance adjustment will be calculated in the sum of minus $250.00 for each and every section of single traffic lane 0.01 miles in length in that does not meet the 10-foot straight edge requirements in Section 5-04.3(13).

The price adjustment schedule for this contract shall be *** $1$$ ***.

<table>
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<tr>
<th>IRI for each 0.10 mi. section</th>
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<th>Pay Adjustment Schedule 2</th>
<th>Pay Adjustment Schedule 3</th>
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(January 13, 2021)

**Asphalt Cost Price Adjustment**

The Contracting Agency will make an Asphalt Cost Price Adjustment, either a credit or a payment, for qualifying changes in the reference cost of asphalt binder. The adjustment will be applied to partial payments made according to Section 1-09.9 for the following bid items when they are included in the proposal:

- “HMA Cl. ___ PG ___”
- “HMA for Approach Cl. ___ PG ___”
- “HMA for Preleveling Cl. ___ PG ___”
- “HMA for Pavement Repair Cl. ___ PG ___”
- “Commercial HMA”

The adjustment is not a guarantee of full compensation for changes in the cost of asphalt binder. The Contracting Agency does not guarantee that asphalt binder will be available at the reference cost.

The Contracting Agency will establish asphalt binder reference costs twice each month and post the information on the Agency website at: [http://www.wsdot.wa.gov/Business/Construction/EscalationClauses.htm](http://www.wsdot.wa.gov/Business/Construction/EscalationClauses.htm). The reference cost will be determined using posted prices furnished by Poten & Partners, Inc. If the selected price source ceases to be available for any reason, then the Contracting Agency will select a substitute price source to establish the reference cost.

Price adjustments will be calculated one time per month. No price adjustment will be made if the Current Reference Cost is within +/-5% of the Base Cost. Reference costs for projects located in Eastern versus Western Washington shall be selected from the column in the WSDOT website table labeled “Eastern”, or “Western”, accordingly. The adjustment will be calculated as follows:

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If the reference cost is greater than or equal to 105% of the base cost, then
Asphalt Cost Price Adjustment = (Current Reference Cost – (1.05 x Base Cost)) x (Q x 0.056).

If the reference cost is less than or equal to 95% of the base cost, then
Asphalt Cost Price Adjustment = (Current Reference Cost – (0.95 x Base Cost)) x (Q x 0.056).

Where: **Current Reference Cost** is selected from the website table based on the “Date Effective” that immediately precedes the current month’s progress estimate end date. For work completed after all authorized working days are used, the adjustment will be based on the posted reference cost during which contract time was exhausted.

**Base Cost** is selected from the website table based on the “Date Effective” that immediately precedes the contract bid opening date, and shall be a constant for all monthly adjustments.

Q = total tons of all classes of HMA paid in the current month’s progress payment.

“Asphalt Cost Price Adjustment”, by calculation.

“Asphalt Cost Price Adjustment” will be calculated and paid for as described in this section. For the purpose of providing a common proposal for all bidders, the Contracting Agency has entered an amount in the proposal to become a part of the total bid by the Contractor.

5-04.5.OPT3.GR5
(April 4, 2016)

“Asphalt Binder Revision” by calculation.

“Asphalt Binder Revision” shall be calculated and paid for as described in Section 5-04.3.
DIVISION6.GR6  Structures

6-01.GR6  General Requirements For Structures

6-01.5.GR6  Work Access and Temporary Structures

6-01.5.INST1.GR6  (Section 6-01.5 is re-titled and revised to read:
Must use once preceding any of the following:

6-01.5.OPT1.FB6  (Work Access)
(April 1, 2019)
Use in projects requiring the Contractor to construct work access to perform structure removal and construction, including work trestle construction for work within or above an environmentally sensitive area as required by resource agency environmental permits and restrictions. The fill-in specifies the name of the environmentally sensitive area or waterway. Include with 6-01.5.OPT1(B).GB6.
Must use once preceding any of the following:
(1 fill-in)

6-01.5.OPT1(A).FB6  (Waterway Clearance Requirements)
(April 6, 2015)
Use in projects requiring the Contractor to construct the work access structure to conform to navigation clearance requirements of the USCG. The first fill-in specifies the minimum horizontal clearance required for the channel span. The second fill-in specifies the minimum elevation required for the bottom of the work access structure superstructure. Include with 6-01.5.OPT1.FB6 and 6-01.5.OPT1(B).GB6.
(2 fill-ins)

6-01.5.OPT1(B).GB6  (Payment)
(April 6, 2015)
Use in projects requiring the Contractor to construct work access to perform structure removal and construction, including work trestle construction for work within or above an environmentally sensitive area as required by resource agency environmental permits and restrictions. Include with 6-01.5.OPT1.FB6.

6-01.5.OPT2.FB6  (Temporary Bridge)
(August 6, 2018)
Use in projects requiring construction of a temporary bridge. The first fill-in specifies the minimum overall length of the temporary bridge, and can also be used to specify requirements for number of spans and lengths of specific spans, if necessary. The second fill-in specifies the minimum roadway width required between barriers or railings. The third fill-in specifies the minimum vertical clearance dimension to the roadway, body of water, or surface, specified in the fourth fill-in. If the length, width or
vertical clearance of the temporary bridge is shown in the plans, the specific geometric requirement item text in the specification can be deleted (or if all are shown in the plans, the entire geometric requirements paragraph can be deleted).

(4 fill-ins)

6-02.GR6 Concrete Structures

6-02.2.GR6 Materials

6-02.2.INST1.GR6 (Section 6-02.2 is supplemented with the following)

Must use once preceding any of the following:

6-02.2.OPT1.GR6 (Resin Bonded Anchors)

(April 1, 2013)

Include in projects requiring resin bonded anchors for attaching and anchoring items to concrete structures. Must also include 6-02.3(18).OPT1.GR6.

6-02.2.OPT2.GB6 (Epoxy Bonding Agent For Surfaces And For Steel Reinforcing Bar Dowels)

(September 8, 2020)

Use in projects when epoxy resin is required for setting steel reinforcing bars into holes drilled into concrete. Include with 6-02.3(24)C.OPT1.GB6.

6-02.2.OPT4.GB6 (Epoxy Crack Sealing)

(August 3, 2015)

Use in projects which require sealing cracks in existing concrete with injected epoxy resin. Include with 6-02.3.OPT1.GB6 and 6-02.5.OPT49.GB6.

6-02.2.OPT26.GB6 (Rapid Cure Silicone Sealant)

(April 6, 2015)

Use in projects where rapid cure silicone sealant is used for expansion joint modification. Include with 6-02.3(13).OPT7(C).GB6, either 6-02.3(13).OPT7(I).GB6 or 6-02.3(13).OPT7(J).GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.2.OPT27.GB6 (Polyester Concrete)

(April 6, 2015)

Use in projects where polyester concrete is required. Include with 6-02.3.OPT9.GB6.

6-02.2.OPT28.GB6 (Elastomeric Concrete)

(April 6, 2015)

Use in projects where elastomeric concrete is required. Include with 6-02.3.OPT10.GB6.
6-02.2.OPT46.GB6 (Bridge Supported Utilities)
Must use once preceding any of the following:

6-02.2.OPT46(A).GB6 (June 26, 2000)
Use in projects with bridge supported utilities when the
supports include concrete inserts. Include with 6-
02.3.OPT2(A).GB6, 6-02.4.OPT1.FB6, and 6-
02.5.OPT26.FB6.

6-02.2.OPT46(B).GB6 (Bridge Supported Utilities)
(September 3, 2019)
Use in projects with bridge supported utilities when the
supports include steel rods, bars, and plates. Include
with 6-02.2.OPT46(A).GB6, 6-02.3.OPT2(A).GB6, and
6-02.5.OPT92.FB6, and either 6-02.3.OPT2(B).GB6, or
6-02.3.OPT2(C).GB6 and 6-02.5.OPT93.GB6.

6-02.2.OPT46(C).GB6 (Bridge Supported Utilities)
(September 3, 2019)
Use in projects with bridge supported utilities when the
supports include transverse braces. Include with 6-
02.2.OPT46(A).GB6, 6-02.2.OPT46(B).GB6, 6-
02.3.OPT2(A).GB6, and 6-02.5.OPT92.FB6, and either
6-02.3.OPT2(B).GB6, or 6-02.3.OPT2(C).GB6 and 6-
02.5.OPT93.GB6.

6-02.2.OPT46(D).GB6 (Bridge Supported Utilities)
(June 26, 2000)
Use in projects with bridge supported utilities when the
supports include pipe rolls or pipe saddles. Include with
6-02.5.OPT92.FB6 and other applicable bridge
supported utility material and construction requirement
GSP's.

6-02.2.OPT46(E).GB6 (Bridge Supported Utilities)
(September 3, 2019)
Use in projects with bridge supported utilities in
concrete box girder bridges when the utilities are
supported on anchor blocks on the bottom slab. Include
with 6-02.5.OPT92.FB6 and other applicable bridge
supported utility material and construction requirement
GSP's.

6-02.2.OPT48.GB6 (Bridge Drain Risers)
(April 30, 2001)
Use in projects requiring the raising of bridge drains prior to
asphalt or modified concrete overlay work on bridge decks.
Include with 6-02.3(10).D.OPT3.GB6. Also include with 6-
02.3(10).D.OPT4.GB6 if the bridge deck is overlaid with
membrane waterproofing and ACP. Include with 6-
02.5.OPT53.FB6 if the work is included in the cost of the
membrane waterproofing or modified concrete overlay.
Include with 6-02.4.OPT26.GB6 and 6-02.5.OPT51.GB6 if
the unit contract bid item "Modify Bridge Drain" is used to pay for the work.

6-02.2.OPT58.GB6 (Core Drilled Bridge Deck Drain) (September 8, 2020)
Use in projects with core drilled bridge deck drains. Include with 6-02.3(10)D.OPT12.GB6, and either 6-02.4.OPT32.GB6 and 6-02.5.OPT58.GB6, or 6-02.5.OPT59.FB6.

6-02.2.OPT60.GB6 (Seismic Retrofit Materials) (April 6, 2015)
Use in projects with seismic retrofit construction.
Must use once preceding any of the following:

6-02.2.OPT60(B).GB6 (Steel and PVC Pipe) (April 6, 2015)
Use in projects with seismic retrofit work when steel and/or PVC pipe are used as materials. Include with 6-02.4.OPT44.FB6 and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.2.OPT60(C).GB6 (Structural Steel and Steel Fastening Hardware) (September 8, 2020)
Use in projects with seismic retrofit work when structural steel and steel fastening hardware are used as materials. Include with 6-02.4.OPT44.FB6 and 6-02.5.OPT72.GB6, and all applicable other seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.2.OPT60(D).GB6 (High-Strength Steel Rods) (September 8, 2020)
Use in projects with seismic retrofit work requiring the installation of longitudinal seismic restrainer assemblies. Include with 6-02.3.OPT8(L).GB6, 6-02.4.OPT44.FB6 and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.2.OPT60(F).GB6 (Column Jacketing Materials) (September 8, 2020)
Use in projects with seismic retrofit work when column jacketing is required. Include with 6-02.3.OPT8(C).GB6, 6-02.3.OPT8(D).GB6, 6-02.3.OPT8(E).GB6, 6-02.3.OPT8(M).GB6, 6-02.4.OPT45.FB6, 6-02.5.OPT73.GB6, and 6-03.3(30).OPT1.FB6. Include with 6-02.3.OPT8(F).FB6 when the pre-fabrication field measuring requirements for specific existing bridge columns are waived.
6-02.2.OPT61.GB6 (PCPS Conc. SIP Panels)
(September 8, 2020)
Use in projects with precast prestressed concrete stay-in-place panels. Include with 6-02.3(9)A.OPT6.GB6, 6-02.3(9)E.OPT6.GB6, 6-02.3(9)F.OPT1.GB6, 6-02.3(9)G.OPT6.GB6 and 6-02.3(9)I.OPT6.GB6.

6-02.3.GR6

Construction Requirements

6-02.3.INST1.GR6 (Section 6-02.3 is supplemented with the following)
Must use once preceding any of the following:

6-02.3.OPT1.GB6 (Epoxy Crack Sealing)
(August 3, 2015, September 7, 2021)
Use in projects which require sealing cracks in existing concrete with injected epoxy resin. Include with 6-02.2.OPT4.GB6, 6-02.4.OPT24.GB6, and 6-02.5.OPT49.GB6.

6-02.3.OPT2.GB6 (Bridge Supported Utilities)
Must use once preceding any of the following:

6-02.3.OPT2(A).GB6 (Bridge Supported Utilities)
(August 3, 2015)
Use in projects with bridge supported utilities when the supports include concrete inserts. Include with 6-02.2.OPT46.GB6, 6-02.4.OPT1.FB6, and 6-02.5.OPT26.FB6.

6-02.3.OPT2(B).GB6 (Bridge Supported Utilities)
(June 26, 2000)
Use in projects with bridge supported utilities when the Contractor furnishes and installs the supports and the utility pipe or conduit pipe. Include with 6-02.5.OPT92.FB6 and other applicable bridge supported utility material GSP's. Include with 6-02.2.OPT46(A).GB6, 6-02.3.OPT2(A).GB6, 6-02.4.OPT1.FB6, and 6-02.5.OPT26.FB6 when the supports include concrete inserts.

6-02.3.OPT2(C).FB6 (Bridge Supported Utilities)
(June 26, 2000)
Use in projects with bridge supported utilities when the Utility Company furnishes, or furnishes and installs, some of the supports and pipe for the utilities. The first fill-in specifies the items to be furnished and installed by the Utility Company. The second and third fill-ins specify the items to be installed by the Contractor which are furnished by either the Utility Company or the Contractor. Include with 6-02.5.OPT92.FB6 and 6-02.5.OPT93.GB6, and other applicable bridge supported utility material GSP's. Include with 6-
02.2.OPT46(A).GB6, 6-02.3.OPT2(A).GB6, 6-02.4.OPT1.FB6, and 6-02.5.OPT26.FB6 when the supports include concrete inserts.

(3 fill-ins)

6-02.3.OPT8.GB6  (Seismic Retrofit)
Must use once preceding one of the following:

6-02.3.OPT8(B).GB6  (Seismic Retrofit Demolition Plan)
(April 6, 2015)
Use in seismic retrofit projects where removal of portions of existing concrete and steel reinforcing bars, or cleaning and preparing of existing concrete surfaces is required. Include with 6-02.4.OPT44.FB6, 6-02.3.OPT8(H).GB6, and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.3.OPT8(C).GB6  (Column Jacket Installation Plan)
(April 6, 2015)
Use in projects with column jacketing of existing bridges. Include with 6-02.2.OPT60(F).GB6, 6-02.3.OPT8(D).GB6, 6-02.3.OPT8(E).GB6, 6-02.3.OPT8(M).GB6, 6-02.4.OPT45.FB6, 6-02.5.OPT73.GB6, and 6-03.3(30).OPT1.FB6. Include with 6-02.3.OPT8(F).FB6 when the pre-fabrication field measuring requirements for specific existing bridge columns are waived.

6-02.3.OPT8(D).GB6  (Column Jacket Shop Drawings)
(April 6, 2015)
Use in projects with column jacketing of existing bridges. Include with 6-02.2.OPT60(F).GB6, 6-02.3.OPT8(C).GB6, 6-02.3.OPT8(E).GB6, 6-02.3.OPT8(M).GB6, 6-02.4.OPT45.FB6, 6-02.5.OPT73.GB6, and 6-03.3(30).OPT1.FB6. Include with 6-02.3.OPT8(F).FB6 when the pre-fabrication field measuring requirements for specific existing bridge columns are waived.

6-02.3.OPT8(E).GB6  (Field Measuring Existing Bridge Columns)
(September 8, 2020)
Use in projects where field measuring of existing bridge columns is required. Include with 6-02.2.OPT60(F).GB6, 6-02.3.OPT8(C).GB6, 6-02.3.OPT8(D).GB6, 6-02.3.OPT8(M).GB6, 6-02.4.OPT45.FB6, 6-02.5.OPT73.GB6, and 6-03.3(30).OPT1.FB6. Include with 6-02.3.OPT8(F).FB6 when the pre-fabrication field measuring requirements for specific existing bridge columns are waived.

6-02.3.OPT8(F).FB6  (Field Measuring Waiver for Specific
Existing Bridge Columns) (April 6, 2015)
Use in projects where the requirement of pre-fabrication field measuring of specific existing bridge columns is waived. The fill-in specifies the bridge(s) and pier(s) where the column receiving the waiver is located.
Include with 6-02.2.OPT60(F).GB6, 6-02.3.OPT8(C).GB6, 6-02.3.OPT8(D).GB6, 6-02.3.OPT8(E).GB6, 6-02.3.OPT8(M).GB6, 6-02.4.OPT45.FB6, 6-02.5.OPT73.GB6, and 6-03.3(30).OPT1.FB6.
(1 fill-in)

6-02.3.OPT8(G).FB6 (Field Measuring for Seismic Retrofit Components) (April 6, 2015)
Use in projects where field measuring of existing bridge members is required for seismic retrofit components. The first fill-in specifies the bridge(s) where the field measuring work is required. The second fill-in specifies the members or components to be measured. Include with 6-02.4.OPT44.FB6 and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.
(2-fill-ins)

6-02.3.OPT8(H).GB6 (Removing Portions of Existing Concrete) (April 6, 2015)
Use in seismic retrofit projects where removal of portions of existing concrete and steel reinforcing bars, or cleaning and preparing of existing concrete surfaces is required. Include with 6-02.3.OPT8(B).GB6, 6-02.4.OPT44.FB6 and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.3.OPT8(J).GB6 (Drilling Holes and Setting Steel Reinf. Bars, and Placing Concrete) (April 6, 2015)
Use in seismic retrofit projects requiring the construction of catcher blocks, girder stops, and other concrete appendages. Include with 6-02.3.OPT8(B).GB6, 6-02.3.OPT8(H).GB6, 6-02.3(24)C.OPT1.GB6, 6-02.4.OPT44.FB6, and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.3.OPT8(K).GB6 (Installing and Tensioning High-Strength Steel Bar Reinforcement) (April 6, 2015)
Use in seismic retrofit projects requiring the installation, stressing, and grouting of high-strength steel bar
reinforcement. Include with 6-02.4.OPT44.FB6 and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.3.OPT8(L).GB6 (Longitudinal Seismic Restrainers)
(April 6, 2015)
Use in seismic retrofit projects requiring the installation of longitudinal seismic restrainer assemblies. Include with 6-02.2.OPT60(B).GB6, 6-02.2.OPT60(C).BSP.GB6, 6-02.2.OPT60(D).GB6, 6-02.3.OPT8(L).GR6, either 6-02.4.OPT43.GB6 and 6-02.5.OPT71.GB6, or 6-02.4.OPT44.FB6 and 6-02.5.OPT72.GB6, and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.3.OPT8(M).GB6 (Column Jacketing)
(September 8, 2020)
Use in projects with column jacketing of existing bridges. Include with 6-02.2.OPT60(F).GB6, 6-02.3.OPT8(C).GB6, 6-02.3.OPT8(D).GB6, 6-02.3.OPT8(E).GB6, 6-02.4.OPT45.FB6, 6-02.5.OPT73.GB6, and 6-03.3(30).OPT1.FB6. Include with 6-02.3.OPT8(F).FB6 when the pre-fabrication field measuring requirements for specific existing bridge columns are waived.

6-02.3.OPT9.GB6 (Polyester Concrete)
(January 7, 2019)
Use in projects where polyester concrete is required. Include with 6-02.2.OPT27.GB6.

6-02.3.OPT10.GB6 (Elastomeric Concrete)
(January 7, 2019)
Use in projects where elastomeric concrete is required. Include with 6-02.2.OPT28.GB6.

6-02.3(2).GR6 Proportioning Materials

6-02.3(2).INST1.GR6 (Section 6-02.3(2) is supplemented with the following)
Must use once preceding any of the following:

6-02.3(2).OPT1.GB6 (Expansion Joint Header Concrete)
(September 8, 2020)
Use in projects with expansion joint modifications where the headers for the modified joints are made of a high early strength concrete mix. Include with 6-02.2.OPT2.GB6, 6-02.3(24).C.OPT1.GB6, 6-02.3(13).OPT7(H).GB6, or 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion
joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.3(6).GR6  Placing Concrete

6-02.3(6)B.GR6  Placing Concrete in Foundation Seals

6-02.3(6)B.INST1.GR6  (Section 6-02.3(6)B is supplemented with the following)
Must use once preceding any of the following:

6-02.3(6)B.OPT1.GB6  (Concrete Seals)
(June 26, 2000)
Use in projects where there is the possibility of seals being omitted during construction, in which case the footing is to be lowered to bottom of seal.

6-02.3(6)B.OPT2.GB6  (Concrete Seals)
(June 26, 2000)
Use in projects where there is the possibility of seals being omitted during construction, in which case the footing is not to be lowered.

6-02.3(9).GR6  Precast Concrete Panels

6-02.3(9)A.GR6  Shop Drawings

6-02.3(9)A.INST2.GR6  (The list included in the third paragraph of Section 6-02.3(9)A is supplemented with the following)
Must use once preceding any of the following:

6-02.3(9)A.OPT6.GB6  (PCPS Conc. SIP Panels)
(September 8, 2020)
Use in projects with precast prestressed concrete stay-in-place panels. Include with 6-02.2.OPT61.GB6, 6-02.3(9)E.OPT6.GB6, 6-02.3(9)F.OPT1.GB6, 6-02.3(9)G.OPT6.GB6 and 6-02.3(9)I.OPT6.GB6.

6-02.3(9)E.GR6  Finishing

6-02.3(9)E.INST1.GR6  (Section 6-02.3(9)E is supplemented with the following)
Must use once preceding any of the following:

6-02.3(9)E.OPT6.GB6  (PCPS Conc. SIP Panels)
(September 8, 2020)
Use in projects with precast prestressed concrete stay-in-place panels. Include with 6-02.2.OPT61.GB6, 6-02.3(9)A.OPT6.GB6, 6-02.3(9)F.OPT1.GB6, 6-02.3(9)G.OPT6.GB6 and 6-02.3(9)I.OPT6.GB6.
6-02.3(9)F.GR6  Tolerances

6-02.3(9)F.INST1.GR6 (Section 6-02.3(9)F is supplemented with the following)
Must use once preceding any of the following:

6-02.3(9)F.OPT1.GB6 (PCPS Conc. SIP Panels)  
(September 8, 2020)
Use in projects with precast prestressed concrete stay-in-place panels. Include with 6-02.2.OPT1.GB6, 6-02.3(9)A.OPT6.GB6, 6-02.3(9)E.OPT6.GB6, 6-02.3(9)G.OPT6.GB6 and 6-02.3(9)I.OPT6.GB6.

6-02.3(9)G.GR6  Handling and Storage

6-02.3(9)G.INST1.GR6 (Section 6-02.3(9)G is supplemented with the following)
Must use once preceding any of the following:

6-02.3(9)G.OPT6.GB6 (PCPS Conc. SIP Panels)  
(September 8, 2020)
Use in projects with precast prestressed concrete stay-in-place panels. Include with 6-02.2.OPT1.GB6, 6-02.3(9)A.OPT6.GB6, 6-02.3(9)E.OPT6.GB6, 6-02.3(9)F.OPT1.GB6 and 6-02.3(9)I.OPT6.GB6.

6-02.3(9)I.GR6  Erection

6-02.3(9)I.INST1.GR6 (Section 6-02.3(9)I is supplemented with the following)
Must use once preceding any of the following:

6-02.3(9)I.OPT6.GB6 (PCPS Conc. SIP Panels)  
(September 8, 2020)
Use in projects with precast prestressed concrete stay-in-place panels. Include with 6-02.2.OPT1.GB6, 6-02.3(9)A.OPT6.GB6, 6-02.3(9)E.OPT6.GB6, 6-02.3(9)F.OPT1.GB6 and 6-02.3(9)G.OPT6.GB6.

6-02.3(10).GR6  Bridge Decks and Bridge Approach Slabs

6-02.3(10)D.GR6  Concrete Placement, Finishing, and Texturing

6-02.3(10)D.INST1.GR6 (Section 6-02.3(10)D is supplemented with the following)
Must use once preceding any of the following:

6-02.3(10)D.OPT1.GB6 (Repairing Slab Left Exposed After Removing Existing Curb or Sidewalk)  
(August 4, 2008)
Use in projects when existing curbs or sidewalks are to be removed and the portion of the slab under the curb or sidewalk that is to remain exposed will be within two feet from the traffic lane.

6-02.3(10)D.OPT2.GB6 (Repairing Slab Left Exposed After Removing Existing Curb or Railbase) (August 4, 2008)
Use in projects when existing curbs or railbases are to be removed and the portion of the slab under the curb or railbase that is to remain exposed will be more than two feet from the traffic lane.

6-02.3(10)D.OPT3.GB6 (Bridge Drain Risers) (August 3, 2015)
Use in projects requiring the raising of bridge drains prior to asphalt or modified concrete overlay work on bridge decks. Include with 6-02.2.OPT48.GB6. Include with 6-02.3(10)D.OPT4.GB6 if the bridge deck is overlaid with membrane waterproofing and ACP. Include with 6-02.5.OPT53.FB6 if the work is included in the cost of the membrane waterproofing or modified concrete overlay. Include with 6-02.4.OPT26.GB6 and 6-02.5.OPT51.GB6 if the unit contract bid item “Modify Bridge Drain” is used to pay for the work.
Must use once preceding any of the following:

6-02.3(10)D.OPT3(A).GB6 (Bridge Drain Risers) (August 4, 2008)
Use in projects requiring the raising of bridge drains prior to membrane waterproofing and asphalt overlay work. Include with 6-02.2.OPT48.GB6 and 6-02.3(10)D.OPT3.GB6. Include with 6-02.5.OPT53.FB6 if the work is included in the cost of the membrane waterproofing. Include with 6-02.4.OPT26.GB6 and 6-02.5.OPT51.GB6 if the unit contract bid item “Modify Bridge Drain” is used to pay for the work.

6-02.3(10)D.OPT5.GB6 (Plugging Existing Bridge Drain) (August 3, 2015)
Use in projects requiring plugging of bridge drains. Include with 6-02.5.OPT53.FB6 if the work is included in the cost of the membrane waterproofing or modified concrete overlay. Include with 6-02.4.OPT27.GB6 and 6-
02.5.OPT52.GB6 if the unit contract bid item “Plugging Existing Bridge Drain” is used to pay for the work.

6-02.3(10)D.OPT12.GB6 (Core Drilled Bridge Deck Drain) (April 6, 2015)
Use in projects with core drilled bridge deck drains. Include with 6-02.2.OPT58.GB6, and either 6-02.4.OPT32.GB6 and 6-02.5.OPT58.GB6, or 6-02.5.OPT59.FB6.

6-02.3(10)F.GR6 Bridge Approach Slab Orientation and Anchors

6-02.3(10)F.INST1.GR6 (Section 6-02.3(10)F is supplemented with the following)
Must use once preceding any of the following:

6-02.3(10)F.OPT2.GB6 (Construct pavement end of approach slabs parallel to pavement seat) (August 4, 2008)
Use in projects when the pavement ends of all approach slabs are constructed parallel to the pavement seat.

6-02.3(10)F.OPT3.FB6 (Construct pavement end of approach slabs both normal to the roadway centerline and parallel to pavement seat) (August 4, 2008)
Use in projects when the pavement ends of the approach slabs are constructed both normal to the roadway centerline and parallel to the pavement seat.
(2 fill-ins)

6-02.3(13).GR6 Expansion Joints

6-02.3(13).INST1.GR6 (Section 6-02.3(13) is supplemented with the following)
Must use once preceding any of the following:

6-02.3(13).OPT7.GB6 Expansion Joint Modification

6-02.3(13).OPT7(B).GB6 (Expansion Joint Demolition Plan) (April 6, 2015)
Use in projects where removal of portions of the existing bridge expansion joint assembly, and/or adjacent concrete and steel reinforcing bars, is required. Include with 6-02.3(13).OPT7(E).FB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).
6-02.3(13).OPT7(C).GB6 (Joint Preparation and Installation Procedure)  
(April 6, 2015)  
Use in projects where rapid cure silicone sealant is used for expansion joint modification. Include with 6-02.2.OPT26.GB6, either 6-02.3(13).OPT7(I).GB6 or 6-02.3(13).OPT7(J).GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.3(13).OPT7(D).FB6 (Field Measuring Existing Expansion Joint)  
(April 6, 2015)  
Use in projects where field measuring of the existing expansion joint is required. The fill-in specifies the bridge(s) included in the field measuring requirement. Include with 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).  
(1 fill-in)

6-02.3(13).OPT7(E).FB6 (Removing Portions of Existing Bridge Expansion Joints)  
(April 6, 2015)  
Use in projects where removal of portions of the existing bridge expansion joint assembly, and/or adjacent concrete and steel reinforcing bars, is required. The fill-in specified the bridge(s) where the expansion joint removal work is required. Include with 6-02.3(13).OPT7(B).GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).  
(1-fill-in)

6-02.3(13).OPT7(F).GB6 (Drilling Holes and Setting St. Reinf. Bars)  
(April 6, 2015)  
Use in projects with expansion joint modification where drilling holes and setting steel reinforcing bar dowels are required. Include with 6-02.2.OPT2.GB6, 6-02.3(24)C.OPT1.GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.3(13).OPT7(G).GB6 (Placing Polyester Concrete or
Elastomeric Concrete Headers) (April 6, 2015)
Use in projects when the headers for modified bridge expansion joints are made of either polyester concrete or elastomeric concrete. Include with either 6-02.2.OPT27.GB6 and 6-02.3.OPT9.GB6, or 6-02.2.OPT28.GB6 and 6-02.3.OPT10.GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.3(13).OPT(H).GB6 (Placing Concrete Headers) (September 8, 2020)
Use in projects where the headers for modified bridge expansion joints are made of concrete. Include with 6-02.2.OPT2.GB6, 6-02.3(24).OPT1.GB6, 6-02.3(13).OPT7(F).GB6, 6-02.3(2).OPT1.GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.3(13).OPT7(I).GB6 (Placing Expansion Joint Sealant) (September 8, 2020)
Use in projects where rapid cure silicone sealant is used for modified bridge expansion joints with concrete or polymer concrete or polyester concrete or elastomeric concrete headers. Include with 6-02.2.OPT26.GB6, 6-02.3(13).OPT7(C).GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.3(13).OPT7(J).GB6 (Placing Expansion Joint Sealant) (September 8, 2020)
Use in projects where rapid cure silicone sealant is used for modified bridge expansion joints with modified concrete overlay headers. To be used only for bridges with low ADT, and only with the approval of the Bridge and Structures Office Bearing and Expansion Joint Specialist. Include with 6-02.2.OPT26.GB6, 6-02.3(13).OPT7(C).GB6, 6-02.4.OPT8.FB6 and 6-02.5.OPT33.GB6, and all other applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13) and the pertinent modified concrete overlay GSP’s.

6-02.3(13)C.GR6 Modular Expansion Joint System
6-02.3(13)C.INST1.GR6 (Section 6-02.3(13)C is supplemented with
Must use once preceding any of the following:

6-02.3(13)C.OPT1.FB6 (Acceptable Manufacturers)
(September 8, 2020)
Include in projects requiring a modular expansion joint system. The fill-in specifies the percentage of the amplified vertical load range to be used for the horizontal load range for the fatigue design. The fill-in value shall be 20-percent except for installations at locations subject to significant braking and acceleration forces or subject to particularly large movement ranges where the fill-in value shall be 50-percent. Coordination with the Bridge and Structures Office Bridge Bearing and Expansion Joint Specialist is required.
Include with 6-02.4.OPT3.FB6 and 6-03.3(30).FB6.
(1-fill-in)

6-02.3(14).GR6 Finishing Concrete Surfaces

6-02.3(14)C.GR6 Pigmented Sealer for Concrete Surfaces

6-02.3(14)C.INST1.GR6 (Section 6-02.3(14)C is supplemented with the following)
Must use once preceding any of the following:

6-02.3(14)C.OPT1.GB6 (Washington Gray Pigmented Sealer)
(April 6, 2009)
Use in projects requiring application of pigmented sealer to concrete surfaces, with Washington Gray being the sole color.

6-02.3(14)C.OPT2.GB6 (Mt. St. Helens Gray Pigmented Sealer)
(April 6, 2009)
Use in projects requiring application of pigmented sealer to concrete surfaces, with Mt. St. Helens Gray being the sole color.

6-02.3(14)C.OPT3.GB6 (Mt. Baker Gray Pigmented Sealer)
(April 6, 2009)
Use in projects requiring application of pigmented sealer to concrete surfaces, with Mt. Baker Gray being the sole color.

6-02.3(14)C.OPT4.GB6 (Cascade Green Pigmented Sealer)
(April 6, 2009)
Use in projects requiring application of pigmented sealer to concrete surfaces, with Cascade Green being the sole color.

6-02.3(14)C.OPT5.FB6 (Multiple Color Pigmented Sealer)
(April 6, 2009)

Use in projects requiring application of pigmented sealer to concrete surfaces, with two or more colors specified. Each fill-in pair is to be used to specify the structural features receiving a specific color of pigmented sealer.

(2 fill-ins)

6-02.3(17).GR6  Falsework and Formwork

6-02.3(17).C.GR6  Falsework and Formwork at Special Locations

6-02.3(17).C.INST1.GR6 (Section 6-02.3(17)C is supplemented with the following)
Must use once preceding any of the following:

6-02.3(17).C.OPT1.FB6  (Falsework Adjacent to or over Railroad Tracks)
(September 3, 2019)
Use in bridge projects requiring falsework adjacent to or over railroad tracks.
(1 fill-in)
Contact the Railroad Liaison Engineer (360) 705-7271 for the fill in information.

6-02.3(17).K.GR6  Concrete Forms on Steel Spans

6-02.3(17).K.INST1.GR6 (The first paragraph of Section 6-02.3(17)K is revised to read as follows)
Must use once preceding any of the following:

6-02.3(17).K.OPT1.GB6  (Stay-in-place Metal forms for Steel Box Girders)
(August 3, 2015)
Use in projects with steel box girder bridges when stay-in-place metal forms are allowed by the Bridge and Structures Office Steel Specialist. Include with 6-02.4.OPT1.FB6, 6-02.5.OPT26.FB6, 6-03.3(28).OPT1.GB6, 6-03.3(30).OPT1.FB6, 6-03.3(39).OPT1.GB6, and 6-03.4.OPT1.FB6.

6-02.3(18).GR6  Placing Anchor Bolts

6-02.3(18).INST1.GR6  (Section 6-02.3(18) is supplemented with the following)
Must use once preceding any of the following:

6-02.3(18).OPT1.GR6  (January 3, 2011)
Include in projects requiring resin bonded anchors for attaching and anchoring items to concrete structures.
Must also include 6-02.2.OPT1.GR6.
6-02.3(24).GR6 Reinforcement

6-02.3(24).INST1.GR6 (Section 6-02.3(24)C is supplemented with the following)
Must use once preceding any of the following:

6-02.3(24).OPT1.GB6 (Drilling Holes for, and Setting, Steel Reinforcing Bar Dowels)
(September 8, 2020)
Use in projects where holes are drilled into existing concrete and steel reinforcing bar dowels are set with epoxy resin. Include with 6-02.2.OPT2.GB6. Include the above with 2-02.1.OPT3.GR2, 2-02.3(2).OPT8.GB2, 2-02.3(2).OPT12.GR2, and either 2-02.5.OPT7.GR2 or 2-02.5.OPT10.GR2 when extending a conc. box culvert.

6-02.3(26).GR6 Cast-in-Place Prestressed Concrete

6-02.3(26).INST1.GR6 (The third paragraph of Section 6-02.3(26) is revised to read as follows)
Must use once preceding any of the following:

6-02.3(26).OPT1.GB6 (Cast-in-Place Prestressed Concrete)
(January 4, 2010)
Use in projects with segmental post-tensioned structures. Check with the Region Construction Engineer to see if testing equipment is available.

6-02.4.GR6 Measurement

6-02.4.INST1.GR6 (Section 6-02.4 is supplemented with the following)
Must use once preceding any of the following:

6-02.4.OPT1.FB6 (Summary of Quantities for Superstructure and Bridge Deck)
(September 8, 2020)
Use in bridge construction projects with lump sum items for superstructure or bridge deck. The first and third fill-in specify the appropriate bid item name (“Superstructure - _____” or “Bridge Deck - _____”). The second fill-in itemizes the approximate quantities included. Include with 6-02.5.OPT26.FB6 when the “Bridge Deck - _____” bid item is used.
(3 fill-ins)

6-02.4.OPT3.FB6 (Modular Expansion Joint System)
(September 8, 2020)
Include in projects requiring a modular expansion joint system. The fill-in is to itemize the quantities of work and materials included in the lump sum item. Coordination with the Bridge and Structures Office Bearing and Expansion Joint Specialist is required. Include with 6-02.3(13).OPT1.FB6 and 6-03.3(30).OPT1.FB6.

(1 fill-in)

6-02.4.OPT8.FB6 (Expansion Joint Modification)  
(September 8, 2020)  
Use in projects with lump sum item for expansion joint modification. The fill-in specifies the approximate quantities included. Include with 6-02.5.OPT33.GB6 and all applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

(1 fill-in)

6-02.4.OPT24.GB6 (Epoxy Crack Sealing)  
(August 6, 2012)  
Use in projects which require sealing cracks in existing concrete with injected epoxy resin. Include with 6-02.2.OPT4.GB6, 6-02.3.OPT1.GB6, and 6-02.5.OPT49.GB6.

6-02.4.OPT26.GB6 (Modifying Bridge Drain)  
(June 26, 2000)  
Use in projects where modifying bridge drains is a stand-alone bid item. Include with 6-02.2.OPT48.GB6, 6-02.3(10)D.OPT3.GB6, and 6-02.5.OPT51.GB6 with modified concrete overlay projects. Include the above with 6-02.3(10)D.OPT4.GB6 with membrane waterproofing and ACP overlay projects.

6-02.4.OPT27.GB6 (Plugging Existing Bridge Drain)  
(June 26, 2000)  
Use in projects where plugging existing bridge drains is a stand-alone bid item. Include with 6-02.3(10)D.OPT5.GB6 and 6-02.5.OPT52.GB6.

6-02.4.OPT32.GB6 (Core Drilled Bridge Deck Drain)  
(April 6, 2015)  
Use in projects where core drilled bridge deck drain is a stand-alone bid item. Include with 6-02.2.OPT58.GB6, 6-02.3(10)D.OPT12.GB6, and 6-02.5.OPT58.GB6.

6-02.4.OPT43.GB6 (Longitudinal Seismic Restrainer)  
(April 6, 2015)  
Use in projects where longitudinal seismic restrainer is a stand-alone bid item. Include with 6-02.2.OPT60(B).GB6, 6-02.2.OPT60(C).GB6, 6-02.2.OPT60(D).GB6, 6-02.3.OPT8(L).GB6, 6-02.3(18).OPT1.GR6, 6-02.5.OPT71.GB6 and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.
6-02.4.OPT44.FB6 (Seismic Retrofit)
(September 8, 2020)
Use in projects with a lump sum item for seismic retrofit. The fill-in specifies the approximate quantities included.
Include with 6-02.5.OPT72.GB6 and all other applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.
(1 fill-in)

6-02.4.OPT45.FB6 (Column Jacketing)
(September 8, 2020)
Use in projects with a lump sum item for column jacketing. The fill-in specifies the approximate quantities included.
Include with 6-02.2.OPT60(F).GB6, 6-02.3.OPT8(C).GB6, 6-02.3.OPT8(D).GB6, 6-02.3.OPT8(E).GB6, 6-02.3.OPT8(M).GB6, 6-02.5.OPT73.GB6, and 6-03.3(30).OPT1.FB6. Include with 6-02.3.OPT8(F).FB6 when the pre-fabrication field measuring requirements for specific existing bridge columns are waived.
(1 fill-in)

6-02.5.GR6 Payment

6-02.5.INST3.GR6 (The fifth and sixth bid items under Section 6-02.5 are supplemented with the following) Must use once preceding any of the following:

6-02.5.OPT20.GB6 (Epoxy-coated St. Reinf. Bar for Bridge)
(April 6, 2015)
Use in projects with small amounts of epoxy-coated steel reinforcing bar in bridge substructure which is included in the quantity for “St. Reinf. Bar for Bridge” in lieu of a separate stand-alone bid item.

6-02.5.INST4.GR6 (Section 6-02.5 is supplemented with the following) Must use once preceding any of the following:

6-02.5.OPT26.FB6 (Bridge Deck)
(August 2, 2010)
Use in steel bridge construction projects with lump sum items for bridge deck. The fill-in specifies work items included in the bid item. Include with 6-02.4.OPT1.FB6.
(1 fill-in)

6-02.5.OPT33.GB6 (Expansion Joint Modification)
(April 6, 2015)
Use in projects where expansion joint modification is a lump sum item. Include with 6-02.4.OPT8.FB6 and all applicable expansion joint modification GSPs supplementing Sections 6-02.2 and 6-02.3(13).

6-02.5.OPT49.GB6 (Epoxy Crack Sealing)
Use in projects which require sealing cracks in existing concrete with injected epoxy resin. Include with 6-02.2.OPT4.GB6, 6-02.3.OPT1.GB6, and 6-02.4.OPT24.GB6.

6-02.5.OPT51.GB6 (Modify Bridge Drain) (June 26, 2000)
Use in projects where modifying bridge drains is a stand-alone bid item. Include with 6-02.2.OPT48.GB6, 6-02.3(10)D.OPT3.GB6, and 6-02.4.OPT26.GB6 with modified concrete overlay projects. Include the above with 6-02.3(10)D.OPT4.GB6 with waterproof membrane and HMA overlay projects.

6-02.5.OPT52.GB6 (Plugging Existing Bridge Drain) (June 26, 2000)
Use in projects where plugging existing bridge drains is a stand-alone bid item. Include with 6-02.3(10)D.OPT5.GB6 and 6-02.4.OPT27.GB6.

6-02.5.OPT53.FB6 (Modifying or Plugging Existing Bridge Drain) (June 26, 2000)
Use in projects where payment for modifying or plugging existing bridge drains is included under either “Waterproof Membrane” or “Finishing and Curing Modified Conc. Overlay”. The first fill-in specifies whether the work is modifying or plugging existing bridge drains. The second fill-in specifies appropriate pay item for the work. Include with 6-02.2.OPT48.GB6, and 6-02.3(10)D.OPT3.GB6 for modifying bridge drains with modified concrete overlay projects. Include the above with 6-02.3(10)D.OPT4.GB6 for modifying bridge drains with waterproof membrane and HMA overlay projects. Include with 6-02.3(10)D.OPT5.GB6 for plugging existing bridge drains.
(2 fill-ins)

6-02.5.OPT58.GB6 (Core Drilled Bridge Deck Drain) (April 6, 2015)
Use in projects where core drilled bridge deck drain is a stand-alone bid item. Include with 6-02.2.OPT58.GB6, 6-02.3(10)D.OPT12.GB6, and 6-02.4.OPT32.GB6.

6-02.5.OPT59.FB6 (Core Drilled Bridge Deck Drain) (April 6, 2015)
Use in projects where core drilled bridge deck drain is included in a separate bid item. The fill-in specifies the bid item including this work. Include with 6-02.2.OPT58.GB6 and 6-02.3(10)D.OPT12.GB6.
(1 fill-in)

6-02.5.OPT71.GB6 (Longitudinal Seismic Restrainer) (April 6, 2015)
Use in projects where longitudinal seismic restrainer is a stand-alone bid item. Include with 6-02.2.OPT60(B).GB6, 6-02.2.OPT60(C).GB6, 6-02.2.OPT60(D).GB6, 6-02.3.OPT8(L).GB6, 6-02.3(18).OPT1.GB6, 6-02.4.OPT43.GB6 and all applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.5.OPT72.GB6 (Seismic Retrofit)
(April 6, 2015)
Use in projects with seismic retrofit of bridges. Include with 6-02.4.OPT44.FB6 and all applicable seismic retrofit GSPs supplementing Sections 6-02.2 and 6-02.3.

6-02.5.OPT73.GB6 (Column Jacketing)
(April 6, 2015)
Use in projects with column jacketing of bridges. Include with 6-02.2.OPT60(F).GB6, 6-02.3.OPT8(C).GB6, 6-02.3.OPT8(D).GB6, 6-02.3.OPT8(E).GB6, 6-02.3.OPT8(M).GB6, 6-02.4.OPT45.FB6, and 6-03.3(30).OPT1.FB6. Include with 6-02.3.OPT8(F).FB6 when the pre-fabrication field measuring requirements for specific existing bridge columns are waived.

6-02.5.OPT91.FB6 (Bridge and Structures Minor Items)
(June 26, 2000)
Use in projects with bridges and other structures when there are minor items that are incidental to a lump sum or a unit price bid item. The first fill-in specifies the minor items. The second fill-in specifies the appropriate pay item(s) for the minor items.

6-02.5.OPT92.FB6 (Bridge Supported Utilities)
(June 26, 2000)
Use in projects requiring installation of bridge supported utilities. The first fill-in specifies the type of utility. The second fill-in specifies the bridge(s). The third fill-in specifies the work performed by the Contractor (furnishing materials, installing materials, coordination with utility, etc.), excluding furnishing and installing inserts. The fourth fill-in specifies the pay item. Include with 6-02.3.OPT2(B).GB6, with appropriate bridge supported utility material GSP’s, if all materials and work are supplied and performed by the Contractor. Include with 6-02.3.OPT2(C).GB6 and 6-02.5.OPT93.GB6 if a utility company is supplying and performing a portion of the utility materials and work. Include with 6-02.2.OPT46(A).GB6, 6-02.3.OPT2(A).GB6, 6-02.4.OPT1.FB6, and 6-02.5.OPT26.FB6 when the supports include concrete inserts.

6-02.5.OPT93.GB6 (Bridge Supported Utilities)
(June 26, 2000)
Use in projects requiring installation of bridge supported utilities where a utility company is supplying and performing a portion of the utility materials and work. Include with 6-02.3.OPT2(C).GB6 and 6-02.5.OPT92.FB6, and appropriate bridge supported utility material GSP’s. Include with 6-02.2.OPT46(A).GB6, 6-02.3.OPT2(A).GB6, 6-02.4.OPT1.FB6, and 6-02.5.OPT26.FB6 when the supports include concrete inserts.

6-03.GR6 Steel Structures

6-03.3.GR6 Construction Requirements

6-03.3(7).GR6 Shop Plans

6-03.3(7)A.GR6 Erection Methods

6-03.3(7)A.INST1.GR6 (The list in the second paragraph of Section 6-03.3(7)A is supplemented with the following)

Must use once preceding any of the following:

6-03.3(7)A.OPT1.GB6 (Erection by Girder Launching)

(April 6, 2015)

Use in projects where girder launching may be used as an erection method.

6-03.3(7)A.OPT2.GB6 (Hand-held Drilling and Reaming)

(April 6, 2015)

Use in projects where drilling and reaming operations with hand-held devices is permissible. Include with 6-03.3(27)B.OPT1.FB6.

(1 fill-in)

6-03.3(25).GR6 Welding and Repair Welding

6-03.3(25).INST1.GR6 (Section 6-03.3(25) is supplemented with the following)

Must use once preceding any of the following:

6-03.3(25).OPT2.GB6 (Narrow Gap Improved-Electroslag Welding (NGI-ESW) Procedure)

(April 6, 2015)

Use in projects with steel plate girder bridges and box girder bridges primarily with Grades 50 and 50W steel. Accompanying details are required in the Plans for NGI-ESW test joint configurations for WPS qualification and charpy v-notch test specimens.

6-03.3(27).GR6 High Strength Bolt Holes

6-03.3(27)B.GR6 Reamed and Drilled Holes

6-03.3(27)B.INST1.GR6 (The second sentence of the first paragraph
of Section 6-03.3(27)B is revised to read:
Must use once preceding any of the following:

6-03.3(27)B.OPT1.FB6 (Hand-held Drilling and Reaming)
(September 8, 2020)
Use in projects where drilling and reaming operations with hand-held devices is permissible. The first fill-in specifies the members and items being drilled and reamed, and the second fill-in specifies the bridge(s) where the work is being done. Include with 6-03.3(7)A.OPT2.GB6.
(2 fill-ins)

6-03.3(28).GR6 Shop Assembly

6-03.3(28)A.GR6 Method of Shop Assembly

6-03.3(28)A.INST1.GR6 (Section 6-03.3(28)A is supplemented with the following)
Must use once preceding any of the following:

6-03.3(28)A.OPT1.GB6 (Progressive Transverse Shop Assembly)
(August 5, 2013)
Use in projects with new steel girder bridges that have curved or skewed geometry, with the concurrence of the Bridge and Structures Office Steel Specialist. Include with 6-03.3(28)B.OPT1.GB6, 6-03.3(30).OPT1.FB6, 6-03.3(39).OPT1.GB6, 6-03.4.OPT1.FB6, and 6-03.5.OPT1.GB6.

6-03.3(28)B.GR6 Check of Shop Assembly

6-03.3(28)B.INST1.GR6 (Section 6-03.3(28)B is supplemented with the following)
Must use once preceding any of the following:

6-03.3(28)B.OPT1.GB6 (Check of Shop Assembly)
(August 3, 2015)
Use in projects with new steel bridges. Include with 6-03.3(30).OPT1.FB6, 6-03.3(39).OPT1.GB6, 6-03.4.OPT1.FB6, and 6-03.5.OPT1.GB6.

6-03.3(30).GR6 Painting

6-03.3(30).INST1.GR6 (Section 6-03.3(30) is supplemented with the following)
Must use once preceding any of the following:

6-03.3(30).OPT1.FB6 (Color of Finish Coat)
(August 3, 2009)
Use in projects with new steel bridges and steel members to cover paint color requirements by specifying the SAE AMS Standard 595 Color Number, or the color name if no number. Include with 6-03.3(28)B.OPT1.GB6, 6-03.3(39).OPT1.GB6, 6-03.4.OPT1.FB6, and 6-03.5.OPT1.GB6.

Also include in projects with new minor steel items such as steel expansion joints (6-02.3(13).OPT3.FB6, 6-02.4.OPT3.FB6, 6-02.5.OPT28.GB6, and 6-02.2.OPT22.GB6) and bearings (6-02.3(19)B.OPT1.GB6).

6-03.3(30).OPT6.FB6 (Painting Galvanized Seismic Retrofit Components) (April 6, 2015)
Use in seismic retrofit projects where galvanized steel components are attached to painted members of existing steel bridges to cover paint color requirements. The first fill-in specifies the galvanized components to be painted. The second fill-in specifies the SAE AMS Standard 595 Color Number, or the color name if no number. (2 fill-ins)

6-03.3(38).GR6 Placing Superstructure
6-03.3(38).INST1.GR6 (Section 6-03.3(38) is supplemented with the following) Must use once preceding any of the following:
6-03.3(38).OPT1.GB6 (Concrete Protection) (August 3, 2015)
Use within projects with bridges having weathering steel superstructure members which remain unpainted at completion of construction, and which are above concrete surfaces which require protection from staining while the steel members develop their weathered protective surface. Include with 6-03.5.OPT7.FB6.

6-03.3(39).GR6 Swinging the Span
6-03.3(39).INST1.GR6 (Supplemental Instructions) Must use once preceding any of the following:
6-03.3(39).OPT1.GB6 (Girder Camber Field Measurements) (June 26, 2000)
Use in projects with new steel bridges. Include with 6-03.3(28)B.OPT1.GB6, 6-03.3(30).OPT1.FB6, 6-03.4.OPT1.FB6, and 6-03.5.OPT1.GB6.

6-03.4.GR6 Measurement
6-03.4.INST1.GR6 (Section 6-03.4 is supplemented with the following)
Must use once preceding any of the following:

6-03.4.OPT1.FB6 (Structural Low Alloy Quantities)
(August 6, 2007)
Use in projects with new steel bridges. Include with 6-03.3(28)B.OPT1.GB6, 6-03.3(30).OPT1.FB6, and 6-03.3(39).OPT1.GB6. Include with 6-03.5.OPT1.GB6 when the steel girder includes a pipe railing.
(2 fill-ins)

6-03.5.GR6 Payment

6-03.5.INST1.GR6 (The second bid item under Section 6-03.5 is supplemented with the following)
Must use once preceding any of the following:

6-03.5.OPT1.GB6 (Payment for Steel Girder Railing)
(August 6, 2007)
Use in projects with new steel bridges when the steel girder includes a pipe railing. Include with 6-03.3(28)B.OPT1.GB6, 6-03.3(30).OPT1.FB6, 6-03.3(39).OPT1.GB6, and 6-03.4.OPT1.FB6.

6-03.5.INST2.GR6 (Section 6-03.5 is supplemented with the following)
Must use once preceding any of the following:

6-03.5.OPT7.FB6 (Payment for Concrete Protection)
(June 26, 2000)
Use in projects with bridges having weathering steel members which remain unpainted at the completion of construction, and which are above concrete surfaces which require protection from staining while the steel members develop their weathered protective surface. Include with 6-03.3(38).OPT1.GB6.
(1 fill-in)

6-04.GR6 Timber Structures

6-04.3.GR6 Construction Requirements

6-04.3(1).GR6 Storing and Handling Material

6-04.3(1).INST1.GR6 (Section 6-04.3(1) is supplemented with the following)
Must use once preceding any of the following:

6-04.3(1).OPT1.GB6 (Fire Prevention)
(March 6, 2000)
Use in all timber bridge construction and timber deck replacement projects. Include with 6-04.5.OPT1.FB6.

6-04.3(1).OPT2.GB6 (Top Flange Treatment)
Include in timber redecking projects. Include with 6-04.3(1).OPT1.GB6, 6-04.5.OPT1.FB6, and 6-04.5.OPT2.FB6.

6-04.5.GR6 Payment

6-04.5.INST1.GR6 (Section 6-04.5 is supplemented with the following)
Must use once preceding any of the following:

6-04.5.OPT1.FB6 (Fire Protection)
(March 6, 2000)
Use in all timber bridge construction and timber deck replacement projects. Include with 6-04.3(1).OPT1.GB6.
(1 fill-in)

6-04.5.OPT2.FB6 (Top Flange Treatment)
(March 6, 2000)
Use in timber deck replacement projects. Include with 6-04.3(1).OPT1.GB6, 6-04.3(1).OPT2.GB6, and 6-04.5.OPT1.FB6.
(1 fill-in)

6-05.GR6 Piling

6-05.2.GR6 Materials

6-05.2.INST1.GR6 (Section 6-05.2 is supplemented with the following)
Must use once preceding any of the following:

6-05.2.OPT1.GB6 Micropiles
(April 6, 2015)
Use in projects where micropiles are required. Include with 6-05.3.OPT1.FB6, 6-05.4.OPT6.GB6, and 6-05.5.OPT6.GB6.

6-05.3.GR6 Construction Requirements

6-05.3.INST1.GR6 (Section 6-05.3 is supplemented with the following)
Must use once preceding any of the following:

6-05.3.OPT1.FB6 Micropiles
(September 8, 2020)
Use in projects where micropiles are required. The first fill-in specifies the top elevation of the micropile bond zone. The second fill-in specified the permanent casting minimum tip elevations. The third fill-in specifies the location(s) of micropile verification tests. Include with 6-05.2.OPT1.FB6, 6-05.4.OPT6.GB6, and 6-05.5.OPT6.GB6.
(Three fill-ins)

6-05.3(5).GR6 Manufacture of Steel Piles

6-05.3(5).INST1.GR6 (Section 6-05.3(5) is supplemented with the
Must use once preceding any of the following:

6-05.3(5).OPT1.GB6  (Furnishing St. Piling)  
(September 8, 2020)  
Use in projects with steel piling where the piling consists of hollow steel pipe that may or may not be filled with concrete and steel reinforcing bars for a portion of its length. Include with 6-05.3(6).OPT1.GB6.

6-05.3(6).GR6  Splicing Steel Casings and Steel Piles

6-05.3(6).INST1.GR6  (Section 6-05.3(6) is supplemented with the following)  
Must use once preceding any of the following:

6-05.3(6).OPT1.GB6  (Furnishing St. Piling)  
(September 8, 2020)  
Use in projects with steel piling where the piling consists of hollow steel pipe that may or may not be filled with concrete and steel reinforcing bars for a portion of its length. Include with 6-05.3(6).OPT1.GB6.

6-05.3(10).GR6  Test Piles

6-05.3(10).INST1.GR6  (Section 6-05.3(10) is supplemented with the following)  
Must use once preceding any of the following:

6-05.3(10).OPT1.FB6  (Furnishing and Driving Test Piles)  
(March 6, 2000)  
Include in projects having test piles, as recommended by the Materials Laboratory Geotechnical Branch. The first, third, and fourth fill-ins specify the pile type (cast-in-place conc., steel, timber, etc.). The second fill-in specifies the general location (bridge and pier). (4 fill-ins)

6-05.3(11).GR6  Driving Piles

6-05.3(11)D.GR6  Achieving Minimum Tip Elevation and Bearing

6-05.3(11)D.INST1.GR6  (Section 6-05.3(11)D is supplemented with the following)  
Must use once preceding any of the following:

6-05.3(11)D.OPT2.GB6  (Vibration From Pile Driving)  
(August 3, 2015)  
Include in projects where minimizing vibration from driving piles is critical, as recommended by the Materials Laboratory Geotechnical Branch.
6-05.3.(11)D.OPT3.FB6 (Preboring Piles)  
(August 3, 2015)  
Include in projects where preboring of piles is required to prevent downdrag from settlement, as recommended by the Materials Laboratory Geotechnical Branch. The first fill-in specifies the pile type (cast-in-place conc., steel, timber, etc.). The second fill-in specifies the general location (bridge and pier). The third fill-in specifies the bottom elevation of the preboring. Include with 6-05.4.OPT1.FB6 and 6-05.5.OPT1.FB6. 
(3 fill-ins)

6-05.3.(11)D.OPT4.FB6 (Preboring Piles)  
(August 3, 2015)  
Include in projects where preboring of piles is required, as recommended by the Materials Laboratory Geotechnical Branch. The first fill-in specifies the pile type (cast-in-place conc., steel, timber, etc.). The second fill-in specifies the general location (bridge and pier). The third fill-in specifies the bottom elevation of the preboring. Include with 6-05.4.OPT1.FB6 and 6-05.5.OPT1.FB6. 
(3 fill-ins)

6-05.3.(11)D.OPT9.FB6 (Overdriving)  
(April 6, 2015)  
Include in projects where overdriving of piles is anticipated in order to reach the minimum tip elevation, as recommended by the Materials Laboratory Geotechnical Branch. The first fill-in specifies the general location(s) (bridge and pier) of the anticipated pile overdriving. The second fill-in specifies the approximate magnitude of expected overdriving. 
(2 fill-ins)

6-05.4.GR6 Measurement

6-05.4.INST1.GR6 (Section 6-05.4 is supplemented with the following)  
Must use once preceding any of the following:

6-05.4.OPT1.FB6 (Preboring Piles)  
(March 6, 2000)  
Use in projects where preboring of piles is required, as recommended by the Materials Laboratory Geotechnical Branch. The fill-in specifies the pile type (cast-in-place conc., steel, timber, etc.). Include with 6-05.3.(11)D.OPT3.FB6 or 6-05.3.(11)D.OPT4.FB6, and 6-05.5.OPT1.FB6.  
(1 fill-in)

6-05.4.OPT6.GB6 Micropiles
Use in projects where micropiles are required. Include with 6-05.2.OPT1.FB6, 6-05.3.OPT1.FB6, and 6-05.5.OPT6.GB6.

6-05.5.GR6 Payment

6-05.5.INST1.GR6 (Section 6-05.5 is supplemented with the following)
Must use once preceding any of the following:

6-05.5.OPT1.FB6 (Preboring Piles)
(March 6, 2000)
Use in projects where preboring of piles is required, as recommended by the Materials Laboratory Geotechnical Branch. Both fill-ins specify the pile type (cast-in-place conc., steel, timber, etc.). Include with 6-05.3(11).D.OPT3.FB6 or 6-05.3(11).D.OPT4.FB6, and 6-05.4.OPT1.FB6.
(2 fill-ins)

6-05.5.OPT6.GB6 Micropiles
(April 6, 2015)
Use in projects where micropiles are required. Include with 6-05.2.OPT1.FB6, 6-05.3.OPT1.FB6, and 6-05.4.OPT6.GB6.

6-06.GR6 Bridge Railings

6-06.2.GR6 Materials

6-06.2.INST1.GR6 (Section 6-06.2 is supplemented with the following)
Must use once preceding any of the following:

6-06.2.OPT1.GB6 (Bridge Railing Type Chain Link Fence)
(January 5, 2004)
Use in projects with Bridge Railing Type Chain Link Fence. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, and 6-06.3(2).OPT1.GB6. Also include 6-06.5.OPT1.FB6 if the work is included as part of a separate bid item such as “Superstructure - ___”, or “Roadway Deck - ___”.

6-06.2.OPT2.GB6 (Bridge Railing Type Chain Link Fence)
(March 6, 2000)
Use in projects with Bridge Railing Type Chain Link Fence where the posts are set into blockouts with epoxy resin. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, 6-06.2.OPT1.GB6 and 6-06.3(2).OPT2.GB6. Also include 6-06.5.OPT1.FB6 if the work is included as part of a separate bid item such as “Superstructure - ___”, or “Roadway Deck - ___”.

6-06.2.OPT7.GB6 (Tamper Proof Nuts for steel Bridge Railing Type BP)
Use in projects where steel Bridge Railing Type BP is used.

6-06.2.OPT8.FB6  (Bridge Railing Type Snow Fence and Bridge Railing Type Wire Fabric Fence)  
(May 28, 2020)
Use in projects with Bridge Railing Type Snow Fence or Bridge Railing Type Wire Fabric Fence. The fill-in specifies the Federal Standard 595 Color Number, or the color name if no number.
Include with 6-06.3(2).OPT7.GB6.  
(1 fill-in)

6-06.3.GR6  Construction Requirements

6-06.3(2).GR6  Metal Railings

6-06.3(2).INST1.GR6  (Section 6-06.3(2) is supplemented with the following)
Must use once preceding any of the following:

6-06.3(2).OPT1.GB6  (Bridge Railing Type Chain Link Fence)  
(March 6, 2000)
Use in projects with Bridge Railing Type Chain Link Fence where the posts are fastened into position with anchor bolts or resin bonded anchors. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, and 6-06.2.OPT1.GB6. Also include 6-06.5.OPT1.FB6 if the work is included as part of a separate bid item such as “Superstructure - __”, or “Roadway Deck - __”.

6-06.3(2).OPT2.GB6  (Bridge Railing Type Chain Link Fence)  
(March 6, 2000)
Use in projects with Bridge Railing Type Chain Link Fence where the posts are set into blockouts with epoxy resin. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, 6-06.2.OPT1.GB6 and 6-06.2.OPT2.GB6. Also include 6-06.5.OPT1.FB6 if the work is included as part of a separate bid item such as “Superstructure - __”, or “Roadway Deck - __”.

6-06.3(2).OPT7.GB6  (Bridge Railing Type Snow Fence and Bridge Railing Type Wire Fabric Fence)  
(May 28, 2020)
Use in projects with Bridge Railing Type Snow Fence or Bridge Railing Type Wire Fabric Fence. Include with 6-06.2.OPT8.FB6.

6-06.5.GR6  Payment

6-06.5.INST1.GR6  (Section 6-06.5 is supplemented with the following)
Must use once preceding any of the following:
6-06.5.OPT1.FB6 (Bridge Railing)  
(March 6, 2000)
Use in projects with bridge railing where the work is included as part of a separate bid item such as “Superstructure - ___”, or “Roadway Deck - ___. The first fill-in specifies the bridge railing type. The second fill-in specifies the bid item name.  
(2 fill-ins)

6-07.GR6 Painting

6-07.1.GR6 Description

6-07.1.INST1.GR6 (Section 6-07.1 is supplemented with the following)  
Must use once preceding any of the following:

6-07.1.OPT1.FB6 (Scope of Work)  
(August 3, 2009)
Include in projects with cleaning and painting of existing steel bridge(s). Use to define limits of cleaning and painting by using the second fill-in to specify surfaces that are not to be painted (light fixtures, utilities, bridge attachments, etc.). Include with 6-07.3(10)D.OPT1.FB6 and/or 6-07.3(10)E.OPT1.FB6 as appropriate for the surface preparation requirements. Include with DESWORK2.FB1 and 6-07.3(10)I.OPT1.FB6. Include with 1-07.1.OPT2.FR1 if the existing bridge(s) contain lead paint. Include with 1-07.6.OPT4.GB1 if the bridge(s) cross a navigable waterway.  
(2 fill-ins)

6-07.1.OPT2.FB6 (Scope of Work)  
(August 3, 2009)
Include in projects with cleaning and painting of existing timber bridge(s). Use to define limits of cleaning and painting by using the second fill-in to specify the surfaces to be painted (railing, rail posts, wheelguards, etc.). Include with 1-07.1.OPT2.FR1 if the existing bridge(s) contain lead paint. Project specific Special Provisions supplementing Section 6-07.3(13) may be required to specify specific primer and top coat paint requirements.  
(2 fill-ins)

6-07.3.GR6 Construction Requirements

6-07.3(10).GR6 Painting Existing Steel Structures

6-07.3(10).INST1.GR6 (Section 6-07.3(10) is supplemented with the following)  
Must use once preceding any of the following:

6-07.3(10).OPT1.FB6 (Utility Conduits)  
(August 3, 2009)
Include only when utility conduits are attached to the existing bridge(s) being painted. Fill-in to read "shall or "shall not". Include with DESWORK2.FB1, 6-07.1.OPT1.FB6 and 6-07.3(10).OPT1.FB6.

6-07.3(10).OPT2.GB6 (Light Fixtures)
(August 3, 2009)
Include only when light fixtures are attached to existing bridge(s) being painted. Include with DESWORK2.FB1, 6-07.1.OPT1.FB6 and 6-07.3(10).OPT1.FB6.

6-07.3(10).OPT3.GB6 (Railroad Facilities)
(August 3, 2009)
Include when paint could spill or drip on railroad right-of-way. Include with DESWORK2.FB1, 6-07.1.OPT1.FB6, 1-07.18.OPT1.FR1, either 07183.GR1 or 1-07.18.OPT3.GR1, and 6-07.3(10).OPT1.FB6.

6-07.3(10).OPT4.GB6 (Cleaning Grid Deck)
(August 3, 2015)
Use with DESWORK2.FB1, 6-07.1.OPT1.FB6, 6-07.3(10).OPT1.FB6, and 6-07.3(10).N.OPT1.GB6 if the bridge has a grid roadway deck or steel grid catwalks which require cleaning and painting.

6-07.3(10)A.GR6 Containment

6-07.3(10)A.INST1.GR6 (Section 6-07.3(10)A is supplemented with the following)
Must use once preceding any of the following:

6-07.3(10)A.OPT1.GB6 (Protection of Existing Structure)
(August 3, 2009)
Use only when the bridge has mechanical equipment to protect such as a draw bridge. Include with DESWORK2.FB1, 6-07.1.OPT1.FB6 and 6-07.3(10).OPT1.FB6.

6-07.3(10)A.OPT2.FB6 (Containment System)
(January 2, 2018 - September 7, 2021)
Use when a paint removal containment system must be removed from a bridge when winds at the site exceed a wind speed/gust threshold.
Fill-in #1 specifies the bridge(s) that have wind speed/gust thresholds.
Fill-in #2 specifies the wind speed/gust threshold.
(2 fill-ins)

6-07.3(10)D.GR6 Surface Preparation Prior to Overcoat Painting

6-07.3(10)D.INST1.GR6 (Section 6-07.3(10)D is supplemented with
the following)
Must use once preceding any of the following:

6-07.3(10)D.OPT1.FB6  (Surfaces Requiring Overcoat Painting
Surface Preparation)
(April 6, 2015)
Use in bridge painting projects with bridges and
bridge members requiring surface preparation for
overcoat painting. Include with DESWORK2.FB1,
6-07.1.OPT1.FB6 and 6-07.3(10).OPT1.FB6.
Include with 6-07.3(10)E.OPT1.FB6 if the
bridge(s) also have bridge members requiring full
paint removal. Include with 1-07.1.OPT2.FR1 if
the existing bridge(s) contain lead paint. Include
with 1-07.6.OPT4.GB1 if the bridge(s) cross a
navigable waterway. The first fill-in specifies the
bridge(s) requiring overcoat painting surface
preparation. The second fill-in specifies the bridge
members requiring overcoat painting surface
preparation.
(2 fill-ins)

6-07.3(10)E.GR6  Surface Preparation – Full Paint Removal

6-07.3(10)E.INST1.GR6 (Section 6-07.3(10)E is supplemented with
the following)
Use once preceding any of the following:

6-07.3(10)E.OPT1.FB6  (Surfaces Requiring Full Paint Removal
Surface Preparation)
(April 5, 2010)
Use in bridge painting projects with bridges and
bridge members requiring surface preparation for
full paint removal. Include with DESWORK2.FB1,
6-07.1.OPT1.FB6 and 6-07.3(10).OPT1.FB6.
Include with 6-07.3(10)D.OPT1.FB6 if the
bridge(s) also have bridge members requiring overcoat painting. Include with 1-07.1.OPT2.FR1
if the existing bridge(s) contain lead paint. Include
with 1-07.6.OPT4.GB1 if the bridge(s) cross a
navigable waterway. The first fill-in specifies the
bridge(s) requiring full paint removal surface
preparation. The second fill-in specifies the bridge
members requiring full paint removal surface
preparation.
(2 fill-ins)

6-07.3(10)I.GR6  Paint Color

6-07.3(10)I.INST1.GR6 (Section 6-07.3(10)I is supplemented with the
following)
Must use once preceding any of the following:
6-07.3(10).OPT1.FB6 (Color of Top Coat)  
(August 3, 2009)  
Use in projects with existing steel bridges and bridge members to cover paint color requirements by specifying the SAE AMS Standard 595 Color Number, or the color name if no number. Use with DESWORK2.FB1, and 6-07.1.OPT1.FB6. Include with 6-07.3(10).OPT1.FB6 and/or 6-07.3(10).OPT4.GB6 as appropriate for the surface preparation requirements. Include with 1-07.1.OPT2.FR1 if the existing bridge(s) contain lead paint. Include with 1-07.6.OPT4.GB1 if the bridge(s) cross a navigable waterway. (1 fill-in)

6-07.3(10)N.GR6 Field Coating Application Methods

6-07.3(10)N.INST1.GR6 (Section 6-07.3(10)N is supplemented with the following)  
Must use once preceding any of the following:

6-07.3(10)N.OPT1.GB6 (Painting Grid Deck)  
(August 3, 2009)  
Use with DESWORK2.FB1, 6-07.1.OPT1.FB6, 6-07.3(10).OPT4.GB6 and 6-07.3(10).OPT1.FB6 if the bridge has a grid roadway deck or steel grid catwalks which require painting.

6-07.3(11).GR6 Painting or Powder Coating of Galvanized Surfaces

6-07.3(11).INST1.GR6 (Section 6-07.3(11) is supplemented with the following)  
Must use once preceding any of the following:

6-07.3(11).OPT1.FB6 (Coating Color)  
(August 3, 2009)  
Use in projects requiring coating of galvanized surfaces with either paint or powder coating. The fill-in specifies the SAE AMS Standard 595 color number, or the color name if no number. (1 fill-in)

6-08.GR6 Bituminous Surfacing on Structure Decks

6-08.3.GR6 Construction Requirements

6-08.3.INST1.GR6 (Section 6-08.3 is supplemented with the following)  
Must use once preceding the following:

6-08.3.OPT1.FB6 (Surfacing Removal and Paving Equipment Load and Spacing Restrictions)  
(October 29, 2020)
6-08.3(2).GR6 Contractor Survey for Grade-Controlled Structure Decks

6-08.3(2).INST1.GR6 (Section 6-08.3(2) is supplemented with the following)
Must use once preceding any of the following:

6-08.3(2).OPT1.FB6 (Contractor Structure Survey Not Applicable)
(January 3, 2017)
Use in projects where the Contracting Agency performs the Structure survey for Grade Controlled Structure Decks, and the Contract Plans were adjusted for Final Grade Profile and Adjusted Removal Depth as needed. The fill-in specifies the Bridge number(s) where the Contracting Agency is performing the survey.
(1 fill-in)

6-08.3(5).GR6 Full Depth Removal of Bituminous Pavement from Bridge Decks

6-08.3(5).INST1.GR6 (Section 6-08.3(5) is supplemented with the following)
Must use once preceding any of the following:

6-08.3(5).OPT1.FB6 (Rotary milling/planing equipment prohibited)
(January 2, 2018)
Use in bridge deck paving projects where equipment used to perform full depth removal of existing surfacing from specific Grade Controlled bridges is restricted to exclude rotary milling/planing equipment. Bridges in this category are generally identified in the Bridge Condition Report (BCR) prepared for the project by the Bridge Asset Management unit of the Bridge and Structures Office and provided to the Region Design PE Offices as part of the site data at the beginning of the project design phase. The fill-in specifies the Bridge Number(s) of the bridges affected by these restrictions.
(1 fill-in)

6-08.3(5).OPT2.FB6 (Rotary milling/planing equipment restricted to upper layer of existing surfacing)
(January 2, 2018)
Use in bridge deck paving projects where equipment used to perform full depth removal of existing surfacing from specific Grade Controlled bridges is restricted to allow rotary milling/planing equipment for the upper layer 0.10-feet above the bridge deck. Existing surfacing thicknesses at these bridges shall be 0.20-
feet minimum. The fill-in specifies the Bridge Number(s) of the bridges affected by these restrictions.

(1 fill-in)

6-09.GR6  Modified Concrete Overlays

6-09.2.GR6  Materials

6-09.2.INST1.GR6  (Section 6-09.2 is supplemented with the following)

Must use once preceding any of the following:

6-09.2.OPT8.BSP.GB6  (Materials For Polyester Concrete)

(******)

Use in projects where polyester concrete is required.

Include with 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).OPT2.BSP.GB6, 6-09.3(6).OPT3.BSP.GB6, 6-09.3(6).OPT8.BSP.GB6, 6-09.3(6).OPT8.BSP.GB6, 6-09.3(8).OPT1.BSP.GB6, 6-09.3(8).OPT1.BSP.GB6, 6-09.3(8).OPT2.BSP.GB6, 6-09.3(8).OPT2.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(13).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6 and 6-09.5.OPT9.BSP.GB6.

6-09.3.GR6  Construction Requirements

6-09.3(1).GR6  Equipment

6-09.3(1).INST1.GR6  (Section 6-09.3(1) is supplemented with the following)

Must use once preceding any of the following:

6-09.3(1).OPT1.BSP.GB6  (Mobile Mixer for Polyester Concrete)

(******)

Use in projects where polyester concrete is required.

Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).OPT2.BSP.GB6, 6-09.3(6).OPT3.BSP.GB6, 6-09.3(6).OPT8.BSP.GB6, 6-09.3(6).OPT8.BSP.GB6, 6-09.3(8).OPT1.BSP.GB6, 6-09.3(8).OPT1.BSP.GB6, 6-09.3(8).OPT2.BSP.GB6, 6-09.3(8).OPT2.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(13).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6 and 6-09.5.OPT9.BSP.GB6.

6-09.3(2).GR6  Submittals

6-09.3(2).INST1.GR6  (Section 6-09.3(2) is supplemented with the
Must use once preceding any of the following:

6-09.3(2).OPT1.BSP.GB6  (Submittals for Polyester Concrete)

(******)
Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(3).GR6  Concrete Overlay Mixes

6-09.3(3).INST1.GR6  (Section 6-09.3(3) is supplemented with the following)
Must use once preceding any of the following:

6-09.3(3).OPT1.GB6  (FMC, LMC, and MMC)
(January 7, 2002)
Use in modified concrete overlay projects where all three concrete overlay mixes are allowed. Include with either 6-09.3(5).OPT2.GB6 or 6-09.3(5).OPT1.GB6.

6-09.3(3).OPT2.GB6  (FMC or LMC Only)
(January 7, 2002)
Use in modified concrete overlay projects where only fly ash modified concrete or latex modified concrete overlay mixes are allowed. Include with either 6-09.3(5).OPT2.GB6 or 6-09.3(5).OPT1.GB6.

6-09.3(3).OPT3.GB6  (LMC Only)
(January 7, 2002)
Use in modified concrete overlay projects where only latex modified concrete overlay mixes are allowed. Include with either 6-09.3(5).OPT2.GB6 or 6-09.3(5).OPT1.GB6.

6-09.3(3).OPT9.BSP.GB6  (Polyester Concrete)
(******)
Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.
6-09.3(3).OPT10.BSP.GB6  (Deck Repair Concrete for Polyester Concrete Overlays)

(******)

Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.3(15).OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(5).GR6  Storing and Handling

6-09.3(4).INST1.GR6  (Section 6-09.3(4) is supplemented with the following)

Must use once preceding any of the following:

6-09.3(4).OPT1.BSP.GB6  (Storing and Handling of Polyester Concrete Materials)

(******)

Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.3(15).OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(5).GR6  Scarifying Concrete Surface
6-09.3(5).INST1.GR6  (Section 6-09.3(5) is supplemented with the following) Must use once preceding any of the following:

6-09.3(5).OPT1.GB6  (Rotary Mill, Hydro-Demolisher, or Shot Blaster) (January 7, 2002) Include in modified concrete overlay projects where all three types of scarifying machines are allowed. Include with either 6-09.3(3).OPT1.GB6, 6-09.3(3).OPT2.GB6, or 6-09.3(3).OPT3.GB6.

6-09.3(5).OPT2.GB6  (Hydro-Demolisher or Shot Blaster Only) (January 7, 2002) Include in modified concrete overlay projects where only hydro-demolisher or shot blaster scarifying machines are allowed. Include with either 6-09.3(3).OPT1.GB6, 6-09.3(3).OPT2.GB6, or 6-09.3(3).OPT3.GB6.

6-09.3(5).OPT7.GB6  (Hydro-Demolisher Only) (April 6, 2015) Use in modified concrete overlay projects where only hydro-demolisher scarifying machines are allowed. Required for all polyester concrete overlay projects.

6-09.3(5).OPT8.BSP.GB6  (Shot Blaster Only) (******) Use in modified concrete overlay projects where only shot blaster scarifying machines are allowed. Required for all polyester concrete overlay projects.

6-09.3(5).OPT9.BSP.GB6  (Scarification Depth for Polyester Concrete Overlay) (******) Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(5).OPT10.BSP.GB6  (Epoxy-coated St. Reinf. Bars for Bridge Deck Repair) (******)
Use in projects where epoxy-coated steel reinforcing bars are required for bridge deck repair. Required for all polyester concrete overlay projects.

6-09.3(6).GR6 Further Deck Preparation

6-09.3(6)B.GR6 Deck Repair Preparation

6-09.3(6)B.INST1.GR6 (Section 6-09.3(6)B is supplemented with the following)
Must use once preceding any of the following:

6-09.3(6)B.OPT1.GB6 (Forms For Full Depth Deck Repair)
(April 6, 2015)
Use in modified concrete overlay projects where the anticipated depth required for bridge deck repair following scarification of concrete surface may be full depth of the bridge deck. Include with 6-09.5.OPT11.GB6.

6-09.3(6)C.GR6 Placing Deck Repair Concrete

6-09.3(6)C.INST1.GR6 (Supplemental Instructions)
Must use once preceding any of the following:

6-09.3(6)C.OPT2.BSP.GB6 (Placing Patching Concrete For Polyester Concrete Overlay)
(******)
Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(8).OPT5.BSP.GB6, 6-09.3(8).OPT6.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(8).GR6 Quality Assurance

6-09.3(8).INST1.GR6 (Section 6-09.3(8) is supplemented with the
following)  
Must use once preceding any of the following:

6-09.3(8).OPT3.BSP.GB6  (Quality Assurance For Polyester Concrete Overlay)  
(******)
Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(8).OPT4.BSP.GB6  (Polyester Concrete Trial Overlay)  
(******)
Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(9).GR6  Mixing Concrete for Concrete Overlay

6-09.3(9).INST1.GR6  (Section 6-09.3(9) is supplemented with the following)  
Must use once preceding any of the following:

6-09.3(9).OPT2.BSP.GB6  (Mixing Polyester Concrete)  
(******)
Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6,
6-09.3(10).GR6  Overlay Profile and Screed Rails

6-09.3(10).INST1.GR6  (Section 6-09.3(10) is supplemented with the following)
Must use once preceding any of the following:

6-09.3(10).OPT1.BSP.GB6  (Polyester Concrete Overlay Thickness)
（******）
Use in projects where polyester concrete is required.
Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(7).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT2.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT2.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(11).GR6  Placing Concrete Overlay

6-09.3(11).INST1.GR6  (Section 6-09.3(11) is supplemented with the following)
Must use once preceding any of the following:

6-09.3(11).OPT2.BSP.GB6  (Placing Polyester Concrete Overlay)
（******）
Use in projects where polyester concrete is required.
Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(6).C.OPT2.BSP.GB6, 6-09.3(7).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(12).GR6  Finishing Concrete Overlay

6-09.3(12).INST1.GR6  (Section 6-09.3(12) is supplemented with the following)
Must use once preceding any of the following:

6-09.3(12).OPT2.BSP.GB6  (Finishing Polyester Concrete Overlay)
(*.*)
Use in projects where polyester concrete is required.
Include with 6-09.2.OPT8.BSP.GB6, 6-
09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-
09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6,
6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6,
6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6,
6-09.3(6).OPT2.BSP.GB6, 6-
09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-
09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6,
6-09.3(11).OPT2.BSP.GB6, 6-
09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6,
6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-
09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(13).GR6  Curing Concrete Overlay

6-09.3(13).INST1.GR6  (Section 6-09.3(13) is supplemented with the following)
Must use once preceding any of the following:

6-09.3(13).OPT2.BSP.GB6  (Curing Polyester Concrete)
(*.*)
Use in projects where polyester concrete is required.
Include with 6-09.2.OPT8.BSP.GB6, 6-
09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-
09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6,
6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6,
6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6,
6-09.3(6).OPT2.BSP.GB6, 6-
09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-
09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6,
6-09.3(11).OPT2.BSP.GB6, 6-
09.3(12).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6,
6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-
09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.3(14).GR6  Checking For Bond

6-09.3(14).INST1.GR6  (Section 6-09.3(14) is supplemented with the following)
Must use once preceding any of the following:

6-09.3(14).OPT1.BSP.GB6  (Checking Polyester Concrete For Bond)
(*.*)
Use in projects where polyester concrete is required.
Include with 6-09.2.OPT8.BSP.GB6, 6-
09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-
09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6,
6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6,
6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6,
6-09.4.OPT2.BSP.GB6 (Polyester Concrete Overlay)

Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(6).OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(11).OPT1.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.

6-09.5.OPT7.BSP.GB6 (Polyester Concrete Trial Overlay)

Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6).OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(11).OPT1.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6, 6-09.5.OPT8.BSP.GB6, and 6-09.5.OPT9.BSP.GB6.
6-09.5.OPT8.BSP.GB6 (Force Account Grinding Polyester Conc. Overlay)

Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6)C.OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6 and 6-09.5.OPT9.BSP.GB6.

6-09.5.OPT9.BSP.GB6 (Polyester Concrete Overlay)

Use in projects where polyester concrete is required. Include with 6-09.2.OPT8.BSP.GB6, 6-09.3(1).OPT1.BSP.GB6, 6-09.3(2).OPT1.BSP.GB6, 6-09.3(3).OPT9.BSP.GB6, 6-09.3(3).OPT10.BSP.GB6, 6-09.3(4).OPT1.BSP.GB6, 6-09.3(5).OPT8.BSP.GB6, 6-09.3(5).OPT9.BSP.GB6, 6-09.3(5).OPT10.BSP.GB6, 6-09.3(6)C.OPT2.BSP.GB6, 6-09.3(8).OPT3.BSP.GB6, 6-09.3(8).OPT4.BSP.GB6, 6-09.3(9).OPT2.BSP.GB6, 6-09.3(10).OPT1.BSP.GB6, 6-09.3(11).OPT2.BSP.GB6, 6-09.3(12).OPT2.BSP.GB6, 6-09.3(13).OPT2.BSP.GB6, 6-09.3(14).OPT1.BSP.GB6, 6-09.4.OPT2.BSP.GB6, 6-09.5.OPT7.BSP.GB6 and 6-09.5.OPT9.BSP.GB6.
6-09.5.OPT7.BSP.GB6, and 6-09.5.OPT8.BSP.GB6.

6-09.5.OPT11.GB6 (Forms For Full Depth Deck Repair)
(April 6, 2015)
Use in projects where the anticipated depth required
for bridge deck repair following scarification of
concrete surface may be full depth of the bridge
deck. Include with 6-09.3(6)B.OPT1.GB6.

6-10.GR6 Concrete Barrier

6-10.3.GR6 Construction Requirements

6-10.3(5).GR6 Temporary Barrier

6-10.3(5).INST1.GR6 (The first paragraph of Section 6-10.3(5) is revised to read)
Must use once preceding any of the following:

6-10.3(5).OPT1.GR6 (Type F Temporary Barrier)
(February 3, 2020)
Use in projects that have less than 1,000 linear feet of
temporary barrier.

6-10.3(5).INST2.GR6 (The following sentence is inserted before the second to
last sentence of the first paragraph of Section 6-10.3(5))
Must use once preceding any of the following:

6-10.3(5).OPT2.GR6 (September 30, 2020)
Use in all projects.

6-10.3(6).GR6 Placing Concrete Barrier

6-10.3(6).INST1.GR6 (Section 6-10.3(6) is supplemented with the
following)
Must use once preceding any of the following:

6-10.3(6).OPT1.GR6 (Use Permanent Barrier as Temporary)
(March 13, 1995)
Use in projects when permanent barrier may be used
as temporary barrier.

6-10.5.GR6 Payment

6-10.5.INST1.GR6 (Section 6-10.5 is supplemented with the following)
Must use once preceding any of the following:

6-10.5.OPT1.GR6 (Temporary barrier delineators)
(August 1, 2016)
Use in projects that require temporary barrier to be placed
adjacent to a travelled lane.

6-10.5.OPT2.FB6 (Bridge Concrete Barrier)
(March 6, 2000)
Use in projects with concrete barrier on bridges only where the barrier is included as part of a separate bid item such as "Superstructure - __", or "Roadway Deck - __". The first fill-in specifies the barrier type (traffic barrier, traffic-pedestrian barrier, pedestrian barrier, etc.). The second fill-in specifies the bid item name.
(2 fill-ins)

6-12.GR6  Noise Barrier Walls

6-12.2.GR6  Materials

6-12.2.INST1.GR6  (Section 6-12.2 is supplemented with the following)
Must use once preceding any of the following:

6-12.2.OPT1.GB6  (Precast Concrete Noise Barrier Walls)
(September 8, 2020)
Use in projects with noise barrier walls of precast concrete panels. Include with 6-12.3(6).OPT1.FB6 and all other applicable noise barrier wall GSP’s.

6-12.2.OPT2.FB6  (Masonry Noise Barrier Walls)
(September 8, 2020)
Use in projects with noise barrier walls of masonry block panels. The fill-in describes the surface texture and color requirements for the field, cap, accent, and other CMU blocks used for the masonry wall. Include with 6-12.3(7).OPT1.GB6 and all other applicable noise barrier wall GSP’s.

(1 fill-in)

6-12.3.GR6  Construction Requirements

6-12.3(1).GR6  Submittals

6-12.3(1).INST1.GR6  (Section 6-12.3(1) is supplemented with the following)
Must use once preceding any of the following:

6-12.3(1).OPT1.GB6  (Noise Barrier Wall Existing Groundline Field Survey)
(August 3, 2015)
Use in noise barrier wall projects where the Contractor is required to perform and submit a field survey of the existing noise barrier wall alignment. Include with 1-05.4.OPT1.GR1, 6-12.5.OPT1.GB6, and all other applicable noise barrier wall GSP’s.

6-12.3(6).GR6  Precast Concrete Panel Fabrication and Erection

6-12.3(6).INST1.GR6  (Section 6-12.3(6) is supplemented with the following)
Must use once preceding any of the following:

6-12.3(6).OPT1.FB6 (Precast Concrete Panel Surface Finish Requirements) (April 5, 2004)
Use in projects with noise barrier walls of precast concrete panels. The fill-ins specify the type or name of the formed finish on the traffic side and on the residential side of the precast concrete panels. Include with 6-12.2.OPT1.GB6 and all other applicable noise barrier wall GSP's.
(2 fill-ins)

6-12.3(7).GR6 Masonry Wall Construction

6-12.3(7).INST1.GR6 (Section 6-12.3(7) is supplemented with the following)
Must use once preceding any of the following:

6-12.3(7).OPT1.GB6 (Masonry Noise Barrier Wall Construction Requirements) (August 3, 2015)
Use in projects with noise barrier walls of masonry block panels. Include with 6-12.2.OPT2.FB6 and all other applicable noise barrier wall GSP's.

6-12.5.GR6 Payment

6-12.5.INST1.GR6 (Section 6-12.5 is supplemented with the following)
Must use once preceding any of the following:

6-12.5.OPT1.GB6 (Payment for Noise Barrier Wall Groundline Field Survey) (April 5, 2004)
Use in noise barrier wall projects where the Contractor is required to perform and submit a field survey of the existing noise barrier wall alignment. Include with 1-05.4.OPT1.GR1, 6-12.3(1).OPT1.GB6, and all other applicable noise barrier wall GSP's.

6-13.GR6 Structural Earth Walls

6-13.2.GR6 Materials

6-13.2.INST1.GR6 (Section 6-13.2 is supplemented with the following)
Must use once preceding any of the following:

6-13.2.OPT1.GB6 (Welded Wire Faced Structural Earth Wall Materials) (October 29, 2020)
Use in projects with structural earth walls where welded wire faced walls are an acceptable alternative. Include with 6-13.3.OPT1.GB6 and 6-13.3(2).OPT1.FB6.
6-13.2.OPT2.GB6  (Precast Concrete Panel Faced Structural Earth Wall Materials)  (January 2, 2018)
Use in projects with structural earth walls where precast concrete panel faced walls are an acceptable alternative. Include with 6-13.3.OPT2.GB6, 6-13.3(2).OPT1.FB6, 6-13.3(4).OPT1.GB6.

Use in projects with structural earth walls only when the following conditions apply:
1. Both precast concrete panel faced structural earth walls AND precast concrete block faced structural earth walls are included in the project as acceptable alternatives.
2. Lock + Load retaining wall system shall be constructed in areas where the wall will be constructed above the water table.

6-13.2.OPT3.GB6  (Concrete Block Faced Structural Earth Wall Materials)  (January 2, 2018)
Use in projects with structural earth walls where concrete block faced walls are an acceptable alternative. Include with 6-13.3.OPT3.GB6, 6-13.3(2).OPT1.FB6, and 6-13.3(7).OPT1.GB6.

6-13.3.GR6  Construction Requirements

6-13.3.INST1.GR6  (Section 6-13.3 is supplemented with the following)  Must use once preceding any of the following:

6-13.3.OPT1.GB6  (Welded Wire Faced Structural Earth Wall)  (April 4, 2011)
Use in projects with structural earth walls where welded wire faced walls are an acceptable alternative. Include with 6-13.2.OPT1.GB6 and 6-13.3(2).OPT1.FB6.

6-13.3.OPT2.GB6  (Precast Concrete Panel Faced Structural Earth Wall)  (January 7, 2019)
Use in projects with structural earth walls where precast concrete panel faced walls are an acceptable alternative. Include with 6-13.2.OPT2.GB6, 6-13.3(2).OPT1.FB6, and 6-13.3(4).OPT1.GB6.

6-13.3.OPT2(A).GB6  (Lock + Load Retaining Wall System Walls)
Use in projects with structural earth walls only when the following conditions apply:

1. Both precast concrete panel faced structural earth walls AND precast concrete block faced structural earth walls are included in the project as acceptable alternatives.
2. Lock + Load retaining wall system shall be constructed in areas where the wall will be constructed above the water table.


6-13.3.OPT3.GB6 (Concrete Block Faced Structural Earth Wall)

(Concrete Block Faced Structural Earth Wall)

Use in projects with structural earth walls where concrete block faced walls are an acceptable alternative. Include with 6-13.2.OPT3.GB6, 6-13.3.OPT1.FB6, and 6-13.3(OPT3.GB6.

6-13.3.2.GR6 Submittals

6-13.3.2.INST1.GR6 (Section 6-13.3(2) is supplemented with the following)

Must use once preceding any of the following:

6-13.3.2.OPT1.FB6 (Structural Earth Wall Geotechnical Design Parameters)

(January 3, 2011)

Use in projects with structural earth walls. The first fill-in identifies the wall by name or number, and the remaining fill-ins specify the values for various geotechnical design parameters as specified in the geotechnical report prepared for the project. The table may be repeated as necessary for additional walls with differing geotechnical design parameters.

(13 fill-ins)

6-13.3.4.GR6 Precast Concrete Facing Panel and Concrete Block Fabrication

6-13.3.4.INST1.GR6 (Section 6-13.3(4) is supplemented with the following)

Must use once preceding any of the following:

6-13.3.4.OPT1.GB6 (Specific Fabrication Requirements for Precast Concrete Panel Faced Structural Earth Walls)

(April 3, 2017)

Use in projects with structural earth walls where precast concrete panel faced walls are an acceptable alternative. Include with 6-13.2.OPT2.GB6, 6-

6-13.3(4).OPT1.GB6 (Lock + Load Retaining Wall System Walls)
(August 3, 2015)
Use in projects with structural earth walls only when the following conditions apply:
1. Both precast concrete panel faced structural earth walls AND precast concrete block faced structural earth walls are included in the project as acceptable alternatives.
2. Lock + Load retaining wall system shall be constructed in areas where the wall will be constructed above the water table.

6-13.3(5).GR6 Precast Concrete Facing Panel and Concrete Block Erection

6-13.3(5).INST1.GR6 (Section 6-13.3(5) is supplemented with the following)
Must use once preceding any of the following:
6-13.3(5).OPT2.GB6 (Specific Erection Requirements for Precast Concrete Block Faced Structural Earth Walls)
(April 2, 2012)
Use in projects with structural earth walls where concrete block faced walls are an acceptable alternative. Include with 6-13.2.OPT3.GB6 6-13.3.OPT3.GB6, and 6-13.3(2).OPT1.FB6.

6-13.3(7).GR6 Backfill

6-13.3(7).INST1.GR6 (Section 6-13.3(7) is supplemented with the following)
Must use once preceding any of the following:
6-13.3(7).OPT1.GB6 (Specific Backfill Requirements for Precast Concrete Panel Faced Structural Earth Walls)
(August 3, 2015)
Use in projects with structural earth walls only when the following conditions apply:
1. Both precast concrete panel faced structural earth walls AND precast concrete block faced structural earth walls are included in the project as acceptable alternatives.
2. Lock + Load retaining wall system shall be constructed in areas where the wall will be constructed above the water table.

6-14.GR6  Geosynthetic Retaining Walls

6-14.2.GR6  Materials

6-14.2(9-33.2(2)).GR6  (Geosynthetic Properties For Retaining Walls and Reinforced Slopes) (Section 9-33.2(2) is supplemented with the following)

Must use once preceding any of the following:

6-14.2(9-33.2(2)).OPT1.FB6  (Geosynthetic Properties For Temporary Geosynthetic Retaining Walls) (August 7, 2006)

Use in projects with temporary geosynthetic retaining walls. The first fill-in identifies the wall location. The second fill-in specifies the reinforcement layer vertical spacing. The third fill-in specifies the dimension from the top of wall to the reinforcement layer. The fourth fill-in specifies the geosynthetic tensile strength.

(4 fill-ins)

6-15.GR6  Soil Nail Walls

6-15.2.GR6  Materials

6-15.2.INST1.GR6  (Section 6-15.2 is supplemented with the following)

Must use once preceding any of the following:

6-15.2.OPT1.GB6  (Permanent Soil Nail Materials and Components) (August 3, 2015)

Use in projects with soil nail retaining walls. Include with 18.2.OPT1.GB6 and 15.3(8)A.OPT1.FB6.

6-15.3.GR6  Construction Requirements

6-15.3(8).GR6  Soil Nail Testing And Acceptance

6-15.3(8)A.GR6  Verification Testing

6-15.3(8)A.INST1.GR6  (Section 6-15.3(8)A is supplemented with the following)

Must use once preceding any of the following:

6-15.3(8)A.OPT1.FB6  (Soil Nail Verification Test Locations) (April 5, 2004)

Use in projects with soil nail retaining walls. The fill-ins specify the soil nail verification test locations and the number of successful tests.
required at each location. Include with 6-15.2.OPT1.GB6 and 6-18.2.OPT1.GB6.
(3 fill-ins)

6-17.GR6 Permanent Ground Anchors

6-17.1.GR6 Description

6-17.1.INST1.GR6 (Section 6-17.1 is supplemented with the following)
Must use once preceding any of the following:

6-17.1.OPT1.GB6 (Rock Bolts and Rock Dowels)
(January 7, 2013)
Use in projects with rock bolts and/or rock dowels. Include with 6-17.2.OPT2.GB6, 6-17.3.OPT1.GB6, 6-17.3(8).OPT1.GB6, 6-17.4.OPT1.GB6 and 6-17.5.OPT1.GB6.

6-17.2.GR6 Materials

6-17.2.INST1.GR6 (Section 6-17.2 is supplemented with the following)
Must use once preceding any of the following:

6-17.2.OPT1.GB6 (Permanent Ground Anchor Materials and Components)
(September 8, 2020)
Use in projects with walls using permanent ground anchors.

6-17.2.OPT2.GB6 (Rock Bolt and Rock Dowel Materials)
(January 7, 2013)
Use in projects with rock bolts and/or rock dowels. Include with 6-17.1.OPT1.GB6, 6-17.3.OPT1.GB6, 6-17.3(8).OPT1.GB6, 6-17.4.OPT1.GB6 and 6-17.5.OPT1.GB6.

6-17.3.GR6 Construction Requirements

6-17.3.INST1.GR6 (Section 6-17.3 is supplemented with the following)
Must use once preceding any of the following:

6-17.3.OPT1.GB6 (Rock Bolt and Rock Dowel Construction Requirements)
(September 8, 2020)
Use in projects with rock bolts and/or rock dowels. Include with 6-17.1.OPT1.GB6, 6-17.3.OPT1.GB6, 6-17.3(8).OPT1.GB6, 6-17.4.OPT1.GB6 and 6-17.5.OPT1.GB6.

6-17.3(8).GR6 Testing And Stressing

6-17.3(8).INST1.GR6 (Section 6-17.3(8) is supplemented with the following)
Must use once preceding any of the following:
6-17.3(8).OPT1.GB6  Rock Bolt and Rock Dowel Testing
(January 7, 2013)
Use in projects with rock bolts and/or rock dowels.
Include with 6-17.1.OPT1.GB6, 6-17.2.OPT2.GB6, 6-17.3.OPT1.GB6, 6-17.4.OPT1.GB6 and 6-17.5.OPT1.GB6.

6-17.3(8)A.GR6  Verification Testing

6-17.3(8)A.INST1.GR6  (Section 6-17.3(8)A is supplemented with the following)
Must use once preceding any of the following:

6-17.3(8)A.OPT1.GB6  (August 3, 2015)
Use in projects with permanent ground anchors where the soil conditions require a verification testing program for the permanent ground anchors as recommended by the WSDOT Materials Laboratory Geotechnical Services Division. Include with 6-17.3(8)B.OPT1.GB6 and 6-17.3(8)C.OPT1.GB6.

6-17.3(8)B.GR6  Performance Testing

6-17.3(8)B.INST1.GR6  (The performance test schedule following the second paragraph of Section 6-17.3(8)B is revised to read)
Must use once preceding any of the following:

6-17.3(8)B.OPT1.GB6  (January 3, 2011)
Use in projects with permanent ground anchors where the soil conditions require a verification testing program for the permanent ground anchors, as recommended by the WSDOT Materials Laboratory Geotechnical Services Division. Include with 6-17.3(8)A.OPT1.GB6 and 6-17.3(8)C.OPT1.GB6.

6-17.3(8)C.GR6  Proof Testing

6-17.3(8)C.INST1.GR6  (The proof test schedule following the first paragraph of Section 6-17.3(8)C is revised to read)
Must use once preceding any of the following:

6-17.3(8)C.OPT1.GB6  (January 3, 2011)
Use in projects with permanent ground anchors where the soil conditions require a verification testing program for the permanent ground anchors, as recommended by the WSDOT Materials Laboratory Geotechnical Services Division. Include with 6-17.3(8)A.OPT1.GB6 and 6-17.3(8)B.OPT1.GB6.

6-17.4.GR6  Measurement
6-17.4.INST1.GR6 (Section 6-17.4 is supplemented with the following)
Must use once preceding any of the following:

6-17.4.OPT1.GB6 (Rock Bolts and Rock Dowels)
(January 4, 2010)
Use in projects with rock bolts and/or rock dowels. Include with 6-17.1.OPT1.GB6, 6-17.2.OPT2.GB6, 6-17.3.OPT1.GB6, 6-17.3(8).OPT1.GB6, and 6-17.5.OPT1.GB6.

6-17.5.GR6 Payment

6-17.5.INST1.GR6 (Section 6-17.5 is supplemented with the following)
Must use once preceding any of the following:

6-17.5.OPT1.GB6 (Rock Bolts and Rock Dowels)
(January 4, 2010)
Use in projects with rock bolts and/or rock dowels. Include with 6-17.1.OPT1.GB6, 6-17.2.OPT2.GB6, 6-17.3.OPT1.GB6, 6-17.3(8).OPT1.GB6, and 6-17.5.OPT1.GB6.

6-18.GR6 Shotcrete Facing

6-18.2.GR6 Materials

6-18.2.INST1.GR6 (Section 6-18.2 is supplemented with the following)
Must use once preceding any of the following:

6-18.2.OPT1.GB6 (Shotcrete Facing)
(August 1, 2005)
Use in projects with shotcrete facing. Include with 6-15.2.OPT1.GB6 and 6-15.3(8)A.OPT1.FB6 for all soil nail retaining wall projects. Include with 6-18.2.OPT2.GB6, 6-18.2.OPT3.GB6, 6-18.3.OPT1.GB6, 6-18.4.OPT1.GB6 and 6-18.5.OPT1.GB6 for all projects with shotcrete facing for rock/soil slope stabilization.

6-18.2.OPT2.GB6 (Coloration for Shotcrete Facing Finishing Alternative C)
(August 3, 2015)
Use in projects with shotcrete facing where tinting of the finish coating of shotcrete is required. Include with 6-15.2.OPT1.GB6, 6-15.3(8)A.OPT1.FB6, and 6-18.2.OPT1.GB6 for all soil nail retaining wall projects with such requirements. Include with 6-18.2.OPT1.GB6, 6-18.2.OPT3.GB6, 6-18.3.OPT1.GB6, 6-18.4.OPT1.GB6 and 6-18.5.OPT1.GB6 for all projects with shotcrete facing for rock/soil slope stabilization.

6-18.2.OPT3.GB6 (Fiber Reinforcement for Shotcrete Facing)
(August 3, 2015)
Use in projects with shotcrete facing where fiber reinforcement in the shotcrete is specified. Include with 6-18.2.OPT1.GB6. Include with 6-18.2.OPT2.GB6, 6-18.3.OPT1.GB6, 6-18.4.OPT1.GB6 and 6-18.5.OPT1.GB6 for all projects with shotcrete facing for rock/soil slope stabilization.

6-18.3.GR6 Construction Requirements

6-18.3.INST1.GR6 (Section 6-18.3 is supplemented with the following)
Must use once preceding any of the following:

6-18.3.OPT1.GB6 (Shotcrete Facing For Rock/Soil Slope Stabilization)
(August 3, 2015)
Use in projects with shotcrete facing for rock/soil slope stabilization. Include with 6-18.2.OPT1.GB6, 6-18.2.OPT2.GB6, 6-18.2.OPT3.GB6, 6-18.4.OPT1.GB6 and 6-18.5.OPT1.GB6.

6-18.4.GR6 Measurement

6-18.4.INST1.GR6 (Section 6-18.4 is supplemented with the following)
Must use once preceding any of the following:

6-18.4.OPT1.GB6 (Shotcrete Facing For Rock/Soil Slope Stabilization)
(April 5, 2010)
Use in projects with shotcrete facing for rock/soil slope stabilization. Include with 6-18.2.OPT1.GB6, 6-18.2.OPT2.GB6, 6-18.2.OPT3.GB6, 6-18.3.OPT1.GB6 and 6-18.5.OPT1.GB6.

6-18.5.GR6 Payment

6-18.5.INST1.GR6 (Section 6-18.5 is supplemented with the following)
Must use once preceding any of the following:

6-18.5.OPT1.GB6 (Shotcrete Facing For Rock/Soil Slope Stabilization)
(April 5, 2010)
Use in projects with shotcrete facing for rock/soil slope stabilization. Include with 6-18.2.OPT1.GB6, 6-18.2.OPT2.GB6, 6-18.2.OPT3.GB6, 6-18.3.OPT1.GB6 and 6-18.4.OPT1.GB6.

6-19.GR6 Shafts

6-19.2.GR6 Materials

6-19.2(9-36.2(2)).GR6 Synthetic Slurry
(Section 9-36.2(2) is supplemented with the following)
Must use once preceding any of the following:

6-19.2(9-36.2(2)).OPT1.GB6 (Fresh Water For Synthetic Slurry)
(January 2, 2012)
Use in projects with shafts constructed in salt water when the geotechnical report specifies that the use of fresh water for synthetic slurry is feasible and when the Contracting Agency restricts the water for synthetic slurry to fresh water only. Include with 6-19.4.OPT3.GB6 and 6-19.5.OPT2.GB6.

6-19.3.GR6 Construction Requirements

6-19.3(3).GR6 Shaft Excavation

6-19.3(3).INST1.GR6 (Section 6-19.3(3) is supplemented with the following)

6-19.3(3).OPT1.GB6 (Variations In Bearing Layer Elevations)

6-19.3(3).OPT2.GB6 (Rotating/Oscillating Method Required)

6-19.3(3)B.GR6 Temporary and Permanent Shaft Casing

6-19.3(3)B4.GR6 Temporary Telescoping Shaft Casing

6-19.3(3)I.GR6 Required Use of Slurry in Shaft Excavation
6-19.3(3).OPT1.GB6  (Exception For Casing Sealed Against Influx Of Water Into Excavation) (August 3, 2015)
Use in projects where the geotechnical conditions, as documented in the geotechnical report for the project, allow the possibility of performing shaft excavation in a cased hole beneath the water table level without the need for slurry to ensure the stability of the bottom of the excavation.

6-19.3(4).GR6  Slurry Installation Requirements

6-19.3(4)A.GR6  Slurry Technical Assistance

6-19.3(4)A.INST1.GR6  (Section 6-19.3(4)A is supplemented with the following)
Must use once preceding any of the following:

6-19.3(4)A.OPT1.FB6  (Slurry Manufacturer’s Representative’s Presence Required At Specific Shaft Sites) (January 2, 2012)
Use in projects where the geotechnical conditions vary enough from one shaft site to another to affect how the slurry is used at each shaft site. The fill-in identifies the specific shaft locations where the presence of the slurry manufacturer’s representative is required.
(1 fill-in)

6-19.3(5).GR6  Assembly and Placement of Reinforcing Steel

6-19.3(5).INST1.GR6  (Section 6-19.3(5) is supplemented with the following)
Must use once preceding any of the following:

6-19.3(5).OPT1.GB6  (Variations In Bearing Layer Elevations) (August 1, 2016)
Use in projects where shaft embedment to a minimum penetration into a bearing layer is required, and where the bearing layer elevation cannot be accurately specified with certainty. Include with 6-19.3(3).OPT1.GB6.

6-19.3(6).GR6  Contractor Furnished Accessories for Nondestructive QA Testing

6-19.3(6)E.GR6  Thermal Wire and Thermal Access Points (TAPs)

6-19.3(6)E.INST1.GR6  (Section 6-19.3(6)E is supplemented with the following)
Must use once preceding any of the following:
6-19.3(6)E.OPT1.GB6  (Thermal Wire and Associated Couplers)  
(January 2, 2018)
Use in projects that include shaft construction requiring nondestructive testing. This includes all bridge foundation shafts, but may or may not include other shafts such as sign bridges, cantilever sign structures, signal standards, etc.

6-19.3(7).GR6  Placing Concrete

6-19.3(7)D.GR6  Requirements for Placing Concrete Underwater

6-19.3(7)D.INST1.GR6  (Section 6-19.3(7)D is supplemented with the following)
Must use once preceding any of the following:

6-19.3(7)D.OPT1.GB6  (Tremie Allowed As An Alternative To Concrete Pump)  
(January 2, 2012)
Use in projects where the construction site is at a remote location where it may be difficult to make arrangements to have a concrete pump at the site.

6-19.4.GR6  Measurement

6-19.4.INST2.GR6  (Section 6-19.4 is supplemented with the following)
Must use once preceding any of the following:

6-19.4.OPT3.GB6  (Fresh Water For Synthetic Slurry)  
(January 2, 2012)
Use in projects with shafts constructed in salt water when the geotechnical report specifies that the use of fresh water for synthetic slurry is feasible and when the Contracting Agency restricts the water for synthetic slurry to fresh water only. Include with 6-19.4(9-36.2(4)).OPT1.GB6 and 6-19.5.OPT2.GB6.

6-19.5.GR6  Payment

6-19.5.INST1.GR6  (Section 6-19.5 is supplemented with the following)
Must use once preceding any of the following:

6-19.5.OPT2.GB6  (Fresh Water for Synthetic Slurry)  
(January 2, 2012)
Use in projects with shafts constructed in salt water when the geotechnical report specifies that the use of fresh water for synthetic slurry is feasible and when the Contracting Agency restricts the water for synthetic slurry to fresh water only. Include with 6-19.4(9-36.2(4)).OPT1.GB6 and 6-19.4.OPT3.GB6.

6-20.GR6  Buried Structures
6-20.1.GR6 Description

6-20.1(1).GR6 Definitions

6-20.1(1).INST1.GR6 (The list of types of buried structures in Section 6-20.1(1) is supplemented with the following:)
Must use once preceding any of the following:

6-20.1(1).OPT1.GB6 (February 25, 2021)
Use in projects including the Composite Arch Bridge System (CAS) as a buried Structure alternative structure type. Must be included with 6-20.2.OPT1.GB6, 6-20.3.OPT1.GB6, and 6-20.5.OPT1.GB6.

6-20.2.GR6 Materials

6-20.2.INST1.GR6 (Section 6-20.2 is supplemented with the following)
Must use once preceding any of the following:

6-20.2.OPT1.GB6 (February 25, 2021)
Use in projects including the Composite Arch Bridge System (CAS) as a buried Structure alternative structure type. Must be included with 6-20.1(1).OPT1.GB6, 6-20.3.OPT1.GB6, and 6-20.5.OPT1.GB6.

6-20.3.GR6 Construction Requirements

6-20.3.INST1.GR6 (Section 6-20.3 is supplemented with the following)
Must use once preceding any of the following:

6-20.3.OPT1.GB6 (February 25, 2021)
Use in projects including the Composite Arch Bridge System (CAS) as a buried Structure alternative structure type. Must be included with 6-20.1(1).OPT1.GB6, 6-20.2.OPT1.GB6, and 6-20.5.OPT1.GB6.

6-20.5.GR6 Payment

6-20.5.INST1.GR6 (Section 6-20.5 is supplemented with the following)
Must use once preceding any of the following:

6-20.5.OPT1.GB6 (February 25, 2021)
Use in projects including the Composite Arch Bridge System (CAS) as a buried Structure alternative structure type. Must be included with 6-20.1(1).GB6, 6-20.2.OPT1.GB6, and 6-20.3.OPT1.GB6.
Concrete Structures

Materials

Section 6-02.2 is supplemented with the following:

(April 1, 2013)

Resin Bonded Anchors

The resin bonded anchor system shall include the nut, washer, and threaded anchor rod which is installed into hardened concrete with a resin bonding material.

Resin bonding material used in overhead and horizontal application shall be specifically recommended by the resin manufacturer for those applications.

Resin bonding material used in submerged liquid environment shall be specifically recommended by the resin manufacturer for this application.

The resin bonded anchor system shall conform to the following requirements:

1. Threaded Anchor Rod and Nuts
   Threaded anchor rods shall conform to ASTM A 193 Grade B7 or ASTM A 449, except as otherwise noted, and be fully threaded. Threaded anchor rods for stainless steel resin bonded anchor systems shall conform to ASTM F 593 and shall be Type 304 unless otherwise specified.
   
   Nuts shall conform to ASTM A 563, Grade DH, except as otherwise noted. Nuts for stainless steel resin bonded anchor systems shall conform to ASTM F 594 and shall be Type 304 unless otherwise specified.
   
   Washers shall conform to ASTM F 436, and shall meet the same requirements as the supplied anchor rod, except as otherwise noted. Washers for stainless steel resin bonded anchor systems shall conform to ASTM A 240 and the geometric requirements of ASME B18.21.1 and shall be Type 304 Stainless Steel unless otherwise specified.
   
   Nuts and threaded anchor rods, except those manufactured of stainless steel, shall be galvanized in accordance with AASHTO M 232. Galvanized threaded anchor rods shall be tested for embrittlement after galvanizing, in accordance with Section 9-29.6(5).
   
   Threaded anchor rods used with resin capsules shall have the tip of the rod chiseled in accordance with the resin capsule manufacturer's recommendations. Galvanized threaded rods shall have the tip chiseled prior to galvanizing.

2. Resin Bonding Material
   Resin bonding material shall be a two component epoxy resin conforming to Type IV ASTM C 881 or be one of the following:
a. Vinyl ester resin.

b. Polyester resin.

c. Methacrylate resin.

3. Ultimate Anchor Tensile Capacity

Resin bonded anchors shall be tested in accordance with ASTM E 488 to have the following minimum ultimate tensile load capacity when installed in concrete having a maximum compressive strength of 6000 pounds per square inch (psi) at the embedment specified below:

<table>
<thead>
<tr>
<th>Anchor Diameter (inch)</th>
<th>Tensile Capacity (lbs.)</th>
<th>Embedment (inch)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8</td>
<td>7,800</td>
<td>3-3/8</td>
</tr>
<tr>
<td>1/2</td>
<td>12,400</td>
<td>4-1/2</td>
</tr>
<tr>
<td>5/8</td>
<td>19,000</td>
<td>5-5/8</td>
</tr>
<tr>
<td>3/4</td>
<td>27,200</td>
<td>6-3/4</td>
</tr>
<tr>
<td>7/8</td>
<td>32,000</td>
<td>7-7/8</td>
</tr>
<tr>
<td>1</td>
<td>41,000</td>
<td>9</td>
</tr>
<tr>
<td>1-1/4</td>
<td>70,000</td>
<td>11-1/4</td>
</tr>
</tbody>
</table>

The Contractor shall submit items 1 and 2 below to the Engineer for all resin bonded anchor systems. If the resin bonded anchor system and anchor diameter are not listed in the current WSDOT Qualified Products List, the Contractor shall also submit item 3 below to the Engineer.

For resin bonded anchor systems that are installed in a submerged liquid environment the Contractor shall submit items 1, 2, and 4 below. If the resin bonded anchor system and anchor diameter are not listed in the current WSDOT Qualified Products List, the Contractor shall also submit item 3 below to the Engineer.

1. The resin manufacturer's written installation procedure for the anchors.

2. The manufacturer's certificate of compliance for the threaded anchor rod certifying that the anchor rod meets these requirements.

3. Test results by an independent laboratory certifying that the threaded anchor rod system meets the ultimate anchor tensile load capacity specified in the above table. The tests shall be performed in accordance with ASTM E 488.

4. For threaded anchors intended to be installed in submerged liquid environments the Contractor shall submit tests performed by an independent laboratory within the past 24 months which certifies that anchors installed in a submerged environment meet the strength requirements specified in the above table.
Epoxy Bonding Agent For Surfaces And For Steel Reinforcing Bar Dowels

Epoxy bonding agent for surfaces shall be Type II, as specified in Section 9-26.1. Epoxy bonding agent for steel reinforcing bar dowels shall be either Type I or Type IV, as specified in Section 9-26.1. The grade and class of epoxy bonding agent shall be as recommended by the resin manufacturer.

Epoxy Crack Sealing Materials

Epoxy sealing paste shall be a thixotropic compound.

Epoxy injection resin shall be a moisture-insensitive, two-component material capable of restoring the structural integrity of a structure by structurally bonding cracks, delaminations and hollow planes. Resin formulations shall be hydrophilic with variable viscosity to allow full depth penetration in cracks having a width of 6 mils and greater.

Epoxy injection resin, when mixed with the hardener in accordance with the manufacturer's written instructions, shall cure to a non-shrink solid material. The material shall have a normal curing time of less than 24 hours.

Epoxy injection resin shall have the following physical properties:

- Solids Content, by weight (minimum) 98 percent
- Viscosity (maximum) at 77°F (Brookfield) 700 cps
- Compressive Yield Strength (minimum) 12,000 psi
- Minimum Flexural Strength (ASTM D 790) 10,000 psi
- Bond Strength (minimum) 500 psi

The Contractor shall submit a Type 2 Working Drawing consisting of sample of the material of the epoxy sealing paste and epoxy injection resin together with sufficient directions and technical data for its use.

The Contractor shall submit a Type 1 Working Drawing consisting of the Materials Safety Data Sheet (MSDS) for each type of epoxy sealing paste and epoxy injection resin.

Rapid Cure Silicone Sealant

Rapid cure silicone sealant shall be Dow Corning 902 RCS Joint Sealant.

The Contractor shall deliver the joint sealant to the job site in the sealant manufacturer's original sealed container. Each container shall be marked with the sealant manufacturer's name and lot or batch number. Each lot or batch shall be accompanied by the manufacturer's Materials Safety Data Sheet (MSDS), and Manufacturer’s Certificate of
Compliance, identifying the lot or batch number, and certifying that the materials conform to the properties stated on the product data sheet.

The backer rod shall be closed cell expanded polyethylene foam as recommended by the sealant manufacturer. The diameter of the backer rod shall be as recommended by the sealant manufacturer for the expansion joint opening at the time of installation.

6-02.2.OPT27.GB6

(April 6, 2015)

**Polyester Concrete**

**Polyester Resin Binder**

The resin shall be an unsaturated isophthalic polyester-styrene co-polymer.

Prior to adding the initiator, the resin shall conform to the following requirements:

- **Viscosity:** 75 to 200 cps (20 rpm at 77°F, RVT No. 1 spindle)
- **Specific Gravity:** 1.05 to 1.10 at 77°F
- **Styrene Content:** 45% to 50% by weight of polyester styrene resin

The hardened resin shall conform to the following requirements:

- **Elongation:** 35% minimum w/ thickness 0.25" ± 0.04"
- **Tensile Strength:** 2,500 psi minimum w/ thickness 0.25" ± 0.04"
- **Conditioning:** 18 hours/77°F/50% + 5 hours/158°F
- **Silane Coupler:** 1.0% minimum (by weight of polyester-styrene resin)

The silane coupler shall be an organosilane ester, gammamethacryloyloxypropyltrimethoxysilane. The promoter/hardeners shall be compatible with suitable methyl ethyl ketone peroxide (MEKP) and cumene hydroperoxide (CHP) initiators. MEKP and CHP initiators shall be used as recommended by the manufacturer.

Polyester resin binder will be accepted based on submittal to the Engineer of a Manufacturer’s Certificate of Compliance.

**High Molecular Weight Methacrylate (HMWM) Resin**

In addition to the viscosity and density properties, and the promoter/initiator system, specified in Section 6-09.2, the HMWM resin for polyester concrete shall conform to the following requirements:

- **Flash Point:** 180°F minimum
Tack-Free Time: 400 minutes maximum

Prior to adding initiator, the HMWM resin shall have a maximum volatile content of 30 percent, when tested in conformance with ASTM D 2369.

HMWM resin will be accepted based on submittal to the Engineer of a Manufacturer’s Certificate of Compliance.

Aggregate
The aggregate shall be from a WSDOT approved pit site and shall be thoroughly washed and kiln dried.

The aggregate shall conform to Section 9-03.1(5)B for either 1/2-inch or 3/8-inch maximum nominal aggregate size.

The combined aggregate shall have a maximum of 45 percent crushed particles. Fine aggregate shall conform to Section 9-03.13.

Aggregate absorption shall not exceed 1.0 percent. The moisture content of the aggregate shall not exceed one half of the aggregate absorption at the time of mixing with the polyester resin binder. The aggregate temperature shall be between 45F and 100F at the time of mixing.

Sand for Abrasive Finish
The sand for abrasive finish shall conform to Section 6-09.2, and the aggregate moisture content requirements specified above.

6-02.2.OPT28.GB6
(April 6, 2015)

Elastomeric Concrete
Elastomeric concrete shall be one of the following three products:

- BASF/Watson Bowman Acme Wabo Crete II
- D. S. Brown Delcrete
- R. J. Watson Poly-Tron

The elastomeric concrete aggregate shall be as specified, gradated, and packaged by the elastomeric concrete manufacturer.

The primer shall be as recommended by the elastomeric concrete manufacturer.

The Contractor shall deliver the elastomeric concrete components to the job site in the elastomeric concrete manufacturer's original sealed containers. Each container shall be marked with the sealant manufacturer's name and lot or batch number. Each lot or batch shall be accompanied by the manufacturer's Materials Safety Data Sheet (MSDS), and Manufacturer’s Certificate of Compliance, identifying the elastomeric concrete manufacturer and the lot or batch number, and certifying that the materials conform to the properties stated in the product data sheet.
6-02.2.OPT46.GB6

**Bridge Supported Utilities**

6-02.2.OPT46(A).GB6  
(June 26, 2000)  
Inserts shall be of the type and model specified in the Plans. Inserts shall be galvanized in accordance with AASHTO M 111.

6-02.2.OPT46(B).GB6  
(September 3, 2019)  
Hanger rods, and associated nuts and washers, shall conform to Section 9-06.5(1), and shall be galvanized in accordance with ASTM F2329.

Steel bars and plates shall conform to ASTM A 36 and shall be galvanized in accordance with AASHTO M 111.

6-02.2.OPT46(C).GB6  
(September 3, 2019)  
Horizontal strut bolts or threaded rods, and associated nuts and washers, shall conform to Section 9-06.5(1), and shall be galvanized in accordance with ASTM F2329.

Pre-formed fabric pads shall be composed of multiple layers of duck, impregnated and bound with high quality oil resistant synthetic rubber, compressed into resilient pads. The pre-formed fabric pads shall conform to latest edition of MIL C 882 and the following requirements. The number of plies shall be as required to produce the specified thickness, after compression and vulcanizing.

Pre-formed fabric pads shall have a shore A hardness of 90±5 in accordance with ASTM D 2240.

Pre-formed fabric pads for bridge utility supports will be accepted based on the Manufacturer’s Certificate of Compliance that the material furnished conforms to these specifications.

6-02.2.OPT46(D).GB6  
(June 26, 2000)  
Pipe rolls or pipe saddles shall be of the type and model specified in the Plans.

6-02.2.OPT46(E).GB6  
(September 3, 2019)  
Anchor straps shall conform to ASTM A 36 and shall be galvanized after fabrication in accordance with AASHTO M 111.

Anchor bolts, and associated nuts and washers, shall conform to Section 9-06.5(4), and shall be galvanized in accordance with ASTM F2329.

6-02.2.OPT48.GB6  
(April 30, 2001)  
**Bridge Drain Risers**  
Spacer bars and riser bars for the drain riser assembly shall conform to ASTM A 36.
Core Drilled Bridge Deck Drain

Bridge deck drain pipe sleeve shall be any smooth wall, non-perforated, PVC pipe of the diameter and minimum wall thickness specified in the Plans.

Epoxy bonding agent shall be Type II conforming to Section 9-26.1. The grade and class of the epoxy bonding agent shall be as recommended by the bonding agent manufacturer.

Seismic Retrofit Materials

Components fabricated and constructed for seismic retrofit work shall conform to the following requirements:

Steel pipe shall conform to ASTM A 53, Grade B, Type E or S, galvanized. The pipe shall be Schedule 40, except as otherwise specified in the Plans.

PVC pipe shall be any smooth wall, non-perforated, PVC pipe of the diameter and minimum wall thickness or Schedule specified in the Plans.

Steel bars, plates and shapes shall conform to ASTM A 36 except that structural shapes may conform to ASTM A 992.

Epoxy bonding agent, where shown in the Plans for bonding steel components to concrete, shall be Type II as specified in Section 9-26.1. The grade and class of epoxy bonding agent shall be as recommended by the bonding agent manufacturer.

All steel components and assemblies for seismic restrainers, except as otherwise specified, shall be galvanized after fabrication in accordance with AASHTO M 111.

Bolts, nuts, and washers shall conform to Section 9-06.5(3), and shall be galvanized after fabrication in accordance with ASTM F2329.

Resin bonded anchors shall conform to Section 6-02.2 as supplemented in these Special Provisions. Additionally, the threaded anchor rods for seismic retrofit elements shall conform to either ASTM A 193 Grade B7 or ASTM F 1554 Grade 105, and shall conform to the appropriate supplemental requirements for grade and manufacturer’s identification, and charpy impact testing (15-foot-pounds minimum at 40F). Results of the charpy impact testing for the production lot(s) including the anchor rods furnished for seismic retrofit components and assemblies shall be submitted to the Engineer along with the Manufacturer’s Certificate of Compliance.

High-strength steel rods for longitudinal seismic restrainer assemblies shall conform to ASTM F 1554 Grade 105, including Supplemental Requirements S2, S3, and S5.
Nuts, and couplers if required, shall conform to ASTM A 563 Grade DH. Washers shall conform to ASTM F 436.

High-strength steel rods and associated couplers, nuts and washers shall be galvanized after fabrication in accordance with ASTM F2329.

Column Jacketing Materials
All metal components shall conform to ASTM A 36, and shall be painted in accordance with Section 6-07.3(9), and Section 6-03.3(30) as supplemented in these Special Provisions. Metal surfaces in contact with grout shall be considered in contact with concrete for the purposes of Section 6-07.3(9).

Grout shall conform to the requirements of Section 9-20.3(4) and the following requirements:

The grout shall be a pumpable mix capable of filling the annulus between the concrete column and steel column jacket assembly. The grout shall be free of lumps and undispersed cement, and shall not show any visible signs of separation of water and cement during pumping operations.

Aggregate conforming to Section 9-03.1(5) with a maximum aggregate size of 3/8 inch may be used to extend the grout. Mortar shall conform to Section 9-20.4(2).

Epoxy bonding agent for filling grout voids shall be Type II, as specified in Section 9-26.1. The grade and class of epoxy bonding agent shall be as recommended by the bonding agent manufacturer.

Precast Prestressed Concrete Stay-In-Place Panels
Concrete shall have an initial strength at strand release of at least 5,000 psi, and a 28 day minimum compressive strength as specified in the Plans.

Prestressing reinforcement strand shall conform to Section 9-07.10, except that the diameter shall be as specified in the Plans. The strand shall be provided by a manufacturer and facility capable of producing ½” diameter strand with an average bond pull-out force of 16.0 kips when tested in accordance with ASTM A1081. Test reports for ASTM A1081 shall be submitted with the Manufacturer’s Certificate of Compliance, and testing shall have been performed on strand produced within the previous 36 months.

Grout shall conform to Section 9-20.3(2).

Leveling bolts shall conform to Section 9-06.5(1), and shall be galvanized after fabrication in accordance with AASHTO M 232.

Backer rod shall be closed cell expanded polyethylene foam.
Construction Requirements

6-02.3.INST1.GR6

Section 6-02.3 is supplemented with the following:

6-02.3.OPT1.GB6

(August 3, 2015 – September 7, 2021)

Epoxy Crack Sealing

The materials being used may be dermatetic. The Contractor’s contact with and use of the materials shall conform to the requirements specified in the MSDS for each material, and all personnel shall be provided with appropriate clothing and protective garments.

All materials shall be stored and protected from ignition sources as recommended by the material manufacturer.

The cracks shall be cleaned of efflorescence, deteriorated concrete and other surface debris, by vacuuming, flushing, routing, sawing or other means as required.

Entry ports shall consist of tubes, tees or other valve devices as recommended by the resin manufacturer. The ports shall be placed at intervals along each crack in accordance with the manufacturer’s written instructions for the resin being used. The holes for the entry ports shall be drilled with a hollow bit with an attached vacuum chuck to prevent concrete dust from becoming embedded in the crack.

The exposed crack surfaces and the areas around the entry ports shall be sealed with epoxy sealing paste and cured in accordance with the resin manufacturer’s written instructions, to attain a seal capable of withstanding the applied injection pressures.

The Contractor shall furnish the services of a factory trained technical representative to perform the epoxy crack sealing injection.

Injection shall be accomplished with a pressure or injection machine compatible with the resin selected for use and shall begin at the lowest port and continue until there is evidence of the resin at the entry port directly above and adjacent to the port being pumped. When material travel is indicated, the nozzle shall be moved to the port that shows resin. The previously pumped port shall be sealed. Injection shall continue until the crack is completely filled. On wide cracks where resin travel between ports will be rapid, two or more ports may be pumped simultaneously. On exceptionally large cracks, a formulation (dependent upon crack width, ambient temperature, modulus requirements and other variables) of epoxy resin and fine sands shall be used as recommended by the resin manufacturer.

After all ports have been pumped and the crack is full, the epoxy resin shall be cured without disturbance in accordance with the resin manufacturer’s written instructions as necessary to ensure development of the full bond capacity of the material.

After the epoxy has cured completely, the epoxy sealing paste and port stems shall be ground flush with the original surface of the concrete.
At the discretion of the Engineer, cores shall be taken after the repair is completed to confirm penetration and bonding. The number and locations of such cores will be as specified by the Engineer. These cores shall be submitted to the Engineer for testing in the WSDOT State Materials Laboratory. The Contractor shall submit a Working Drawing for repair of core holes in accordance with Section 6-01.16.

6-02.3.OPT2.GB6

**Bridge Supported Utilities**

6-02.3.OPT2(A).GB6
(August 3, 2015)

The Contractor shall furnish and install inserts for the bridge utility supports as shown in the Plans. The Contractor shall verify that the hanger rods freely hang plumb in their inserts, and shall make adjustments to the inserts as necessary and as accepted by the Engineer prior to utility installation.

6-02.3.OPT2(B).GB6
(June 26, 2000)

The Contractor shall furnish and install the bridge utility supports, and the utility pipe or conduit pipe, as shown in the Plans.

6-02.3.OPT2(C).FB6
(June 26, 2000)

The Utility Company will furnish material for and install *** $$1$$ ***. The Contractor shall install *** $$2$$ *** furnished by the *** $$3$$ ***.

The Contractor shall notify the utility company a sufficient time in advance and shall cooperate with the utility company in order that the utility furnished items may be installed in the structure.

6-02.3.OPT8.GB6

**Seismic Retrofit**

6-02.3.OPT8(B).GB6
(April 6, 2015)

**Seismic Retrofit Demolition Plan**

The Contractor shall submit Type 2 Working Drawings showing the method of removing the specified portions of the existing bridges required by the seismic retrofit work. The Working Drawings shall show the sequence of demolition and removal, the type of equipment to be used in all demolition and removal operations, and details of the methods and equipment used for containment, collection, and disposal of all debris. The Working Drawings shall show all stages of demolition.

6-02.3.OPT8(C).GB6
(April 6, 2015)

**Column Jacket Installation Plan**

The Contractor shall submit Type 2E Working Drawings describing the column jacket installation plan. The submittal shall include at a minimum, the following:

1. Step by step installation procedure.
2. The methods of cleaning and preparing the existing column surfaces prior to installing the column jacket assembly.

3. The methods of containing, collecting, and disposing of the debris generated by cleaning and preparing the existing column surfaces.

4. The methods of containing, collecting, and disposing of all excess grout generated during the grouting process.

5. The locations of grout injection valves, and the methods and materials used to remove them following use, and to fill the void following removal.

6. The method of sealing the gap between the existing column surface and the column jacket assembly prior to grouting.

7. The method and materials used to clamp and brace the column jacket assembly in place during field assembly and grouting.

8. The proposed grout mix with manufacturer’s data sheets.

9. The equipment used to pump the grout and monitor the grout pressure and the quantity of grout injected.

10. The method, materials, and equipment used to fill grout voids within the column jacket assembly, and to finish the exposed surface flush after repair.

11. The method, materials, and equipment used to field repair all damaged primer coatings, and to field apply the intermediate and finish coats of paint.

6-02.3.OPT8(D).GB6
(April 6, 2015)

Column Jacket Shop Drawings
The Contractor shall submit column jacket shop drawings as Type 2 Working Drawings. The shop drawings shall include, at a minimum, the following:

1. Plan, elevation, and sections of the jacket system and all components, with all dimensions and tolerances.

2. Field measurements of the existing column(s).

3. All material designations.

4. Location of horizontal and vertical splices.

5. Location of spacers and method of attachment.

6. Welds and welding procedures.
Field Measuring Existing Bridge Columns

The Contractor shall field measure the dimensions (diameter, or width and thickness, as appropriate for column shape) of the existing bridge columns receiving column jackets prior to preparing column jacket assembly shop drawings. The following locations shall be field measured as a minimum for each column:

1. Top of footing or footing pedestal.
2. Bottom of crossbeam.
3. Mid-height of column.

The Contractor shall field measure the column height from top of footing or footing pedestal to bottom of crossbeam for each column.

The Contractor shall tabulate these field measured dimensions and submit them to the Engineer along with the column jacket assembly shop drawings.

Where site conditions, such as traffic control requirements or deeply buried foundations, create difficulties for field measuring buried portions of the bridge columns, the Contractor may request a waiver of the pre-fabrication field measuring requirements for specific columns. If the Engineer concurs with the Contractor’s request for a waiver of the pre-fabrication field measuring requirement for specific columns, and for columns identified in the Special Provisions as already designated with a waiver, the Contractor shall:

1. Field measure the diameter, or width and thickness, as appropriate for the column shape, of the above ground portion of the column receiving the waiver.
2. Fabricate the column jacket to a length exceeding the column height (2’-0” or ten percent of the estimated column height, whichever is greater) based on the original plans and other available site data. The shop drawing details shall specify the column jacket fabrication length, and the assumed column height based on the available information.
3. Submit the method, template, and equipment used to field cut the top of the column jacket assembly at installation.

The Contractor shall submit the request for a waiver of the pre-fabrication field measuring requirement prior to preparing column jacket assembly shop drawings, and shall not submit shop drawings until receiving the Engineer’s confirmation of the waiver request and completing all field measurements still required.

The column(s) at the Bridge and Pier location(s) specified below has (have) received a waiver of the pre-fabrication field measuring requirement, and no separate waiver request from the Contractor is required for this (these) specific column(s):
However, the Contractor shall conform to all other requirements specified above for columns receiving a waiver of the pre-fabrication field measuring requirement.

6-02.3.OPT8(G).FB6
(April 6, 2015)
Field Measuring for Seismic Retrofit Components
The Contractor shall field measure dimensions of existing items and members of Bridge No(s). *** $$1$$ *** prior to preparing shop drawings for fabricated steel components and assemblies.

The Contractor shall field measure dimensions of the following items:

*** $$2$$ ***

The Contractor shall tabulate these field measured dimensions and submit them to the Engineer along with the shop drawing submittals for the corresponding steel components and assemblies.

6-02.3.OPT8(H).GB6
(April 6, 2015)
Removing Portions of Existing Concrete
The Contractor shall remove portions of existing concrete required by the seismic retrofit work in accordance with Section 2-02.3(2)A2 and as shown in the Plans.

The Contractor shall dispose of all materials removed by the demolition operations in accordance with Section 2-02.3.

The Contractor shall roughen, clean, and saturate the existing concrete surfaces bonding to the fresh concrete in accordance with Section 6-02.3(12).

6-02.3.OPT8(J).GB6
(April 6, 2015)
Drilling Holes and Setting Steel Reinforcing Bars, and Placing Concrete
The Contractor shall drill holes for, and set, steel reinforcing bars into the existing concrete as shown in the Plans in accordance with Section 6-02.3(24)C as supplemented in these Special Provisions.

6-02.3.OPT8(K).GB6
(April 6, 2015)
Installing and Tensioning High-Strength Steel Bar Reinforcement
The Contractor shall furnish and install high-strength steel bars as shown in the Plans. The hole through existing concrete shall be core drilled. The concrete surface in contact with the high-strength steel bar bearing plate shall be coated with epoxy bonding agent just prior to stressing the high-strength steel bar. After stressing, the high-strength steel bar shall be grouted in accordance with Section 6-02.3(26)H.
6-02.3.OPT8(L).GB6
(April 6, 2015)

Longitudinal Seismic Restrainers

The Contractor shall submit Type 1 Working Drawings consisting of shop drawings of the steel components of the longitudinal seismic restrainer assemblies in accordance with Section 6-03.3(7).

The Contractor shall core drill holes through the pier diaphragm for the high-strength steel bar as shown in the Plans. The Contractor shall set the PVC pipe in place with epoxy bonding agent as shown in the Plans.

Holes for the resin bonded anchors for the longitudinal seismic restrainer anchorages shall be located and drilled in accordance with Section 6-02.3(18) as supplemented in these Special Provisions, and as follows:

1. The bottom layer of steel reinforcing bars in the slab in the vicinity of the longitudinal seismic restrainer anchorage as shown in the Plans shall be located and marked on the concrete surface.

2. Using the anchorage assembly as a template, the Contractor shall align and slightly shift the anchorage assembly as required so that the holes avoid the existing steel reinforcing bars.

3. The Contractor shall drill holes for the resin bonded anchors with the anchorage assembly in position as a template.

4. If, after shifting the anchorage assembly, conflicts still exist between hole locations and existing steel reinforcing bars, the Contractor may, with the Engineer’s approval, core drill holes at the conflict locations.

The surface of the concrete in contact with the anchorage assembly shall be coated with Type II epoxy bonding agent conforming to Section 9-26.2, with the grade and class as recommended by the epoxy bonding agent manufacturer. The longitudinal seismic restrainer anchorage assembly shall be set in place within the set time specified in the manufacturer’s data sheet for the epoxy bonding agent.

All longitudinal seismic restrainers at a pier shall be installed so that the free end (the end with the gap as shown in the Plans) shall be on the same side of the pier.

6-02.3.OPT8(M).GB6
(September 8, 2020)

Column Jacketing

The steel column jacket assembly for each column shown in the Plans shall be fabricated in accordance with the shop drawings.

The Contractor shall excavate and shore as required to expose the column surface below ground to the top of the existing footing or footing pedestal. Dirt, debris and any surface attachments shall be removed from the surface of the column in accordance with the Contractor’s column jacket installation plan.
For specific columns for which the Engineer confirms a waiver of the pre-fabrication field measuring of the column height dimension, the Contractor shall field measure the column height upon completion of the excavation. The Contractor shall field cut the top of the column jacket assembly using the method, template, and equipment as specified in the pre-fabrication field measuring waiver request submittal.

The Contractor shall position the steel column jacket around the existing column using spacers to center the assembly. The spacers may be welded to the inside of the jacket and, if used, shall be placed and attached as shown in the shop drawings.

Field welded complete penetration groove welds of the column jacket assemblies shall be inspected in accordance with Section 6-03.3(25)A. Field weld inspection shall be performed by a certified welding inspector (CWI). The Contractor shall not begin welding until receiving acceptance of the joint fit-up from the CWI. The CWI shall randomly monitor the intermediate stages of welding. The CWI’s daily reports and nondestructive testing reports indicating compliance with contract requirements shall be submitted as a Type 1 Working Drawing upon completion of the last column jacket in the Contract.

The Contractor shall install external grout injection valves for use in filling the cavity with grout. The valves shall be spaced such that the grout will uniformly fill the gap between the jacket assembly and the column surface. The grout pump shall be equipped with a pressure gauge to monitor grout pressures. The grouting equipment shall be sized to enable the grout to be pumped in one continuous operation. The mixer shall be capable of continuously agitating the grout.

The production grout compressive strength shall be measured using four inch diameter by eight inch cylinders, cast and cured in accordance with Section 6-02.3(5)H. The cylinders shall attain a 7-day minimum compressive strength of 4,000 psi.

The gap between the column jacket assembly and the existing column surface at the base of the assembly shall be sealed in accordance with the column jacket installation plan.

The grouting operation shall conform to Section 6-02.3(6)A.

The grouting operation shall begin from the base of the assembly and from the base of each successive lift. The Contractor shall pump grout into the assembly while maintaining a uniform level grout head around the column.

The Contractor shall limit the height of each lift of grout to minimize undulations and displacements of the surface of the column jacket assembly during grouting. For column jacket assemblies of circular (constant radius) cross section, the height of each lift of grout shall be limited to 20 feet maximum, except as otherwise accepted by the Engineer. For column jacket assemblies with cross sections of all other shapes, the height of each lift of grout shall be limited to 8 feet maximum, except as otherwise accepted by the Engineer.

The Contractor may restrain the column jacket assembly within the specified tolerances during grouting operations by using a bracing system in accordance with
the column jacket installation plan. Except as otherwise shown in the Plans, restraints
for the bracing system shall not pass through the column. Except when a bracing
system is used, placement of the next grout lift shall not begin until the previous grout
lift has hardened.

The Contractor shall contain and collect all grout outside the column jacket assembly.

When the assembly is completely grouted to the top, the Contractor shall place
mortar conforming to Section 9-20.4(2) over the top of the grout at the top of the
assembly, and shall slope the mortar to drain.

All clamps, valves, injection ports, lifting ears, and other attachments shall be
removed not less than 24 hours after completing grouting operations at the column.
The Contractor shall fill all voids with mortar conforming to Section 9-20.4(2), and
shall finish them flush with the exterior surface of the column jacket assembly. The
Contractor shall not remove the attachments by flame cutting.

Seven calendar days after completing the grouting of a column jacket assembly, the
Engineer will inspect the assembly for voids between the steel casing and the grout.
The Contractor shall completely fill all voids detected by the Engineer by injecting
epoxy bonding agent into the lowest point of each void and venting at the highest
point. The exposed epoxy bonding agent shall be finished flush with the exterior
surface of the column jacket assembly.

After inspection for voids and epoxy injection of voids is complete, steel surfaces with
damaged primer coat shall be repaired with field primer in accordance with Section
6-07.3(9). The primer repair shall be followed by application of the intermediate and
finish field coats of paint to all exposed steel surfaces in accordance with Section 6-
07.3(9) and Section 6-03.3(30) as supplemented in these Special Provisions.

Backfill shall not be placed against the column jacket assembly until the finish coat
of paint is completely cured, based on the cure duration recommended by the paint
manufacturer. The Contractor shall fill and compact the excavation with native
backfill, except as otherwise specified in the Plans, in accordance with Section 2-
09.3(1)E.

6-02.3.OPT9.GB6

(January 7, 2019)

Polyester Concrete

Manufacturer’s Technical Representative
The Contractor shall have the services of a qualified polyester concrete
manufacturer’s technical representative physically present at the job site. The
manufacturer’s technical representative shall assist the Contractor in training the
Contractor’s personnel and providing technical assistance in preparing the header
blockout surface, applying primer, and mixing, placing, and curing the polyester
concrete.

Mix Design
Polyester concrete shall be composed of the following three components – polyester
resin binder, high molecular weight methacrylate (HMWM) resin, and aggregate, in
accordance with Section 6-02.2 as supplemented in these Special Provisions.
The Contractor shall prepare and submit a Type 1 Working Drawing consisting of the polyester concrete design mix and mixing procedure. The mix design shall include a recommended initiator percentage for the expected application temperature, and the recommended amount of polyester resin binder as a percentage of the dry weight of aggregate. The amount of peroxide initiator used shall result in a polyester concrete set time between 30 and 120 minutes during placement as determined by California Test 551, Part 2, “Method of Test For Determination of Set Time of Concrete Overlay and Patching Materials”, by Gilmore Needles. Accelerators or inhibitors may be required as recommended by the polyester resin binder supplier.

Delivery and Storage of Materials
All materials shall be delivered in their original containers bearing the manufacturer’s label, specifying date of manufacturing, batch number, trade name brand, and quantity. Each shipment of polyester resin binder and HMWM resin shall be accompanied by a Materials Safety Data Sheet (MSDS).

The material shall be stored in accordance with the manufacturer’s recommendations.

Sufficient material to perform the entire polyester concrete application shall be in storage at the site prior to any field preparation.

Equipment and Containment
The Contractor shall submit a Type 1 Working Drawing consisting of all equipment for cleaning the concrete and steel surfaces, and mixing and applying the polyester concrete.

The HMWM resin, and abrasive blasting materials, shall be contained and restricted to the surface receiving the polyester concrete only, and shall not escape to the surrounding environment. The Contractor shall submit a Type 1 Working Drawing consisting of the method and materials used to collect and contain the HMWM resin, and abrasive blasting materials.

Surface Preparation
The concrete and steel surfaces shall be prepared by removing all material which may act as a bond breaker between the surface and the polyester concrete. Surface cleaning shall be by abrasive blasting. Precautions shall be taken to ensure that no dust or debris leaves the bridge deck and that all traffic is protected from rebound and dust.

If the concrete or steel surfaces become contaminated, the contaminated areas shall be recleaned by abrasive blasting.

Application of Prime Coat
Application of the HMWM prime coat and the polyester concrete shall not begin if rain is forecast within 12-hours of completion of the Work. The area receiving the prime coat shall be dry and had no rain within the past 12 hours. Immediately prior to applying the prime coat, the surfaces shall be cleaned to remove accumulated dust and any other loose material.
The concrete bridge deck surface shall be between 50F and 85F when applying the prime coat.

The Contractor shall apply one coat of promoted/initiated wax-free HMWM resin to the prepared concrete and steel surfaces immediately before placing the polymer concrete. The promoted/initiated resin shall be worked into the concrete in a manner to assure complete coverage of the area receiving polyester concrete. A one pint sample of each batch of promoted/initiated HMWM resin shall be retained and submitted to the Engineer at the time of primer application.

The prime coat shall cure for 30 minutes minimum before beginning placement of the polyester concrete. Placement of the polymer concrete shall not proceed until the Engineer verifies that the HMWM resin was properly promoted and initiated, as evidenced by the HMWM batch sample.

If the primed surface becomes contaminated, the contaminated area shall be cleaned by abrasive blasting and reprimed.

**Mixing Equipment for Polyester Concrete**
Polyester concrete shall be mixed in mechanically operated mixers in accordance with the mix design as approved by the Engineer. The mixer size shall be limited to a nine cubic yard maximum capacity, unless otherwise approved by the Engineer.

The aggregate and resin volumes shall be recorded for each batch along with the date of each recording. A printout of the recordings shall be furnished to the Engineer at the end of each work shift.

The Contractor shall prevent any cleaning chemicals from reaching the polyester mix during the mixing operations.

**Mixing Components**
The polyester resin binder in the polyester modified concrete shall be approximately 12 percent by weight of the dry aggregate. The Contractor shall specify the exact percentage in the mix design Working Drawing submittal.

The polyester resin binder shall be initiated and thoroughly blended just prior to mixing the aggregate and binder. The polyester concrete shall be thoroughly mixed prior to placing.

**Polyester Concrete Placement**
The polyester concrete shall be placed within two hours of placing the prime coat.

Polyester concrete shall be placed within 15 minutes following initiation. Polyester concrete that is not placed within this time shall be discarded.

The surface temperature of the area receiving the polyester concrete shall be the same as specified above for the HMWM prime coat.

The polyester concrete shall be consolidated in accordance with the manufacturer’s recommendations.
**Finished Polyester Concrete Surface**

The finished surface of the polyester concrete shall smooth and uniform as to crown and grade in accordance with Section 6-02.3(10)D3.

Finishing equipment used shall strike off the polyester concrete to the established grade and cross section.

The polyester concrete shall receive an abrasive sand finish. The sand finish shall be applied by hand immediately after strike-off and before gelling occurs. Sand shall be broadcast onto the surface to affect a uniform coverage of a minimum of 0.8 pounds per square yard.

**Curing**

The polyester concrete shall be cured in accordance with the manufacturer's recommendations. The Contractor shall measure the compressive strength of the cured polyester concrete with a rebound hammer in accordance with ASTM C 805. The readings of the rebound hammer used shall be correlated to the compressive strength of the polyester concrete product in accordance with ASTM C 805 Section 5.4, and the Contractor shall submit a Type 1 Working Drawing of this correlation.

Traffic and equipment shall not be permitted on the polyester concrete until it achieves a compressive strength of 2500 psi based on the rebound hammer readings and the correlation chart for the rebound hammer used.

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**Elastomeric Concrete**

Elastomeric concrete shall be composed of the following three components – two-component polyurethane resin binder, and aggregate, in accordance with Section 6-02.2 as supplemented in these Special Provisions.

**Manufacturer's Technical Representative**

The Contractor shall have the services of a qualified elastomeric concrete manufacturer's technical representative physically present at the job site. The manufacturer’s technical representative shall assist the Contractor in training the Contractor’s personnel and providing technical assistance in preparing the header blockout surface, applying primer, and mixing, placing, and curing the elastomeric concrete.

**Delivery and Storage of Materials**

All materials shall be delivered in their original containers bearing the manufacturer's label, specifying date of manufacturing, batch number, trade name brand, and quantity. Each shipment of polyurethane resin binder shall be accompanied by a Materials Safety Data Sheet (MSDS).

The materials shall be stored in accordance with the manufacturer's recommendations.

Sufficient material to perform the entire elastomeric concrete application shall be in storage at the site prior to any field preparation.
**Equipment and Containment**

The Contractor shall submit a Type 1 Working Drawing consisting of all equipment for cleaning the concrete and steel surfaces, and mixing and applying the elastomeric concrete.

The abrasive blasting materials, shall be contained and restricted to the surface receiving the elastomeric concrete only, and shall not escape to the surrounding environment. The Contractor shall submit a Type 1 Working Drawing consisting of the method and materials used to collect and contain the abrasive blasting materials.

**Surface Preparation**

The concrete and steel surfaces shall be prepared by removing all material which may act as a bond breaker between the surface and the elastomeric concrete, including the removal of all loose, deteriorated, or otherwise unsound concrete. Steel surfaces shall be cleaned and prepared to an SSPC SP-10 surface condition. Surface cleaning shall be by abrasive blasting.

Precautions shall be taken to ensure that no dust or debris leaves the bridge deck and that all traffic is protected from rebound and dust.

If the concrete or steel surfaces become contaminated, the contaminated areas shall be recleaned by abrasive blasting.

Freshly placed concrete shall be cured for a minimum of 14 calendar days before application of primer and elastomeric concrete.

**Application of Prime Coat**

Application of the prime coat and the elastomeric concrete shall not begin if rain is forecast within 12-hours of completion of the Work. The area receiving the prime coat shall be dry and had no rain within the past 12 hours. Immediately prior to applying the prime coat, the surfaces shall be cleaned to remove accumulated dust and any other loose material.

The concrete bridge deck surface shall be between 50°F and 85°F when applying the prime coat.

The Contractor shall apply primer in accordance with the elastomeric concrete manufacturer's recommendations, and shall limit the extent of primer application to that surface area that can be covered by a layer of elastomeric concrete before primer cure.

If the primed surface becomes contaminated, the contaminated area shall be cleaned by abrasive blasting and reprimed.

**Mixing Components**

The Contractor shall mix the elastomeric concrete components and the resultant mixture in accordance with the equipment and procedure recommended by the elastomeric concrete manufacturer.
Elastomeric Concrete Placement

The elastomeric concrete shall be placed on the liquid prime coat within the time limits specified by the manufacturer. Elastomeric concrete shall be placed in layers not to exceed the maximum depth recommended by the elastomeric concrete manufacturer. At locations deep enough to require placement of multiple layers of elastomeric concrete, each layer shall be cured, and the top of the previous layer roughened, as recommended by the elastomeric concrete manufacturer before placement of the next layer.

Elastomeric concrete shall be placed within five minutes of initiation.

The surface temperature of the area receiving the elastomeric concrete shall be the same as specified above for the prime coat.

Finished Elastomeric Concrete Surface

The finished surface of the elastomeric concrete shall be smooth and uniform as to crown and grade in accordance with Section 6-02.3(10)D3.

Finishing tools or equipment used shall strike off the elastomeric concrete to the established grade and cross section.

The finished surface of elastomeric concrete shall receive an abrasive sand finish. The sand finish shall be applied by hand immediately after strike-off and before gelling occurs. Sand shall be broadcast onto the surface to affect a uniform coverage of a minimum of 0.8 pounds per square yard.

Curing

The elastomeric concrete shall be cured in accordance with the manufacturer’s recommendations. The Contractor shall measure the compressive strength of the cured elastomeric concrete with a rebound hammer in accordance with ASTM C 805. The readings of the rebound hammer used shall be correlated to the compressive strength of the elastomeric concrete product in accordance with ASTM C 805 Section 5.4, and the Contractor shall submit a Type 1 Working Drawing of this correlation.

Traffic and equipment shall not be permitted on the elastomeric concrete until it achieves a compressive strength of 2500 psi based on the rebound hammer readings and the correlation chart for the rebound hammer used.

Proportioning Materials

Expansion Joint Header Concrete

Expansion joint header concrete shall have a minimum compressive strength of 4,000 psi at 28 days. Unless the Plans or Special Provisions specify a different strength, the concrete shall achieve a minimum compressive strength of 2,500 psi.
based on early break cylinders prior to allowing traffic to pass across the expansion joint.

Type III cement conforming to Section 9-01.2(1) may be used.

The nominal maximum size aggregate shall be 1-1/2 inch.

Section 6-02.3(3) notwithstanding, non-chloride accelerating admixtures conforming to the following specifications may be used:

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6-02.3(6).GR6

**Placing Concrete**

6-02.3(6).B.GR6

**Placing Concrete in Foundation Seals**

6-02.3(6).B.INST1.GR6

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

6-02.3(6).B.OPT1.GB6  
(June 26, 2000)

If, in the opinion of the Engineer, water conditions at the time of construction do not require seals for footing construction, the Engineer may specify that the seals be omitted. In such a case the Contractor shall lower and construct the footing, as shown in the Plans, at the elevation shown in the Plans for the bottom of seal. The height of the pier shaft or columns shall be adjusted accordingly.

No adjustment will be allowed in the unit contract prices for concrete, steel reinforcing bar, and excavation by reason of any increase or decrease in quantities involved due to the deletion of seals.

6-02.3(6).B.OPT2.GB6  
(June 26, 2000)

If, in the opinion of the Engineer, water conditions at the time of construction do not require seals for construction, the Engineer may specify that the seals be omitted. In such a case, the Contractor shall excavate only to the bottom of footing elevation and shall construct the footing as shown in the Plans.

No adjustment will be allowed in the unit contract prices for concrete, steel reinforcing bar, and excavation by reason of any increase or decrease in quantities involved due to the deletion of seals.

6-02.3(9).GR6

**Precast Concrete Panels**
Shop Drawings

The list included in the third paragraph of Section 6-02.3(9)A is supplemented with the following:

(September 8, 2020)

7. Construction sequence and method of forming the precast prestressed concrete stay-in-place panels.

8. Details of additional reinforcement, if any, provided at lifting and support locations.

9. Method and equipment used to support the precast prestressed concrete stay-in-place panels during storage, transporting, and erection.

10. Method used to identify the precast prestressed concrete stay-in-place panel's location for calculating its position accounting for profile grade and transverse slope, and for ensuring correct placement during erection.

11. Erection sequence, including the method of lifting the panels, placing and adjusting the panels to proper alignment and grade, and supporting the panels during leveling and grouting operations.

12. Method for forming the grout pad on the exterior face of the prestressed concrete girder flange, if an alternative method is proposed, and at the interior face of the stay-in-place panel to the dimensions detailed in the Plans.

Finishing

The Contractor shall furnish a Class 2 surface finish, as specified in Section 6-02.3(14)B, on all surfaces of the precast prestressed concrete stay-in-place panels, except as otherwise noted. The top surface of all panels shall be textured using a metal tined comb. It shall leave striations in the fresh concrete ¼-inch deep by at least 1/8-inch wide, spaced at 2 to 3 times the groove width apart, and oriented perpendicular to the prestressing strand. The timing and method used shall produce the required texture without displacing larger particles of aggregate. Areas of mortar buildup more than 1/4 inch above the top surface of the panel shall be removed.
6-02.3(9)F.GR6

**Tolerances**

6-02.3(9)F.INST1.GR6

Section 6-02.3(9)F is supplemented with the following:

6-02.3(9)F.OPT1.GB6

(September 8, 2020)

The precast prestressed concrete stay-in-place panels shall not exceed the following scalar tolerances:

- Length (perpendicular to strands): ± 3/16 inch
- Width (parallel to strands): ± 1/4 inch
- Thickness: + 1/4, -1/8 inch
- Squareness (difference in diagonal lengths): ± 1/4 inch per 5 feet, ± 1/2” max.
- Vertical location of strand group C.G.: ± 1/16 inch
- Vertical location of individual strands: ± 1/8 inch
- Horizontal location of strands: ± 1/4 inch
- Strand or bar projection from ends: ± 1/2 inch
- Camber (either upward or downward) at time of placement on structure: ± 1/4 inch per ten feet

Precast prestressed concrete stay-in-place panels with tolerances exceeding those specified above, or with hairline cracks visibly apparent radiating from the strand at the end of the panel and extending more than three inches along the panel will be subject to evaluation by the Engineer for possible rejection.

6-02.3(9)G.GR6

**Handling and Storage**

6-02.3(9)G.INST1.GR6

Section 6-02.3(9)G is supplemented with the following:

6-02.3(9)G.OPT6.GB6

(September 8, 2020)

Precast prestressed concrete stay-in-place panels shall be maintained in a flat and level position, without any twisting, at all times. Supports shall be oriented transverse to the prestressed strands, extend the full width of the panel, and be located in a manner to minimize elastic and time-dependent deformation of the panels.
Unloading and reloading at a site other than the bridge site will be permitted only under the direct supervision of the Engineer. The panels shall not be stacked, unless otherwise allowed by the Engineer. If such permission is granted, the panel supports shall be in the same vertical plane and shall be of sufficient height to prevent damage to the lifting bar loops. The Contractor shall have received the Engineer’s verification that the bottom panel of the stack is flat and level, without any twisting, prior to stacking additional panels. The Contractor shall not stack panels on top of adjacent girders of the structure.

6-02.3(9).GR6
Erection

6-02.3(9).INST1.GR6
Section 6-02.3(9) is supplemented with the following:

6-02.3(9).OPT6.GB6
(September 8, 2020)
The precast prestressed concrete stay-in-place panels shall be at least 60 days old at the time of placing bridge deck concrete. The Contractor shall place the panels atop the prestressed girders as shown in the Plans, adjusting the leveling bolts as required to match the level of adjacent panels and accommodate camber.

The grout pad shall be placed after the panels have been fully adjusted for grade and camber. The exposed portion of the grout pad forms that are intended to be left in place permanently shall be tinted to match the color of the adjacent concrete surfaces and shall be secured with an accepted adhesive or other method as accepted by the Engineer.

Prior to placing the bridge deck steel reinforcing bars and concrete, the Contractor shall place a backer rod at the intersection between panels as shown in the Plans. All intersections between panels shall be sealed to prevent leakage during concrete placement. Prior to placing the bridge deck concrete, the surface of the panels shall be cleaned of all foreign materials and saturated with water for a minimum of 4 hours before fresh concrete is placed.

6-02.3(10).GR6
Bridge Decks and Bridge Approach Slabs

6-02.3(10).D.GR6
Concrete Placement, Finishing, and Texturing

6-02.3(10).D.INST1.GR6
Section 6-02.3(10)D is supplemented with the following:

6-02.3(10).D.OPT1.GB6
(August 4, 2008)
Repairing Slab Left Exposed After Removing Existing Curb or Sidewalk
The concrete exposed by the removal of the existing curb or sidewalk shall be removed to a depth of 1-inch below finished grade or to the top of the existing roadway deck steel reinforcing bars, whichever is less. The Contractor shall not
remove concrete below the top of the existing steel reinforcing bars. The Contractor shall not damage the bond between the existing steel reinforcing bars and the concrete.

After roughening, cleaning and wetting the surface in accordance with Section 6-02.3(12), the Contractor shall place concrete over the surface to the finish grade of the adjacent concrete roadway deck using a modified Class 4000 concrete mix. The maximum aggregate size in the modified Class 4000 concrete mix shall be 3/8 inch. The finished portion of the deck shall have the same texture, slope and grade as that of the existing deck.

6-02.3(10)D.OPT2.GB6

(August 4, 2008)

Repairing Slab Left Exposed After Removing Existing Curb and Railbase
After roughening and cleaning the concrete exposed by the removal of the existing curb and railbase, that portion of the exposed surface not covered by the new traffic barrier shall be coated with epoxy mortar and finished to have the same texture, slope and grade as that of the existing deck.

6-02.3(10)D.OPT3.GB6

(August 3, 2015)

Bridge Drain Risers
The Contractor shall submit a Type 2 Working Drawing consisting of the method of removing the bridge drain grate nipple extrusion, the method of grinding the existing curb as necessary for bridge drain riser installation, and the method of cleaning the existing drain casting surfaces in contact with the drain risers. The shop drawings and weld procedures for the drain riser assemblies shall be submitted in accordance with Sections 6-03.3(7) and 6-03.3(25).

The existing bridge drain grate bolt, debris from removing the nipple extrusion and cleaning the drain casting contact surfaces, and all debris in the bridge drain cavity, shall be disposed of in accordance with Section 2-02.3.

After cleaning the bridge drain casting contact surfaces, the Contractor shall install the spacer bars and riser bars of the bridge drain riser assembly as shown in the Plans.

All exposed surfaces of the spacer bars and riser bars following installation shall be painted with two coats of paint conforming to Section 9-08.1(2)F. Each coat shall have a minimum dry film thickness of two mils.

6-02.3(10)D.OPT3(A).GB6

(August 4, 2008)

A minimum of four slotted holes, each 2 inches long and 3/4 inches high, shall be provided on each bridge drain riser. The slotted holes shall be located at the bottom of the riser, two on the traffic side of the assembly and one each on the short ends of the assembly. Risers shall be installed to be flush with the proposed roadway profile and shall maintain uniform contact with the existing drain. This portion of work shall be completed prior to the installation of the membrane waterproofing.
The membrane waterproofing shall extend to the bottom of and all around the bridge drain riser, except that the Contractor shall ensure that the slotted holes of the bridge drain riser assembly remain open and unplugged by the membrane waterproofing. Water seeping under the overlay shall be allowed to drain through the slotted holes and into the bridge drains.

After all the items of work on this project have been completed, the Contractor shall clean and flush all the bridge drains.

6-02.3(10)D.OPT5.GB6
(August 3, 2015)

Plugging Existing Bridge Drain
The Contractor shall submit a Type 2 Working Drawing consisting of the method and materials used to plug the existing bridge drains specified in the Plans to be plugged. The submittal shall include the following:

1. Material used to plug the drain outlet, and method of securing the plug in position.
2. The type of concrete material used to fill the drain cavity.
3. The method used to remove the exposed drainpipe, if removal is specified in the Plans.

All cut, damaged, and exposed metal surfaces to remain, including the drain outlet plug if metal components are used, shall be painted with two coats of paint conforming to Section 9-08.1(2)F. Each coat shall have a minimum dry film thickness of two mils.

When the removal of exposed drainpipe is specified in the Plans, the Contractor shall remove the embedded anchors a minimum of one inch beneath the existing concrete surface. The void left by removal of the embedded anchors shall be filled with mortar conforming to Section 9-20.4(2). The mortar shall match the color of the existing concrete surface as near as practicable.

All materials removed from the bridge drains specified in the Plans to be plugged shall be disposed of as specified in Section 2-02.3.

6-02.3(10)D.OPT12.GB6
(April 6, 2015)

Core Drilled Bridge Deck Drain
The Contractor shall core drill drain holes through the bridge deck of the bridges and in the locations shown in the Plans. The Contractor shall grind the concrete bridge deck to provide a taper at the top of the cored hole if shown in the Plans. The Contractor shall contain, collect and dispose of the concrete cores and debris in accordance with Section 2-02.3.

The Contractor shall coat the surfaces of the cored holes with epoxy bonding agent, and shall set a bridge deck drain pipe sleeve in place as shown in the Plans. The Contractor shall ensure that the void between the cored hole surface and the outside of the pipe sleeve is completely filled with epoxy bonding agent.
The Contractor shall take appropriate measures to prevent the epoxy bonding agent from escaping from the void and shall secure the pipe sleeve in position until the epoxy bonding agent is cured.

6-02.3(10)F.GR6

**Bridge Approach Slab Orientation and Anchors**

6-02.3(10)F.INST1.GR6

Section 6-02.3(10)F is supplemented with the following:

6-02.3(10)F.OPT2.GB6

(August 4, 2008)

The pavement end of the bridge approach slab shall be constructed parallel to the pavement seat.

6-02.3(10)F.OPT3.FB6

(August 4, 2008)

The pavement end of the bridge approach slab shall be constructed parallel to the pavement seat for bridge(s) No. *** $$1$$ ***. The pavement end of the bridge approach slab shall be constructed normal to the roadway center line for bridge(s) No. *** $$2$$ ***.

6-02.3(13).GR6

**Expansion Joints**

6-02.3(13).INST1.GR6

Section 6-02.3(13) is supplemented with the following:

6-02.3(13).OPT7.GB6

**Expansion Joint Modification**

6-02.3(13).OPT7(B).GB6

(April 6, 2015)

**Expansion Joint Demolition Plan**

The Contractor shall submit Type 2 Working Drawings showing the method of removing the specified portions of the existing bridge expansion joints. The Working Drawings shall show the sequence of demolition and removal, the type of equipment to be used in all demolition and removal operations, and details of the methods and equipment used for containment, collection, and disposal of all debris. The Working Drawings shall show all stages of demolition.

6-02.3(13).OPT7(C).GB6

(April 6, 2015)

**Joint Preparation and Installation Procedure**

The Contractor shall submit a Type 1 Working Drawing consisting of the sealant manufacturer's recommended joint preparation and installation procedure.
Field Measuring Existing Bridge Expansion Joints

The Contractor shall field measure the following dimensions of the existing bridge expansion joints of Bridge No(s). *** $$1$$ ***:

1. Length along the roadway surface and the horizontal and vertical surfaces of the concrete curb.

2. Opening width at both curb lines and at the centerline of the roadway surface.

The Contractor shall submit a Type 1 Working Drawing consisting of the field measured dimensions.

Removing Portions of Existing Bridge Expansion Joints

The Contractor shall remove all concrete, expansion joint materials, overlay, dirt and debris at the bridge expansion joints of Bridge No(s). *** $$1$$ *** within the blockout dimensions shown in the Plans.

Concrete removal shall conform to Section 2-02.3(2)A2 and the following restriction on power driven tools:

1. Jack hammers no heavier than the nominal 30 pound class.

2. Chipping hammers no heavier than the nominal 15 pound class.

No other power driven equipment shall be used to remove concrete in the vicinity of the bridge expansion joints. The power driven tools shall be operated at angles less than 45 degrees as measured from the surface of the deck to the tool.

The Contractor shall dispose of all materials removed from the bridge expansion joints in accordance with Section 2-02.3.

For polyester concrete headers, or elastomeric concrete headers, the Contractor shall clean and prepare all existing concrete surfaces bonding to the header in accordance with the Polyester Concrete or Elastomeric Concrete subsection, respectively, to Section 6-02.3 as supplemented in these Special Provisions. For concrete headers, the Contractor shall clean and prepare all existing concrete surfaces bonding to the header in accordance with Section 6-02.3(12)B.

Drilling Holes and Setting Steel Reinforcing Bars

The Contractor shall drill holes for, and set, steel reinforcing bars into the existing concrete as shown in the Plans in accordance with Section 6-02.3(24)C as supplemented in these Special Provisions.
(April 6, 2015)

Placing Polyester Concrete or Elastomeric Concrete Headers

The Contractor shall form the polyester concrete or the elastomeric concrete headers in accordance with either the Polyester Concrete or the Elastomeric Concrete subsection to Section 6-02.3 as supplemented in these Special Provisions. The Contractor shall remove all forms from the bridge expansion joints after casting and curing the polyester concrete or the elastomeric concrete headers.

(September 8, 2020)

Placing Concrete Headers

The Contractor shall form, cast, and cure, the concrete headers in accordance with Section 6-02.3 and as shown in the Plans. Unless the Plans or Special Provisions specify a different strength, the concrete headers shall have attained a minimum compressive strength of 2,500 psi before the Contractor may allow traffic to pass across the expansion joint.

(September 8, 2020)

Placing Expansion Joint Sealant

The Contractor shall have the services of a qualified sealant manufacturer's technical representative physically present at the job site to assist in assuring the proper installation of the rapid cure silicone sealant, provide technical assistance for the use of the joint sealant, train the Contractor's personnel installing the joint sealant, and to observe and inspect the installation of at least the first complete joint.

The joint sealant shall not be placed against concrete until at least seven days after concrete placement. The joint sealant shall not be placed against polyester concrete or elastomeric concrete until a time period recommended by the sealant manufacturer.

The Contractor shall clean the bridge expansion joints of all forms, dirt, form oil, grease, and other deleterious material. The Contractor shall clean and prepare the entire joint surface receiving the joint sealant in accordance with the manufacturer's joint preparation procedure, and as recommended by the sealant manufacturer's technical representative, including two stage abrasive blasting surface preparation and compressed air cleaning. All steel surfaces to be in contact with the joint sealant shall be cleaned to an SSPC-SP10 condition. The joint receiving the sealant shall be sound, clean, dry, and frost free.

After the cleaned and prepared joint has received the Engineer's acceptance for joint dimensions, alignment, and preparation, the Contractor shall apply the primer, as recommended by the sealant manufacturer, to all surfaces to be in contact with the joint sealant. The primer shall dry and cure for the time period recommended by the sealant manufacturer for the surface type.
After the primer is cured, the Contractor shall place the backer rod, and place the rapid cure silicone sealant in accordance with the joint installation procedure.

If the joint width at the time of installation is less than 1-inch or greater than three inches, the Contractor shall not proceed with the expansion joint modification until the installation procedure is revised as recommended by the sealant manufacturer's technical representative.

After installing the rapid cure silicone sealant, the Contractor shall flood the joint area with water. If leakage is detected, the bridge expansion joint system shall be repaired by the Contractor, as recommended by the sealant manufacturer.

(September 8, 2020)

Placing Expansion Joint Sealant

The Contractor shall have the services of a qualified sealant manufacturer's technical representative physically present at the job site to assist in assuring the proper installation of the rapid cure silicone sealant, provide technical assistance for the use of the joint sealant, train the Contractor's personnel installing the joint sealant, and to observe and inspect the installation of at least the first complete joint.

Prior to scarifying the concrete deck for the modified concrete overlay, the Contractor shall remove all expansion joint materials and debris from the existing expansion joints, and shall dispose of these materials and debris as specified in Section 2-02.3.

Prior to placing the modified concrete overlay, the Contractor shall install a temporary form as shown in the Plans to fill the expansion joint gap. The temporary form shall preserve the expansion joint gap during the modified concrete overlay placement, and shall not damage the joint or the concrete overlay upon removal. The Contractor shall submit Type 2 Working Drawing consisting of the type of temporary form material, and the method of installation and removal.

The joint sealant shall not be placed against concrete (including concrete overlay except for polyester concrete overlay) until at least seven days after concrete placement.

After placing the modified concrete overlay and rounding the corner of the overlay at the joints with a 3/8 inch radius, the Contractor shall clean the bridge expansion joints of all temporary forms, dirt, form oil, grease, and other deleterious material. The Contractor shall clean and prepare the entire joint surface receiving the joint sealant in accordance with the manufacturer's joint preparation procedure, and as recommended by the sealant manufacturer's technical representative, including two stage abrasive blasting surface preparation and compressed air cleaning. All steel surfaces to be in contact with the joint sealant shall be cleaned to an SSPC-SP10 condition. The joint receiving the sealant shall be sound, clean, dry, and frost free.
After the cleaned and prepared joint has received the Engineer’s acceptance for joint dimensions, alignment, and preparation, the Contractor shall apply the primer, as recommended by the sealant manufacturer, to all surfaces to be in contact with the joint sealant. The primer shall dry and cure for the time period recommended by the sealant manufacturer for the surface type.

After the primer is cured, the Contractor shall place the backer rod, and place the rapid cure silicone sealant in accordance with the joint installation procedure.

If the joint width at the time of installation is less than 1-inch or greater than three inches, the Contractor shall not proceed with the expansion joint modification until the installation procedure is revised as recommended by the sealant manufacturer’s technical representative and as approved by the Engineer.

After installing the rapid cure silicone sealant, the Contractor shall flood the joint area with water. If leakage is detected, the bridge expansion joint system shall be repaired by the Contractor, as recommended by the sealant manufacturer.

6-02.3(13)C.GR6

Modular Expansion Joint System

6-02.3(13)C.INST1.GR6

Section 6-02.3(13)C is supplemented with the following:

6-02.3(13)C.OPT1.FB6

(September 8, 2020)

Acceptable Manufacturers

The following manufacturers are known to have prequalified modular expansion joint system details by successfully completing fatigue testing in accordance with Section 6-02.3(13)C:

1. The D.S. Brown Company
   P.O. Box 158
   300 E. Cherry Street
   North Baltimore, Ohio 45872-0158
   Tel. (419) 257-3561
   Fax (419) 257-2200
   www.dsbrown.com

2. Watson Bowman ACME Corporation
   95 Pineview Drive
   Amherst, New York 14228-2166
   Tel. (716) 691-7566
   Fax (716) 691-9239
   www.wbacorp.com

3. Mageba USA, LLC
   575 Lexington Ave FL-4
   New York, New York 10022-6146
   Tel. (212) 644-3335
   Fax (212) 644-3339
Design Axle Loads and Impact Factors

The vertical load range for fatigue design shall be a 32.0 kip tandem. This tandem shall be taken as two 16.0 kip axles spaced four feet apart. Only one of these tandem axles must be considered in the design, unless the joint opening exceeds four feet. The load range shall be increased by the dynamic load allowance (Impact Factor) of 75%. Load factors shall be applied in accordance with Table 3.4.1-1 of the AASHTO LRFD Bridge Design Specifications, current edition and latest interims.

The vertical load for strength design shall be a 50.0 kip tandem. This tandem shall be taken as two 25.0 kip axles spaced four feet apart. Only one of these tandem axles must be considered in the design, unless the joint opening exceeds four feet. This load shall be increased by the dynamic load allowance (Impact Factor) of 75%. Load factors shall be applied in accordance with Table 3.4.1-1 of the AASHTO LRFD Bridge Design Specifications, current edition and latest interims.

The horizontal load range for fatigue design shall be *** $$1$$ *** percent of the amplified vertical load range (LL+IM) specified above. For modular expansion joint systems installed on vertical grades in excess of five percent, the horizontal component of the amplified vertical load range (LL+IM) specified above shall be added to this horizontal load range.

The horizontal load for strength design shall be 20 percent of the amplified vertical load (LL+IM) specified above. For modular expansion joint systems installed on vertical grades in excess of five percent, the horizontal component of the amplified vertical load (LL+IM) specified above shall be added to this horizontal load.

Fatigue Testing Laboratory

The following facilities are known to be capable of performing the fatigue testing specified in Section 6-02.3(13)C:

1. Structural Engineering Testing Laboratory (SETL)
   University of Washington
   Seattle, WA
   SETL Director:
   Dr. Dawn Lehman: (206) 715-2108
   SETL Manager
   Vince Chaijaroen: (206) 543-7433

2. Bowen Laboratory
   Purdue University
   West Lafayette, IN
   Director of Bowen Laboratory:
   Dr. Amit Varma: (765) 496-3419

3. ATLSS Engineering Research Center
   Lehigh University
6-02.3(14).GR6

**Finishing Concrete Surfaces**

6-02.3(14)C.GR6

**Pigmented Sealer Materials**

6-02.3(14)C.INST1.GR6

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

6-02.3(14)C.OPT1.GB6

(April 6, 2009)

The color of the pigmented sealer shall be Washington Gray.

6-02.3(14)C.OPT2.GB6

(April 6, 2009)

The color of the pigmented sealer shall be Mt. St. Helens Gray.

6-02.3(14)C.OPT3.GB6

(April 6, 2009)

The color of the pigmented sealer shall be Mt. Baker Gray.

6-02.3(14)C.OPT4.GB6

(April 6, 2009)

The color of the pigmented sealer shall be Cascade Green.

6-02.3(14)C.OPT5.FB6

(April 6, 2009)

The color for the following structure feature(s) shall match the specified color(s):

<table>
<thead>
<tr>
<th>Structure and Feature</th>
<th>Pigmented Sealer Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>*** $$1$$ ***</td>
<td>*** $$2$$ ***</td>
</tr>
</tbody>
</table>

6-02.3(17).GR6

**Falsework and Formwork**

6-02.3(17)C.GR6

**Falsework and Formwork at Special Locations**

6-02.3(17)C.INST1.GR6

Section 6-02.3(17)C is supplemented with the following:

6-02.3(17)C.OPT1.FB6

(September 3, 2019)

The Contractor shall obtain permission from the Railroad Company for the Contractor’s falsework openings over railroad tracks. The Contractor shall notify
the Railroad Company at least *** $$1$$ *** working days prior to erecting falsework over a track, and shall include the dimensions of the opening and the duration of the restricted clearance in the submittal.

6-02.3(17)K.GR6

Concrete Forms on Steel Spans

6-02.3(17)K.INST1.GR6

The first paragraph of Section 6-02.3(17)K is revised to read as follows:

6-02.3(17)K.OPT1.GB6

(August 3, 2015)

Except as otherwise specified, concrete forms on all steel structures shall be removable and shall not remain in place. Where needed, the forms shall have openings for truss or girder members. Each opening shall be large enough to leave at least 1-1/2 inches between the concrete and steel on all sides of the steel member after the forms have been removed. Unit contract prices cover all costs related to these openings.

Permanent metal forms may be used to form that portion of the concrete slab inside the webs of the steel box girders, subject to the following requirements:

1. Metal forms shall be 18 gage minimum thickness, zinc coated, steel sheet conforming to ASTM A 653 Coating Designation G 210. All accessories shall conform to ASTM A 36 or Section 9-06.1 with a zinc coating of 2.0 ounces per square foot.

2. Forms shall be designed by the Contractor to support the plastic concrete, metal forms, steel reinforcing bars, and a construction live load of 60 pounds per square foot. Deflection of the metal form shall not exceed 1/360 of the span. Camber of the metal form shall not exceed the anticipated deflection. The working unit stress shall not exceed 0.725 of the specified yield strength of the metal form material.

3. The metal forms shall provide for the full depth of the deck slab above the uppermost portions of the form. Bottom transverse steel reinforcing bars of the deck slab shall be at least 1 inch clear of the metal forms at all points. Forms or supports shall not be welded to girder flanges.

4. The bridge deck concrete shall be placed continuously between the transverse construction joints shown in the Plans, except in an emergency when the Engineer authorizes an interruption in the concrete placement. In such an emergency, the Contractor shall construct a transverse joint at the bottom of a flute and shall field drill 1/4 inch weep holes through the metal form at 12 inch centers along the line of the joint.
5. All zinc coating on exposed metal form damaged or removed during construction shall be repaired with one coat of paint conforming to Section 9-08.1(2)B, two mils minimum dry film thickness.

6. Should the Engineer determine that inspection of the underside of the hardened slab is warranted, the Contractor shall remove at least one section of metal form in each span at no extra cost to the Contracting Agency. If excessive honeycomb or other defects are found, the Contractor shall, if required by the Engineer, remove additional form sections at no additional expense to the Contracting Agency, and shall revise concrete placing methods as required to produce sound concrete. All unacceptable concrete shall be removed or repaired.

7. Complete layout, details, and a description of materials, for the permanent metal forms shall be included in the Contractor’s falsework and formwork submittal as specified in Section 6-02.3(16).

8. No adjustment will be made to the lump sum contract price for “Bridge Deck - _____” for additional quantities of materials required because of the use of the permanent forms.

Placing Anchor Bolts

Section 6-02.3(18) is supplemented with the following:

Resin Bonded Anchors

The embedment depth of the anchors shall be as specified in the Plans. If the embedment depth of the anchor is not specified in the Plans then the embedment depth shall be as specified in the table of minimum and maximum torque below.

The anchors shall be installed in accordance with the resin manufacturer's written procedure.

Holes shall be drilled as specified in the Plans. Holes may be drilled with a rotary hammer drill when core drilling is not specified in the Plans. If holes are core drilled, the sides of the holes shall be roughened with a rotary hammer drill after core drilling.

Holes shall be prepared in accordance with the resin manufacturer's recommendations and shall meet the minimum requirements as specified herein. Holes drilled into concrete shall be thoroughly cleaned of debris, dust, and laitance prior to installing the threaded rod and resin bonding material. Holes shall not have any standing liquid at the time of installation of the threaded anchor rod.

The anchor nuts shall be tightened to the following torques when the embedment equals or exceeds the minimum embedment specified.
<table>
<thead>
<tr>
<th>Anchor Diameter (inch)</th>
<th>Minimum Torque (ft-lbs)</th>
<th>Maximum Torque (ft-lbs)</th>
<th>Minimum Embedment (Inch)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8</td>
<td>12</td>
<td>18</td>
<td>3-3/8</td>
</tr>
<tr>
<td>1/2</td>
<td>22</td>
<td>35</td>
<td>4-1/2</td>
</tr>
<tr>
<td>5/8</td>
<td>55</td>
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<td>5-5/8</td>
</tr>
<tr>
<td>3/4</td>
<td>106</td>
<td>140</td>
<td>6-3/4</td>
</tr>
<tr>
<td>7/8</td>
<td>165</td>
<td>190</td>
<td>7-7/8</td>
</tr>
<tr>
<td>1</td>
<td>195</td>
<td>225</td>
<td>9</td>
</tr>
<tr>
<td>1-1/4</td>
<td>370</td>
<td>525</td>
<td>11-1/4</td>
</tr>
</tbody>
</table>

When the anchor embedment depth is less than the minimum values specified, the anchor nuts shall be tightened to the torque values specified in the Plans, or as recommended by the resin bonded anchor system manufacturer and approved by the Engineer.

6-02.3(24).GR6

**Reinforcement**

6-02.3(24)C.GR6

**Placing and Fastening**

6-02.3(24)C.INST1.GR6

Section 6-02.3(24)C is supplemented with the following:

6-02.3(24)C.OPT1.GB6

*(September 8, 2020)*

**Drilling Holes for, and Setting, Steel Reinforcing Bar Dowels**

Where called for in the Plans, holes shall be drilled into existing concrete to the size and dimension shown in the Plans. The Contractor may use any method for drilling the holes provided the method selected does not damage the concrete and the steel reinforcing bar that is to remain. Core drilling will be required when specifically noted in the Plans.

The Contractor shall exercise care in locating and drilling the holes to avoid damage to existing steel reinforcing bars and concrete. Location of the holes may be shifted slightly with the acceptance of the Engineer in order to avoid damaging the existing steel reinforcing bars. All damage caused by the Contractor's operations shall be repaired by the Contractor in accordance with Section 1-07.13.

Steel reinforcing bars shall be set into the holes noted in the Plans with epoxy resin. The holes shall be cleaned before placing the resin.

The Contractor shall demonstrate, to the satisfaction of the Engineer, that the method used for setting the steel reinforcing bars completely fills the void between the steel reinforcing bar and the concrete with epoxy resin. Dams shall be placed at the front of the holes to confine the epoxy and shall not be removed until the epoxy has cured in the hole.
6-02.3(25).GR6

Prestressed Concrete Girders

6-02.3(26).GR6

Cast-in-Place Prestressed Concrete

6-02.3(26).INST1.GR6

The third paragraph of Section 6-02.3(26) is revised to read as follows:

6-02.3(26).OPT1.GB6

(January 4, 2010)

Before tensioning, the Contractor shall remove all side forms from the girders. The Contractor shall not release the falsework supporting the superstructure, and shall not place construction loads and other live loads on the superstructure, until the job-cured 2-inch grout cubes, fabricated in accordance with WSDOT TM 813, reach a minimum compressive strength of 800 psi in accordance with WSDOT FOP for AASHTO T 106.

6-02.4.GR6

Measurement

6-02.4.INST1.GR6

Section 6-02.4 is supplemented with the following:

6-02.4.OPT1.FB6

(September 8, 2020)

*** $$1$$ *** contains the following approximate quantities of materials and work:

*** $$2$$ ***

The quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for accepted changes will be made in the lump sum Contract price for *** $$3$$ *** even though the actual quantities required may deviate from those listed.

6-02.4.OPT3.FB6

(September 8, 2020)

"Modular Expansion Joint System___" contains the following approximate quantities of materials and work:

*** $$1$$ ***

The quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for accepted changes will be made in the applicable modular expansion joint system lump sum Contract price for "Modular Expansion Joint System___" even though the actual quantities required may deviate from those listed.
6-02.4.OPT8.FB6
(September 8, 2020)
Expansion joint modification contains the following approximate quantities of materials and work:

*** $$1$$ ***

The quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for accepted changes will be made in the lump sum Contract price for “Expansion Joint Modification___” even though the actual quantities required may deviate from those listed.

6-02.4.OPT24.GB6
(August 6, 2012)
Epoxy crack sealing will be measured by the linear foot along the sealed crack at the concrete surface.

6-02.4.OPT26.GB6
(June 26, 2000)
Modify bridge drain will be measured per each for each bridge drain modified.

6-02.4.OPT27.GB6
(June 26, 2000)
Plugging existing bridge drain will be measured per each for each bridge drain plugged.

6-02.4.OPT32.GB6
(April 6, 2015)
Core drilled bridge deck drain will be measured per each for each bridge deck drain core drilled and completed with a PVC pipe sleeve.

6-02.4.OPT43.GB6
(April 6, 2015)
Longitudinal seismic restrainer will be measured per each.

6-02.4.OPT44.FB6
(September 8, 2020)
Seismic retrofit contains the following approximate quantities of materials and work:

*** $$1$$ ***

The quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for accepted changes will be made in the lump sum Contract price for “Seismic Retrofit - _____” even though the actual quantities required may deviate from those listed.

6-02.4.OPT45.FB6
(September 8, 2020)
Column jacketing contains the following approximate quantities of materials and work:
The quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for accepted changes will be made in the lump sum Contract price for “Column Jacketing - _____”, even though the actual quantities required may deviate from those listed.

6-02.5 GR6

**Payment**

6-02.5.INST3.GR6

The fifth and sixth bid items under Section 6-02.5 are supplemented with the following:

6-02.5.OPT20.GB6
(April 6, 2015)
The contract quantity specified for “Steel Reinf. Bar for Bridge” includes the quantity for the epoxy-coated steel reinforcing bars located in the substructure of the bridge(s) included in this project.

6-02.5.INST4.GR6

Section 6-02.5 is supplemented with the following:

6-02.5.OPT26.FB6
(August 2, 2010)
“Bridge Deck - _____”, lump sum.
The lump sum contract price for “Bridge Deck - _____” shall be full pay for constructing the reinforced concrete portions of the steel bridge superstructure, including *** $$1$$ ***.

6-02.5.OPT33.GB6
(April 6, 2015)
“Expansion Joint Modification __”, lump sum.

6-02.5.OPT49.GB6
(August 1, 2011)
“Epoxy Crack Sealing”, per linear foot.

Payment for taking and submitting cores to the Engineer for testing, as specified by the Engineer, will be by force account in accordance with Section 1-09.6. For the purpose of providing a common Proposal for all Bidders, the Contracting Agency has entered an amount for the item “Force Account Epoxy Crack Sealing Cores” in the bid proposal to become a part of the total bid by the Contractor.

6-02.5.OPT51.GB6
(June 26, 2000)
“Modify Bridge Drain”, per each.

6-02.5.OPT52.GB6
(June 26, 2000)
“Plugging Existing Bridge Drain”, per each.

6-02.5.OPT53.FB6
(June 26, 2000)
All costs in connection with $$$1$$ *** bridge drains as specified shall be included in the unit contract price per square yard for $$$2$$ ***.

6-02.5.OPT58.GB6
(April 6, 2015)
“Core Drilled Bridge Deck Drain”, per each.

6-02.5.OPT59.FB6
(April 6, 2015)
All costs in connection with constructing the core drilled bridge deck drains as specified shall be included in the $$$1$$ ***.

6-02.5.OPT71.GB6
(April 6, 2015)
“Longitudinal Seismic Restrainer”, per each.

6-02.5.OPT72.GB6
(April 6, 2015)
“Seismic Retrofit - _____”, lump sum.

6-02.5.OPT73.GB6
(April 6, 2015)
“Column Jacketing - _____”, lump sum.

6-02.5.OPT91.FB6
(June 26, 2000)
**Bridge and Structures Minor Items**

For the purpose of payment, such bridge and structures items as $$$1$$ *** etc., for which there is no pay item included in the proposal, are considered as bridge and structures minor items. All costs in connection with furnishing and installing these bridge and structures minor items as shown and noted in the Plans and as outlined in these specifications and in the Standard Specifications shall be included in the $$$2$$ ***.

6-02.5.OPT92.FB6
(June 26, 2000)
**Bridge Supported Utilities**

All costs in connection with placing $$$1$$ *** through the superstructure of $$$2$$ *** as shown in the Plans, including all $$$3$$ ***, shall be included in the $$$4$$ ***,

6-02.5.OPT93.GB6
(June 26, 2000)
No additional compensation will be made by reason of any delay or other expense to the Contractor caused by coordination with the utility company or by installing utility company furnished items. However, any unavoidable delays to the Contractor caused by coordination with the utility company or resulting from installing utility company furnished items will be adjusted in accordance with Section 1-08.8.
Painting

Description

Section 6-07.1 is supplemented with the following:

(August 3, 2009)

This work shall consist of cleaning and painting all exposed metal surfaces of Bridge No(s). *** $$1$$ ***, in accordance with Section 6-07.3(10), except as otherwise noted below.

Portions of the structure(s) excluded from this work include:

*** $$2$$ ***

(August 3, 2009)

This work shall consist of cleaning and painting the exposed timber surfaces of Bridge No(s). *** $$1$$ ***, in accordance with Section 6-07.3(13) as supplemented in these Special Provisions and as specified below:

*** $$2$$ ***

Construction Requirements

Painting Existing Steel Structures

Section 6-07.3(10) is supplemented with the following:

(August 3, 2009)

The Contractor *** $$1$$ ***, paint the existing utility company conduits attached to the structure, such as sewer, water, gas and telephone. The Contractor shall protect the utilities from damage due to operations on the bridges.

(August 3, 2009)

Light fixtures and lenses, including navigation, aircraft, flag pole luminaire, and luminaire light fixtures and lenses, shall not be painted and shall be kept clean from paint. The Contractor shall remove all paint from the light fixtures and lenses due to the painting operation.
A portion of the work involved in this project is located over or near railroad facilities. The Contractor shall exercise great care in all operations in order that no interruptions or damage will occur to the railroad trains or facilities. The Contractor shall contact the Railroad Company regarding the times and the conditions under which cleaning and painting work over or adjacent to railroad tracks may be accomplished.

6-07.3(OPT4.GB6
(August 3, 2015)
In the cleaning operation, particular attention shall be paid to cleaning the grid deck. Any means acceptable to the Engineer, in addition to flushing, as required to clean dirt, oil and grease from the grid surfaces in accordance with SSPC-SP 1 shall be used.

6-07.3(10)A.GR6

Containment

6-07.3(10)A.INST1.GR6
Section 6-07.3(10)A is supplemented with the following:

6-07.3(10)A.OPT1.GB6
(August 3, 2009)
The Contractor shall adequately protect all gears, machinery, mechanical equipment, electrical equipment, navigation and clearance light lenses, motors, sheaves and cables and all other equipment which might become damaged by and during the cleaning and painting operations. Should the Contractor's operation foul or otherwise contaminate the lubricated surfaces, the Contractor shall, if directed by the Engineer, clean and relubricate the surfaces at the Contractor's expense.

6-07.3(10)A.OPT2.FB6
(January 2, 2018 September 7, 2021)
The following bridge(s) have a wind speed/gust threshold:

<table>
<thead>
<tr>
<th>Bridge No(s).</th>
<th>Wind Speed/Gust Threshold (miles per hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>*** $$1$$ ***</td>
<td>*** $$2$$ ***</td>
</tr>
</tbody>
</table>

Each day, the Contractor shall review the five-day wind speed/gust forecast for each bridge site from the Western Region Headquarters of the National Weather Service at www.wrh.noaa.gov. The Contractor shall lower or withdraw tarps, plastic exterior, and other containment components presenting an exposed face to the wind when either of the following apply:

1. When wind speeds or gusts exceeding the threshold are forecast by the National Weather Service.

2. When the structure site weather station records wind speeds or gusts exceeding the threshold.
The containment system may be restored after 2 hours without winds or gusts exceeding the threshold, and no forecast of such wind speeds or gusts to return within 24 hours.

**Weather Station**

Prior to installing any components of a containment system on a bridge with a specified wind speed/gust threshold, the Contractor shall install a wireless weather station on the bridge at a location acceptable to the Engineer. The Contractor shall provide one of the following wireless weather station systems, or an accepted equal:

1. Davis Instruments Vantage Pro2 model 06163.
2. Weather Hawk 916 Wireless Weather Station.
3. Columbia Weather Systems Capricom FLX.

The Contractor shall submit a Type 2 Working Drawing consisting of details of the selected wireless weather station system, including installation and operation details. The Contractor shall install wireless display console units for both the Contracting Agency’s and the Contractor’s use at locations acceptable to the Engineer. The Contractor shall protect the wireless weather station system from damage during all paint removal, surface cleaning, and paint application operations.

The Contractor shall maintain a log of daily weather data updated on a daily basis. The log shall be available to the Engineer for review at any time during the project. The weather data shall be tabulated in the form of a spreadsheet. At a minimum, the weather data shall indicate the high and low temperature, relative humidity, maximum wind speed and direction, wind gusts, and rainfall. If requested by the Engineer, the Contractor shall submit a Type 1 Working Drawing of weather data. Upon request, the Contractor shall provide wireless access to the weather station data.

At the end of the Contract, the wireless weather station and all associated system components shall be removed from the bridge and become the property of the Contractor.

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6-07.3(10)D.GR6

**Surface Preparation Prior to Overcoat Painting**

6-07.3(10)D.INST1.GR6

Section 6-07.3(10)D is supplemented with the following:

6-07.3(10)D.OPT1.FB6

(April 6, 2015)

The following steel surfaces of Bridge No(s). *** $$1$$ *** shall receive surface preparation in accordance with SSPC SP1 followed by cleaning in accordance with this Section:

*** $$2$$ ***
Surface Preparation - Full Paint Removal

Section 6-07.3(10)E is supplemented with the following:

6-07.3(10)E.OPT1.FB6
(April 5, 2010)
The following steel surfaces of Bridge No(s). *** $$1$$ *** shall receive full paint removal surface preparation in accordance with this Section:

*** $$2$$ ***

Paint Color

Section 6-07.3(10)I is supplemented with the following:

6-07.3(10)I.OPT1.FB6
(August 3, 2009)
The color of the top coat, when dry, shall match *** $$1$$ ***.

Field Coating Application Methods

Section 6-07.3(10)N is supplemented with the following:

6-07.3(10)N.OPT1.GB6
(August 3, 2009)
Spray painting will be permitted for the application of paint to the surfaces of the steel grid roadway decking and steel grid catwalks, provided every precaution or means necessary to prevent any damage due to spraying operations or from wind borne paint is taken, provided further that if satisfactory results are not, in the opinion of the Engineer, obtained with the spraying application, the Contractor shall revert to the use of brushes. In the event spray painting is used on the steel grid roadway decking, the application shall be made only from the underside of the roadway, and then only at such times as traffic has been diverted to other lanes. A protective covering shall be placed immediately over areas of the roadway decking being spray painted to prevent damage from wind borne paint.

Painting or Powder Coating of Galvanized Surfaces

Section 6-07.3(11) is supplemented with the following:
6-07.3(11).OPT1.FB6
(August 3, 2009)
The color of the finish coat, when dry, shall match *** $$1$$ ***
Concrete Barrier

Construction Requirements

Temporary Barrier

The first paragraph of Section 6-10.3(5) is revised to read:

For temporary barrier, the Contractor shall use precast concrete barrier type F. Temporary concrete barrier type F shall comply with Standard Plan requirements and cross-sectional dimensions, except that: (1) it may be made in other lengths than those shown in the Standard Plan, and (2) it may have permanent lifting holes no larger than 4 inches in diameter or lifting loops.

The following sentence is inserted before the second to last sentence of the first paragraph of Section 6-10.3(5):

New Type 2 and Type 4 temporary precast concrete barrier shall not be fabricated after December 31, 2019.

Precast barrier intended for permanent placement may be used at temporary locations and will be considered temporary barrier until installed at a permanent location.

Barrier damaged while being used at a temporary location shall not be reused at a permanent location even though it has been repaired, and when no longer required at a temporary location, shall become the property of the Contractor and removed from the project.
The following paragraph is added immediately following the bid item, “Temporary Barrier”:

The unit contract price per linear foot for "Temporary Barrier" shall include all costs for furnishing, placing, maintaining, replacing, and cleaning barrier delineation.

All costs in connection with constructing *** $$1$$ *** barrier shall be included in the *** $$2$$ ***.

$$2$$ ***.
DIVISION8.GR8  Miscellaneous Construction

8-01.GR8  Erosion Control and Water Pollution Control

8-01.1.GR8——Description

8-01.1(1).GR8——Definitions

8-01.1(1).INST1.GR8 (Item 1C of Section 8-01.1(1) is revised to read)
Must use once preceding any of the following:

8-01.1(1).OPT1.GR8 (February 25, 2021)
Use in all projects:

8-01.1(1).INST2.GR8 (Item 2E of Section 8-01.1(1) is revised to read)
Must use once preceding any of the following:

8-01.1(1).OPT2.GR8 (February 25, 2021)
Use in all projects.

8-01.3.GR8  Construction Requirements

8-01.3(1).GR8  General

8-01.3(1).INST1.GR8 (The tenth paragraph of Section 8-01.3(1) is revised to read)
Must use once preceding any of the following:

8-01.3(1).OPT1.GR8 (Erodible Soil Eastern Washington)
(January 25, 2010)
Use for projects east of the Cascade range in areas receiving 12 inches or less annual precipitation. Do not use if any portion of the project lies in areas that receive more than 12 inches of annual precipitation. See https://www.wsdot.wa.gov/publications/fulltext/Hydraulics/Wa_MeanAnnualPrecip.pdf.

8-01.3(1).INST2.GR8 (Section 8-01.3(1) is supplemented with the following)
Must use once preceding any of the following:

8-01.3(1).OPT2.FR8 (Side Slope Treatment)
(April 1, 2002)
Use on projects where erodible soils are anticipated and it is desired to have the newly exposed slopes walked before final erosion control can be accomplished, in accordance with recommendation from environmental office.
(1 fill-in)

8-01.3(1)B.GR8——Erosion and Sediment Control (ESC) Lead

8-01.3(1)B.INST1.GR8 (Section 8-01.3(1)B is revised to read)
Must use once preceding any of the following:
8-01.3(1)B.OPT1.GR8 — (Non-Permit with ESC Lead)
   (May 28, 2020)
   Use on projects without a CSWGP but with ESC
   Lead Item.

8-01.3(1)B.INST2.GR8 — (The second sentence of the first paragraph of Section
   8-01.3(1)B is revised to read)
   Must use once preceding any of the following:

8-01.3(1)B.OPT2.GR8 — (February 25, 2021)
   Use in all projects.
   Do not use with 8-01.3(1)B.OPT1.GR8.

8-01.3(1)B.INST3.GR8 — (The second sentence of the second paragraph of
   Section 8-01.3(1)B (excluding the numbered list) is
   revised to read)
   Must use once preceding any of the following:

8-01.3(1)B.OPT3.GR8 — (February 25, 2021)
   Use in all projects.
   Do not use with 8-01.3(1)B.OPT1.GR8.

8-01.3(1)C.GR8 — Water Management

8-01.3(1)C1.GR8 — Disposal of Dewatering Water

8-01.3(1)C1.INST1.GR8 — (Section 8-01.3(1)C1 is revised to read)
   Must use once preceding any of the following:

8-01.3(1)C1.OPT1.GR8 — (February 25, 2021)
   Use in all projects.

8-01.3(1)C4.GR8 — Management of Off-Site Water

8-01.3(1)C4.INST1.GR8 — (Section 8-01.3(1)C4 is supplemented with the
   following)
   Must use once preceding any of the following:

8-01.3(1)C4.OPT1.FR8 — (Off-site stormwater routed through or around
   Project site)
   (August 6, 2012)
   Use when there are known locations where
   stormwater enters the project site and it is desired
   to prevent this stormwater from flowing
   uncontrolled through the project site.
   (1 fill-in)

8-01.3(2).GR8 — Temporary Seeding and Mulching

8-01.3(2)B.GR8 — Temporary Seeding

8-01.3(2)B.INST1.GR8 — (Section 8-01.3(2)B is supplemented with the
   following)
   Must use once preceding any of the following:
8-01.3(2)B.OPT1.FR8 (Composition, proportion, quality and application rate of grass seed)
(August 4, 2014)
Use on projects where a common, non-native or non-source-identified seed can be used. This mix will generally be used within urban areas on small areas of disturbance. The fill-ins for the seed should be provided by the Region Landscape Architect or Headquarters Roadside and Site Development for regions without a Landscape Architect.
(2 fill-ins) (Fill-ins with dollar signs only are to be used as required)

8-01.3(2)B.OPT2.FR8 (Composition, proportion, quality and application rate of grass seed)
(August 4, 2014)
Use in projects where the Region Landscape Architect recommends source identified (local genetics) native seed. The fill-ins should be provided by the Region Landscape Architect or Headquarters Roadside and Site Development for regions without a Landscape Architect.
(3 fill-ins) (Fill-ins with dollar signs only are to be used as required.)

8-01.3(2)B.OPT3.GR8 (Seeding by hand)
(September 3, 2019)
Use in projects with seeding and fertilizing of less than 1 acre, the use of mechanical equipment would not be cost effective, or on remote projects with many small areas.

8-01.3(2)B.OPT4.FR8 (One application of fertilizer)
(January 3, 2006)
Use in projects requiring only one application of fertilizer.
(4 fill-ins) (The fill-ins for the fertilizer itself should be by consulting the State Horticulturist, the Region Landscape Architect, or Headquarters Roadside and Site Development. Fill-in $$4$$ should be 2/3 the amount of nitrogen in fill-in $$1$$.)

8-01.3(2)B.OPT8.FR8 (Composition, proportion, quality and application rate of grass seed)
(August 4, 2014)
Use in projects where the Region Landscape Architect recommends native seed that is not source identified. The fill-ins should be provided by the Region Landscape Architect or Headquarters Roadside and Site Development for regions without a Landscape Architect.
8-01.3(2)D.GR8  Temporary Mulching

8-01.3(2)D.INST1.GR8  (Section 8-01.3(2)D is supplemented with the following)
  Must use once preceding any of the following:

8-01.3(2)D.OPT1.FR8  (Type and rate of application of mulch)
  (January 5, 2015)
  Use in projects requiring the application of mulch when the application rate per acre or the allowable pounds in any single lift are revised from the Standard Specifications.
  (3 fill-ins)

8-02.GR8  Roadside Restoration

8-02.1.GR8  Description

8-02.1.INST1.GR8  (Section 8-02.1 is supplemented with the following)
  Must use once preceding any of the following:

8-02.1.OPT1.GR8  (Removal of Buried Man-Made Debris)
  (August 4, 2014)
  Use on projects that include soil amendment, and/or irrigation systems, and where man-made construction debris is known or suspected to exist. Requires the approval of the Region Construction Manager. Must include 8-02.3(5).OPT4.GR8 and 8-02.5.OPT2.GR8.

8-02.1.OPT2.GR8  (Biotic Soil Amendments)
  (April 1, 2019)
  Use on projects to amend poor quality soils (which have a lack of organic matter and little to no bioactivity) using Biotic Soil Amendments (BSAs). Should only be used if the soil is determined to be deficient from the results of a soil organic matter test or the soil analysis and the application of compost or topsoil is not possible due to steepness or access. Use requires the approval of the Region Landscape Architect or the HQ Region Liaison Landscape Architect.
  Must also use 8-02.2.OPT2.GR8, 8-02.3.OPT1.GR8, 8-02.4.OPT2.GR8, and 8-02.5.OPT4.FR8.

8-02.2.GR8  Materials

8-02.2.INST1.GR8  (Section 8-02.2 is supplemented with the following)
  Must use once preceding the following:

8-02.2.OPT1.GR8  (Conservation Grade Plant Material)
  (January 3, 2011)
  Use in projects that include “conservation grade” plant material in the plant list. Use requires approval of the
Region Landscape Architect or HQ Region Liaison Landscape Architect.

8-02.2.OPT2.GR8 (Biotic Soil Amendments) (April 1, 2019)
Use on projects to amend poor quality soils (which have a lack of organic matter and little to no bioactivity) using Biotic Soil Amendments (BSAs). Should only be used if the soil is determined to be deficient from the results of a soil organic matter test or the soil analysis and the application of compost or topsoil is not possible due to steepness or access. Use requires the approval of the Region Landscape Architect or the HQ Region Liaison Landscape Architect. Must also use 8-02.1.OPT2.GR8, 8-02.3.OPT1.GR8, 8-02.4.OPT2.GR8, and 8-02.5.OPT4.FR8.

8-02.2(9-14).GR8 (Erosion Control and Roadside Planting)

8-02.2(9-14).INST1.GR8 (Section 9-14 is supplemented with the following) Must use once preceding the following:

8-02.2(9-14).OPT1.FR8 (Weed Barrier Mats) (January 3, 2011)
Use in projects requiring weed barrier mats. (1 fill-in) Fill-in is the staple length.
Contact the Region Landscape Architect or HQ Region Liaison Landscape Architect for fill-in information.

8-02.2(9-14.2).GR8 (Topsoil)

8-02.2(9-14.2(1)).GR8 (Topsoil Type A) (Section 9-14.1(1) is supplemented with the following) Must use once preceding any of the following:

8-02.2(9-14.2(1)).OPT1.FR8 (February 25, 2021) For use on projects where Topsoil Type A is needed for stormwater BMPs and for plant growth and establishment. Contact the Landscape Architect for fill-ins and depth of application. (4 fill-ins)

8-02.2(9-14.5).GR8 (Mulch and Amendments)

8-02.2(9-14.5(8)).GR8 (Compost) (Section 9-14.4(8) is supplemented with the following) Must use once preceding any of the following:

8-02.2(9-14.5(8)).OPT1.GR8 (January 3, 2010) Use when the contract has less than 100 yards of compost, or less than 30 working days and 100 yards of compost or greater.
8-02.2(9-14.5(8)).OPT2.GR8  (September 3, 2019)

May be used to allow biosolids compost on projects that do not use compost on stormwater BMPs. Use with concurrence of the Hydraulics Engineer.

8-02.3.GR8  Construction Requirements

8-02.3.INST1.GR8  (Section 8-02.3 is supplemented with the following)

Must use once preceding any of the following:

8-02.3.OPT1.GR8  (Biotic Soil Amendments)

(April 1, 2019)

Use on projects to amend poor quality soils (which have a lack of organic matter and little to no bioactivity) using Biotic Soil Amendments (BSAs). Should only be used if the soil is determined to be deficient from the results of a soil organic matter test or the soil analysis and the application of compost or topsoil is not possible due to steepness or access. Use requires the approval of the Region Landscape Architect or the HQ Region Liaison Landscape Architect. Must also use 8-02.1.OPT2.GR8, 8-02.2.OPT2.GR8, 8-02.4.OPT2.GR8, and 8-02.5.OPT4.FR8.

8-02.3(4).GR8  Topsoil

8-02.3(4)A.GR8  Topsoil Type A

8-02.3(4)A.INST1.GR8  (Section 8-02.3(4)A is supplemented with the following)

Must use once preceding any of the following:

8-02.3(4)A.OPT1.FR8  (Topsoil Type A)

(August 3, 2015)

Must include with 8-02.2(9-14.2(1)).OPT1.FR8.

8-02.3(5).GR8  Roadside Seeding, Lawn and Planting Area Preparation

8-02.3(5).INST1.GR8  (Section 8-02.3(5) is supplemented with the following)

Must use once preceding any of the following:

8-02.3(5).OPT1.FR8  (Application of Compost)

(August 5, 2013)

Include when no incorporation of compost is required.

(1 fill-in)

8-02.3(5).OPT2.FR8  (Application of Compost)

(August 5, 2013)

Include when compost is to be incorporated into the soil and irrigation lines are included in the Contract.

(2 fill-ins)
8-02.3(5).OPT3.FR8  (Application of Compost)
(August 5, 2013)
Include when compost is to be incorporated onto the soil
and there are no irrigation lines included in the Contract.
(2 fill-ins).

8-02.3(5).OPT4.GR8  (Removal of Buried Man-Made Debris)
(August 4, 2014)
Must include with 8-02.1.OPT1.GR8 and 8-02.5.OPT2.GR8.

8-02.3(6).GR8  Mulch and Amendments

8-02.3(6)B.GR8  Fertilizers

8-02.3(6)B.INST1.GR8  (Section 8-02.3(6)B is supplemented with the
following)
Must use once preceding any of the following:

8-02.3(6)B.OPT1.FR8  (One application of fertilizer)
(September 3, 2019)
Use in projects requiring only one application of
fertilizer.
(4 fill-ins) (The fill-ins for the fertilizer itself should
be by consulting the State Horticulturist, the
Region Landscape Architect, or Headquarters
Roadside and Site Development. Fill-in $$4$$
should be 2/3 the amount of nitrogen in fill-in
$$1$$).

8-02.3(6)B.OPT2.FR8  (More than one application of fertilizer)
(September 3, 2019)
Use in projects when the Region Landscape Arch.
recommends more than one fertilizer application.
(7 fill-ins) (The fill-ins for the fertilizer itself should
be by consulting the Region Landscape Architect,
or Headquarters Roadside and Site Development.
Fill-in $$7$$ should be 2/3 the amount of nitrogen
in fill-in $$4$$).

8-02.3(6)B.OPT3.GR8  (Fertilizing by hand)
(September 3, 2019)
Must include with 8-02.3(9)B.OPT2.GR8.
Use in projects with seeding and fertilizing of less
than 1 acre, the use of mechanical equipment
would not be cost effective, or on remote projects
with many small areas.

8-02.3(6)B.OPT4.FR8  (Fertilizer Application in Eastern Washington)
(September 3, 2019)
Use this GSP for projects in eastern Washington
where soils tests show excess potassium and
phosphorous and high pH.
8-02.3(8).GR8  Planting

8-02.3(8).INST1.GR8  (Section 8-02.3(8) is supplemented with the following)
Must use once preceding any of the following:

8-02.3(8).OPT1.FR8  (February 25, 2013)
Must use when the project requires a U.S. Army Corps
of Engineers Nationwide Permit. Use the Environmental
Commitment Meeting to determine applicability of this
provision for the project.
(1 fill-in)

8-02.3(9).GR8  Seeding, Fertilizing, and Mulching

8-02.3(9).B.GR8  Seeding and Fertilizing

8-02.3(9).B.INST1.GR8  (Section 8-02.3(9)B is supplemented with the
following)
Must use once preceding any of the following:

8-02.3(9).B.OPT1.FR8  (Composition, proportion, quality and
application rate of grass seed)
(September 3, 2019)
Use in projects where the Region Landscape
Architect recommends source identified (local
genetics) native seed. The fill-ins should be
provided by the Region Landscape Architect or
Headquarters Roadside and Site Development for
regions without a Landscape Architect.
(3 fill-ins) (Fill-ins with dollar signs only are to be
used as required.)

8-02.3(9).B.OPT2.GR8  (Seeding by hand)
(September 3, 2019)
Use in projects with seeding and fertilizing of less
than 1 acre, the use of mechanical equipment
would not be cost effective, or on remote projects
with many small areas.

8-02.3(9).B.OPT3.FR8  (Composition, proportion, quality and application
rate of grass seed)
(September 3, 2019)
Use in projects where the Region Landscape
Architect recommends native seed that is not
source identified. The fill-ins should be provided
by the Region Landscape Architect or
Headquarters Roadside and Site Development for
regions without a Landscape Architect.
(3 fill-ins)

8-02.3(11).GR8  Mulch

8-02.3(11).INST1.GR8  (Section 8-02.3(11) is supplemented with the following)
Must use once preceding any of the following:
8-02.3(11).OPT1.FR8  (Placement of Bark or Wood Chip Mulch)
(April 2, 2012)
Use in projects requiring bark and wood chip mulch. Use requires approval of the Region Landscape Architect or HQ Region Liaison Landscape Architect.
(1 fill-in)

8-02.3(11)A.GR8  Mulch for Seeding Areas

8-02.3(11)A.INST1.GR8  (Section 8-02.3(11)A is supplemented with the following)
Must use once preceding any of the following:

8-02.3(11)A.OPT1.FR8  (Type and rate of application of mulch)
(September 3, 2019)
Use in projects requiring the application of mulch when the application rate per acre or the allowable pounds in any single lift are revised from the Standard Specifications.
(3 fill-ins)

8-02.3(13).GR8  Plant Establishment

8-02.3(13).INST1.GR8  (Section 8-02.3(13) is supplemented with the following)
Must use once preceding any of the following:

8-02.3(13).OPT1.GR8  (January 5, 2015)
Use in projects with multiple year plant establishment. Must include with 8-02.5.OPT1.GR8.

8-02.4.GR8  Measurement

8-02.4.INST1.GR8  (Section 8-02.4 is supplemented with the following)
Must use once preceding any of the following:

8-02.4.OPT1.GR8  (January 5, 2015)
Use in projects where Topsoil, Compost, Soil Amendments, or Bark or Wood Chip Mulch is applied around trees or shrub beds, or in areas of less than one acre. Must include with 8-02.5.OPT3.GR8.

8-02.4.OPT2.GR8  (Biotic Soil Amendments)
(April 1, 2019)
Use on projects to amend poor quality soils (which have a lack of organic matter and little to no bioactivity) using Biotic Soil Amendments (BSAs). Should only be used if the soil is determined to be deficient from the results of a soil organic matter test or the soil analysis and the application of compost or topsoil is not possible due to steepness or access. Use requires the approval of the Region Landscape Architect or the HQ Region Liaison Landscape Architect. Must also use 8-02.1.OPT2.GR8, 8-02.2.OPT2.GR8, 8-02.3.OPT1.GR8, and 8-02.5.OPT4.FR8.
8-02.5.GR8 Payment

8-02.5.INST1.GR8 (Section 8-02.5 is supplemented with the following)
Must use once preceding any of the following:

8-02.5.OPT1.GR8 (January 5, 2015)
Must include with 8-02.3(13).OPT1.GR8.

8-02.5.OPT2.GR8 (Removal of Buried Man Made Previously Fabricated Debris)
(August 4, 2014-September 7, 2021)
Must include with 8-02.1.OPT1.GR8 and 8-02.3(5).OPT4.GR8.

8-02.5.OPT3.GR8 (January 5, 2015)
Use in projects where Topsoil, Compost, Soil Amendments, or Bark or Wood Chip Muleh is applied around trees or shrub beds, or in areas of less than one acre. Must include with 8-02.4.OPT1.GR8.

8-02.5.OPT4.FR8 (Biotic Soil Amendments)
(April 1, 2019)
Use on projects to amend poor quality soils (which have a lack of organic matter and little to no bioactivity) using Biotic Soil Amendments (BSAs). Should only be used if the soil is determined to be deficient from the results of a soil organic matter test or the soil analysis and the application of compost or topsoil is not possible due to steepness or access. Use requires the approval of the Region Landscape Architect or the HQ Region Liaison Landscape Architect. (1 fill-in) (Fill-in #1 indicates which seed item will be used in conjunction with the BSA. Consult with the Region Landscape Architect to determine which permanent seeding item to use.)
Must also use 8-02.1.OPT2.GR8, 8-02.2.OPT2.GR8, 8-02.3.OPT1.GR8, and 8-02.4.OPT2.GR8.

8-02.5.INST2.GR8 (The Bid item “Seeding, Fertilizing and Mulching”, per acre in Section 8-02.5 is revised to read:)
Must use once preceding any of the following:

8-02.5.OPT5.GR8 (February 25, 2021)
Use in all projects.

8-10.GR8 Guide Posts

8-10.1.GR8 Description

8-10.1.INST1.GR8 (Section 8-10.1 is supplemented with the following)
Must use once preceding any of the following:

8-10.1.OPT1.GR8 (Barrier Delineators)
(April 1, 2002)
Must also use 8-10.2.OPT1.GR8, 8-10.3.OPT1.GR8 or 8-10.3.OPT2.GR8, 8-10.4.OPT1.GR8, and 8-10.5.OPT1.GR8.

8-10.2.GR8 Materials

8-10.2.INST1.GR8 (Section 8-10.2 is supplemented with the following)
Must use once preceding any of the following:

8-10.2.OPT1.GR8 (Barrier Delineators)
(August 6, 2018)
Must also use 8-10.1.OPT1.GR8, 8-10.3.OPT1.GR8 or 8-10.3.OPT2.GR8, 8-10.4.OPT1.GR8, and 8-10.5.OPT1.GR8.

8-10.3.GR8 Construction Requirements

8-10.3.INST1.GR8 (Section 8-10.3 is supplemented with the following)
Must use once preceding any of the following:

8-10.3.OPT1.GR8 (Barrier Delineators)
(April 1, 2002)
Delineators placed 6" down from top.
Must also use 8-10.1.OPT1.GR8, 8-10.2.OPT1.GR8 8-10.4.OPT1.GR8, and 8-10.5.OPT1.GR8.

8-10.3.OPT2.GR8 (Barrier Delineators)
(April 1, 2002)
Delineators placed on top of barrier.
Must also use 8-10.1.OPT1.GR8, 8-10.2.OPT1.GR8 8-10.4.OPT1.GR8, and 8-10.5.OPT1.GR8.

8-10.4.GR8 Measurement

8-10.4.INST1.GR8 (Section 8-10.4 is supplemented with the following)
Must use once preceding any of the following:

8-10.4.OPT1.GR8 (Barrier Delineators)
(April 1, 2002)
Must also use 8-10.1.OPT1.GR8, 8-10.2.OPT1.GR8 8-10.3.OPT1.GR8, or 8-10.3.OPT2.GR8, and 8-10.5.OPT1.GR8.

8-10.5.GR8 Payment

8-10.5.INST1.GR8 (Section 8-10.5 is supplemented with the following)
Must use once preceding any of the following:

8-10.5.OPT1.GR8 (Barrier Delineators)
(April 1, 2002)
Must also use 8-10.1.OPT1.GR8, 8-10.2.OPT1.GR8 8-10.3.OPT1.GR8, or 8-10.3.OPT2.GR8, and 8-10.4.OPT1.GR8.
8-11.GR8 Guardrail

8-11.1.GR8 Description

8-11.1.INST1.GR8 (Section 8-11 is supplemented with the following)
Must use once preceding any of the following:

8-11.1.OPT1.GR8 (High-Tension Cable Barrier System 4 Cable)
(February 3, 2020)
Must also use 8-11.2.OPT2.GR8, 8-11.3.OPT2.FR8, 8-11.4.OPT2.GR8, 8-11.5.OPT7.GR8, and 8-11.5.OPT8.GR8.

8-11.1.OPT2.GR8 (Aesthetic Treatment for Beam Guardrail)
(January 7, 2019)
Use in all projects that require Aesthetic Treatment for Beam Guardrail. This replaces the use of Weathering Steel Beam Guardrail.
Must also use 8-11.2.OPT4.GR8, 8-11.3.OPT4.GR8, 8-11.4.OPT4.GR8, and 8-11.5.OPT1.GR8.

8-11.2.GR8 Materials

8-11.2.INST1.GR8 (Section 8-11 is supplemented with the following)
Must use once preceding any of the following:

8-11.2.OPT2.GR8 (High-Tension Cable Barrier System 4 Cable)
(September 3, 2019)
Must also use 8-11.1.OPT1.GR8, 8-11.3.OPT2.FR8, 8-11.4.OPT2.GR8, 8-11.5.OPT7.GR8, and 8-11.5.OPT8.GR8.

8-11.2.OPT4.GR8 (Aesthetic Treatment for Beam Guardrail)
(January 2, 2018)
Use in all projects that require Aesthetic Treatment for Beam Guardrail. This replaces the use of Weathering Steel Beam Guardrail.
Must also use 8-11.1.OPT2.GR8, 8-11.3.OPT4.GR8, 8-11.4.OPT4.GR8, and 8-11.5.OPT1.GR8.

8-11.2(9-16.3).GR8 (Beam Guardrail)

8-11.2(9-16.3(2)).GR8 (Posts and Blocks)

8-11.2(9-16.3(2)).INST1.GR8 (Section 9-16.3(2) is supplemented with the following)
Must use once preceding any of the following:

8-11.2(9-16.3(2)).OPT1.GB8 (Steel shear plates and backing plates)
(April 6, 2015)
Use in thrie beam retrofit projects with beam guardrail Type Thrie Beam using timber blockouts wedged between openings in existing concrete baluster rails.
Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6,
8-11.2(9-16.3(2)).OPT2.GB8 (Grout)
(April 6, 2015)
Use in thrie beam retrofit projects with beam guardrail Type Thrie Beam using a steel post connection to the existing concrete curb or railbase. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, 8-11.2(9-16.3(4)).OPT1.GB8, and 8-11.3(1)A.OPT2.GB8.

8-11.2(9-16.3(2)).OPT3.GB8 (Steel Angles for Timber Blockout Connection to Truss)
(April 6, 2015)
Use in thrie beam retrofit projects with beam guardrail Type Thrie Beam requiring timber blockout connection to existing steel truss members. Include with 8-11.2(9-16.3(4)).OPT2.GB8 and other appropriate GSPs supplementing Sections 8-11.2 and 8-11.3(1).

8-11.2(9-16.3(2)).OPT4.GB8 (Beam Guardrail Type WP Thrie Beam)
(April 6, 2015)
Use in thrie beam retrofit projects with weak post thrie beam guardrail retrofit (beam guardrail Type WP Thrie Beam). Include with 1-07.1.OPT2.FR1, 8-11.2(9-16.3(4)).OPT2.GB8, 8-11.3(1)A.OPT3.GB8, 8-11.3(1)B.OPT9.GB8, 8-11.3(1)H.OPT1.GB8, and 8-11.3(1)D.OPT1.GB8.

8-11.2(9-16.3(4)).GB8 (Hardware)
(Section 9-16.3(4) is supplemented with the following)
Must use once preceding any of the following:

8-11.2(9-16.3(4)).OPT1.GB8 (Resin bonded anchors)
(April 6, 2015)
Use in thrie beam retrofit projects requiring resin bonded anchors for connection to concrete baluster railing end posts, and concrete curbs and railbases. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, and either 8-11.2(9-16.3(2)).OPT1.GB8, 8-11.2(9-16.3(4)).OPT2.GB8, 8-11.3(1)A.OPT1.GB8, and 8-11.3(1)B.OPT7.GB8, or 8-11.2(9-16.3(2)).OPT2.GB8 and 8-11.3(1)A.OPT2.GB8.

8-11.2(9-16.3(4)).OPT2.GB8 (Lag screws)
(April 6, 2015)
Use in thrie beam retrofit projects requiring connections with lag screws to timber members and blockouts.

8-11.3.GR8 Construction Requirements

8-11.3.INST1.GR8 (Section 8-11.3 is supplemented with the following)
Must use once preceding any of the following:

8-11.3.OPT1.GR8  (Box Culvert Guardrail Steel Posts)  
(August 6, 2018)  
Must also use 8-11.4.OPT1.GR8 and 8-11.5.OPT6.GR8.  
Use in projects requiring the construction of steel guardrail posts on top of existing concrete box culverts.

8-11.3.OPT2.FR8  (High-Tension Cable Barrier System 4 Cable)  
(February 3, 2020)  
Must also use 8-11.1.OPT1.GR8, 8-11.2.OPT2.GR8, 8-11.4.OPT2.GR8, 8-11.5.OPT7.GR8, and 8-11.5.OPT8.GR8.  
Fill-in is the location(s) of Contracting Agency sites to deliver complete sets of Additional High-Tension Cable Barrier Components.  
(1 fill-in)

8-11.3.OPT4.GR8  (Aesthetic Treatment for Beam Guardrail)  
(January 7, 2019)  
Use in all projects that require Aesthetic Treatment for Beam Guardrail. This replaces the use of Weathering Steel Beam Guardrail.  
Must also use 8-11.1.OPT2.GR8, 8-11.2.OPT4.GR8, 8-11.4.OPT4.GR8, and 8-11.5.OPT1.GR8.

8-11.3(1).GR8  Beam Guardrail

8-11.3(1).INST1.GR8  (Section 8-11.3(1) is supplemented with the following)  
Must use once preceding any of the following:

8-11.3(1).OPT1.GR8  Post Selection  
(April 5, 2010)  
Use in all projects that specifically require wood guardrail posts or specifically require steel guardrail posts.

8-11.3(1)A.GR8  Erection of Posts

8-11.3(1)A.INST1.GR8  (Section 8-11.3(1)A is supplemented with the following)  
Must use once preceding any of the following:

8-11.3(1)A.OPT1.GB8  (Timber Blockouts for Beam Guardrail Type Thrie Beam)  
(April 6, 2015)  
Use in thrie beam retrofit projects with beam guardrail Type Thrie Beam using timber blockouts wedged between openings in existing concrete baluster rails. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, 8-11.2(9-16.3(2)).OPT1.GB8, and 8-11.2(9-
8-11.3(1)A.OPT2.GB8 (Steel Posts for Beam Guardrail Type Thrie Beam)  
(January 4, 2016)  
Use in thrie beam retrofit projects with beam guardrail Type Thrie Beam using a steel post connection to the existing concrete curb or railbase. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, 8-11.2(9-16.3(2)).OPT2.GB8, 8-11.2(9-16.3(4)).OPT1.GB8, and 8-11.3(1)A.OPT7.GB8.

8-11.3(1)A.OPT3.GB8 (Beam Guardrail Type WP Thrie Beam)  
(September 8, 2020)  
Include in thrie beam retrofit projects with weak post thrie beam guardrail retrofit (beam guardrail Type WP Thrie Beam). Include with 1-07.1.OPT2.FR1, 8-11.2(9-16.3(2)).OPT4.GB8, 8-11.2(9-16.3(4)).OPT2.GB8, 8-11.3(1)B.OPT9.GB8, 8-11.3(1)H.OPT1.GB8, and 8-11.3(1)D.OPT1.GB8.

8-11.3(1)A.INST2.GR8 (The fourth paragraph of Section 8-11.3(1)A is revised to read:)  
Must use once preceding any of the following:

8-11.3(1)A.OPT4.GR8 (Guardrail Leave-Outs)  
(January 13, 2021)  
Use in all projects with guardrail.

8-11.3(1)B.GR8 Erection of Rail

8-11.3(1)B.INST1.GR8 (Section 8-11.3(1)B is supplemented with the following)  
Must use once preceding any of the following:

8-11.3(1)B.OPT6.GB8 (Field Measuring to Existing Type 3 Anchors)  
(April 6, 2015)  
Include in thrie beam retrofit projects when existing Type 3 anchors are being salvaged for reuse as part of the retrofitted guardrail system.

8-11.3(1)B.OPT7.GB8 (Attaching Beam Guardrail Type Thrie Beam to Timber Blockouts)  
(April 6, 2015)  
Use in thrie beam retrofit projects with beam guardrail Type Thrie Beam using timber blockouts wedged between openings in existing concrete baluster rails. Include with 6-02.2.OPT1.GR6, 6-02.3(18).OPT1.GR6, 8-11.2(9-
16.3(2)).OPT1.GB8, 8-11.2(9-
16.3(4)).OPT1.GB8, 8-11.2(9-
16.3(4)).OPT2.GB8, and 8-11.3(1)A.OPT1.GB8.

8-11.3(1)B.OPT8.GB8 (Thrie Beam Expansion Joint Element)
(January 13, 2021)
Use in projects where the guardrail elements are continuous across interior bridge expansion joints. Contact HQ Design for the thrie beam expansion joint element detail to include in the project plans.

8-11.3(1)B.OPT9.GB8 (Beam Guardrail Type WP Thrie Beam)
(April 6, 2015)
Include in thrie beam retrofit projects with weak post thrie beam guardrail retrofit (beam guardrail Type WP Thrie Beam). Include with 1-07.1.OPT2.FR1, 8-11.2(9-16.3(2)).OPT4.GB8, 8-11.2(9-16.3(4)).OPT2.GB8, 8-11.3(1)A.OPT3.GB8, 8-11.3(1)H.OPT1.GB8, and 8-11.3(1)D.OPT1.GB8.

8-11.3(1)D.GR8 Removing Guardrail
8-11.3(1)D.INST1.GR8 (Section 8-11.3(1)D is supplemented with the following)
Must use once preceding any of the following:
8-11.3(1)D.OPT1.GB8 (Beam Guardrail Type WP Thrie Beam)
(September 8, 2020)
Include in thrie beam retrofit projects with weak post thrie beam guardrail retrofit (beam guardrail Type WP Thrie Beam). Include with 1-07.1.OPT2.FR1, 8-11.2(9-16.3(2)).OPT4.GB8, 8-11.2(9-16.3(4)).OPT2.GB8, 8-11.3(1)A.OPT3.GB8, 8-11.3(1)B.OPT9.GB8, and 8-11.3(1)D.OPT1.GB8.

8-11.3(1)H.GR8 Guardrail Construction Exposed to Traffic
8-11.3(1)H.INST1.GR8 (Section 8-11.3(1)H is supplemented with the following)
Must use once preceding any of the following:
8-11.3(1)H.OPT1.GB8 (Beam Guardrail Type WP Thrie Beam)
(April 6, 2015)
Include in thrie beam retrofit projects with weak post thrie beam guardrail retrofit (beam guardrail Type WP Thrie Beam). Include with 1-07.1.OPT2.FR1, 8-11.2(9-16.3(2)).OPT4.GB8, 8-11.2(9-16.3(4)).OPT2.GB8, 8-11.3(1)A.OPT3.GB8, 8-11.3(1)B.OPT9.GB8, and 8-11.3(1)D.OPT1.GB8.

8-11.4.GR8 Measurement
8-11.4.INST1.GR8 (Section 8-11.4 is supplemented with the following)
Must use once preceding any of the following:

8-11.4.OPT1.GR8  (Box Culvert Guardrail Steel Posts)  
(March 13, 1995)  
Must include with 8-11.3.OPT1.GR8 and 8-11.5.OPT6.GR8.  
Use in projects requiring the construction of steel guardrail posts on top of concrete box culverts.

8-11.4.OPT2.GR8  (High-Tension Cable Barrier System 4 Cable)  
(February 3, 2020)  
Must also use 8-11.1.OPT1.GR8, 8-11.2.OPT2.GR8, 8-11.3.OPT2.FR8, 8-11.5.OPT7.GR8, and 8-11.5.OPT8.GR8.

8-11.4.OPT4.GR8  (Aesthetic Treatment for Beam Guardrail)  
(April 2, 2018)  
Use in all projects that require Aesthetic Treatment for Beam Guardrail.  
Must also use 8-11.1.OPT1.GR8, 8-11.2.OPT4.GR8, 8-11.3.OPT4.GR8, and 8-11.5.OPT1.GR8.

8-11.5.GR8  Payment

8-11.5.INST2.GR8  (Section 8-11.5 is supplemented with the following)  
Must use once preceding any of the following:

8-11.5.OPT1.GR8  (Aesthetic Treatment for Beam Guardrail)  
(April 2, 2018)  
Use in all projects that require Aesthetic Treatment for Beam Guardrail.  
Must also use 8-11.1.OPT2.GR8, 8-11.2.OPT4.GR8, 8-11.3.OPT2.FR8, 8-11.5.OPT4.GR8, and 8-11.4.OPT4.GR8.

8-11.5.OPT2.GR8  (Guardrail Leave-Outs)  
(January 13, 2021)  
Use in all projects with guardrail.

8-11.5.OPT6.GR8  (Box Culvert Guardrail Steel Posts)  
(August 6, 2018)  
Must include with 8-11.3.OPT1.GR8 and 8-11.4.OPT1.GR8.  
Use in projects requiring the construction of steel guardrail posts on top of concrete box culverts.

8-11.5.OPT7.GR8  (High-Tension Cable Barrier)  
(February 3, 2020)  
Must also use 8-11.1.OPT1.GR8, 8-11.2.OPT2.GR8, 8-11.3.OPT2.FR8, 8-11.4.OPT2.GR8 and 8-11.5.OPT8.GR8.

8-11.5.OPT8.GR8  (Additional High-Tension Cable Barrier Components)  
(February 3, 2020)  
Must also use 8-11.1.OPT1.GR8, 8-11.2.OPT2.GR8, 8-11.3.OPT2.FR8, 8-11.4.OPT2.GR8 and 8-11.5.OPT7.GR8.
No Federal funding participation. Must be in state funds group.

8-12.GR8  Chain Link Fence and Wire Fence

8-12.2.GR8  Materials

8-12.2.INST1.GR8  (Section 8-12.2 is supplemented with the following) Must use once preceding any of the following:

8-12.2.OPT1.FR8  (Coated chain link fence)  (September 8, 2020) Use in projects requiring the construction of coated chain link fence. Must include 8-12.5.OPT1.GR8. (1 fill-in)

8-12.2.OPT6.GR8  (Cable Fence)  (September 3, 2019) Use in projects with cable fence. Include with 8-12.3.OPT1(B).GB8, 8-12.4.OPT1.GB8, and 8-12.5.OPT6.GB8. Include with 8-12.3.OPT1(A).GB8 when anchoring the cable fence posts to existing concrete structures. Include with 8-12.3.OPT1(C).GB8 when painting of the galvanized fence posts is required.

8-12.3.GR8  Construction Requirements

8-12.3.INST1.GR8  (Section 8-12.3 is supplemented with the following) Must use once preceding any of the following:

8-12.3.OPT1.GR8  (Cable Fence)  Use once preceding the following:

8-12.3.OPT1(A).GB8  (Field Measuring For Cable Fence)  (April 6, 2015) Use in projects with cable fence when anchoring the cable fence posts to existing concrete structures. Include with 8-12.2.OPT6.GB8, 8-12.3.OPT1(B).GB8, 8-12.4.OPT1.GB8, and 8-12.5.OPT6.GB8. Include with 8-12.3.OPT1(C).GB8 when painting of the galvanized fence posts is required.

8-12.3.OPT1(B).GB8  (Cable Fence)  (April 6, 2015) Use in projects with cable fence. Include with 8-12.2.OPT6.GB8, 8-12.4.OPT1.GB8, and 8-12.5.OPT6.GB8. Include with 8-12.3.OPT1(A).GB8 when anchoring the cable fence posts to existing concrete structures. Include with 8-12.3.OPT1(C).GB8 when painting of the galvanized fence posts is required.

8-12.3.OPT1(C).GB8  (Cable Fence)  (January 2, 2018)
Use in projects with cable fence. Include with 8-12.2.OPT6.GB8, 8-12.4.OPT1.GB8, and 8-12.5.OPT6.GB8. Include with 8-12.3.OPT1(A).GB8 when anchoring the cable fence posts to existing concrete structures.

**8-12.4.GR8** Measurement

8-12.4.INST1.GR8 (Section 8-12.4 is supplemented with the following)

Must use once preceding any of the following:

8-12.4.OPT1.GB8 (Cable Fence) (April 6, 2015)

Use in projects with cable fence. Include with 8-12.2.OPT6.GB8, 8-12.3.OPT1(B).GB8, and 8-12.5.OPT6.GB8. Include with 8-12.3.OPT1(A).GB8 when anchoring the cable fence posts to existing concrete structures. Include with 8-12.3.OPT1(C).GB8 when painting of the galvanized fence posts is required.

**8-12.5.GR8** Payment

8-12.5.INST1.GR8 (Section 8-12.5 is supplemented with the following)

Must use once preceding any of the following:

8-12.5.OPT1.GR8 (Coated chain link fence) (April 1, 2002)

Use in projects requiring the construction of coated chain link fence.

8-12.5.OPT6.GB8 (Cable Fence) (April 6, 2015)

Use in projects with cable fence. Include with 8-12.2.OPT6.GB8, 8-12.3.OPT1(B).GB8, and 8-12.4.OPT1.GB8. Include with 8-12.3.OPT1(A).GB8 when anchoring the cable fence posts to existing concrete structures. Include with 8-12.3.OPT1(C).GB8 when painting of the galvanized fence posts is required.

**8-13.GR8** Monument Cases

8-13.1.GR8 Description

8-13.1.INST1.GR8 (Section 8-13.1 is deleted and replaced by the following)

Must use once preceding any of the following:

8-13.1.OPT1.GR8 (Monument pipes included in work) (March 13, 1995)

Must also use 8-13.2.OPT1.GR8, 8-13.3.OPT1.GR8, 8-13.4.OPT1.GR8 and 8-13.5.OPT1.GR8.

Use in projects requiring that the monument pipes be installed by the Contractor.
8-13.2.GR8  Materials

8-13.2.INST1.GR8  (Section 8-13.2 is supplemented with the following)
Must use once preceding any of the following:

8-13.2.OPT1.GR8  (Monument pipes included in work)
(March 13, 1995)
Must include with 8-13.1.OPT1.GR8.
Use in projects requiring that the monument pipes be installed by the Contractor.

8-13.3.GR8  Construction Requirements

8-13.3.INST1.GR8  (The last paragraph of Section 8-13.3 is revised to read)
Must use once preceding any of the following:

8-13.3.OPT1.GR8  (Monument pipes included in work)
(March 13, 1995)
Must include with 8-13.1.OPT1.GR8.
Use in projects requiring that the monument pipes be installed by the Contractor.

8-13.4.GR8  Measurement

8-13.4.INST1.GR8  (Section 8-13.4 is deleted and replaced by the following)
Must use once preceding any of the following:

8-13.4.OPT1.GR8  (Monument pipes included in work)
(March 13, 1995)
Must include with 8-13.1.OPT1.GR8.
Use in projects requiring that the monument pipes be installed by the Contractor.

8-13.5.GR8  Payment

8-13.5.INST1.GR8  (Section 8-13.5 is supplemented with the following)
Must use once preceding any of the following:

8-13.5.OPT1.GR8  (Monument pipes included in work)
(April 28, 1997)
Must include with 8-13.1.OPT1.GR8.
Use in projects requiring that the monument pipes be installed by the Contractor.

8-14.GR8  Cement Concrete Sidewalks

8-14.1.GR8  Description

8-14.1.INST1.GR8  (Section 8-14.1 is revised to read)
Must use once preceding any of the following:

8-14.1.OPT1.GR8  (ADA Feature work)
(April 3, 2017)
Use in all projects that require any ADA Feature work.
8-14.3.GR8  Construction Requirements

8-14.3.INST1.GR8  (Section 8-14.3 is supplemented with the following)

Must use once preceding any of the following:

8-14.3.OPT1.GR8  (Pre-construction meeting for cement concrete sidewalks, curb ramps or other pedestrian access routes to discuss ADA issues before Work begins)
(April 3, 2017)
Use in projects where pedestrian access route Work (cement concrete sidewalks, curb ramps or other pedestrian access) is proposed and it is felt that a pre-construction meeting is needed by Region Construction Office to discuss ADA compliance.

8-14.3.OPT2.GR8  (Timing Restrictions)
(January 7, 2019)
Use in all projects that require any ADA Feature work where sidewalk, curb ramp, or bus stop closures are required to perform the work.
Must use with 1-05.4.OPT4.GR8, 8-14.1.OPT1.GR8, and 8-14.3.OPT3.GR8.

8-14.3.OPT3.GR8  (Layout and Conformance to Grades)
(January 7, 2019)
Use in all projects that require any ADA Feature work.
Must use with 1-05.4.OPT4.GR8, 8-14.1.OPT1.GR8, and 8-14.3.OPT2.GR8.

8-14.3(5).GR8  Detectable Warning Surface

8-14.3(5).INST1.GR8  (The first paragraph of Section 8-14.3(5) is revised to read:)

Must use once preceding any of the following:

8-14.3(5).OPT1.GR8  (January 13, 2021)
Use in all projects constructing detectable warning surfaces.

8-15.GR8  Riprap

8-15.4.GR8  Measurement

8-15.4.INST1.GR8  (Section 8-15.4 is supplemented with the following)

Must use once preceding any of the following:

8-15.4.OPT3.GR8  (Special excavation)
(March 13, 1995)
Must also use 8-15.5.OPT8.GR8.
Use in projects requiring excavation outside the limits of structure excavation for riprap at bridge piers located within streams.
8-15.4.OPT5.GR8  (Excavation for riprap is included in cost of riprap)
(The last paragraph of Section 8-14.5 is deleted)
(February 5, 2001)
Must also use 8-15.5.OPT1.GR8.
Use in projects with small quantities of riprap or upon recommendation of the Construction and Materials Division.

8-15.5.GR8  Payment

8-15.5.INST1.GR8  (The first sentence of the second paragraph of Section 8-15.5 is revised to read)
Must use once preceding any of the following:

8-15.5.OPT1.GR8  (Excavation for riprap is included in cost of riprap)
(March 13, 1995)
Must include with 8-15.4.OPT5.GR8.
Use in projects with small quantities of riprap or upon recommendation of the Construction and Materials Division.

8-15.5.INST2.GR8  (Section 8-15.5 is supplemented with the following)
Must use once preceding the following:

8-15.5.OPT8.GR8  (Special excavation)
(September 30, 1996)
Must include with 8-15.4.OPT3.GR8.
Use in projects requiring excavation outside the limits of structure excavation for riprap at bridge piers located within streams.

8-16.GR8  Concrete Slope Protection

8-16.3.GR8  Construction Requirements

8-16.3(2).GR8  Placing Semi-Open Concrete Masonry Units

8-16.3(2).INST1.GR8  (Section 8-16.3(2) is supplemented with the following)
Must use once preceding any of the following:

8-16.3(2).OPT1.GR8  (Requirements for semi-open precast masonry units)
(December 19, 2005)
Must include with 8-16.5.OPT1.GR8.
Use in projects requiring semi-open concrete masonry slope protection.

8-16.5.GR8  Payment

8-16.5.INST1.GR8  (Section 8-16.5 is supplemented with the following)
Must use once preceding any of the following:
8-16.5.OPT1.GR8  (Semi-open Conc. Masonry Slope Protection)  
(Semiconductor,  Masonry Slope Protection)  
Must include with 8-16.3(2).OPT1.GR8.  
Use in projects requiring semi-open concrete masonry  
slope protection.

8-20.GR8  Illumination, Traffic Signal Systems, Intelligent Transportation  
 Systems, and Electrical  

8-20.2.GR8  Materials  

8-20.2.INST1.GR8  (Section 8-20.2 is supplemented with the following)  
Must use once preceding any of the following:  

8-20.2.OPT1.GR8  (Traffic Signal Shaft Foundation Shaft Casing and  
Slurry)  
(April 6, 2015)  
Use in traffic signal projects with shaft foundations in weak  
soils, with the concurrence of the Materials Laboratory  
Geotechnical Branch. Include with 8-20.3(4).OPT1.FB8  
and 8-20.5.OPT1.GB8.

8-20.2(9-29.1).GR8  (Conduit, Innerduct, and Outerduct)  

8-20.2(9-29.1(11)).GR8  (Foam Conduit Sealant)  
(Semiconductor,  Masonry Slope Protection)  
Must use once preceding any of the following:  

8-20.2(9-29.1(11)).OPT1.GR8(January 7, 2019)  
Use in projects where new conduit is installed,  
wiring is added to existing conduit, or wiring is  
removed from existing conduit.

8-20.2(9-29.2).GR8  (Junction Boxes, Cable Vaults, and Pull Boxes)  
(Semiconductor,  Masonry Slope Protection)  
Must use once preceding any of the following:  

8-20.2(9-29.2).OPT1.GR8  (Slip-Resistant Surfacing)  
(September 3, 2019)  
Use in projects where junction boxes, cable vaults, pull  
boxes, or Structure mounted boxes require slip-  
resistant surfacing.

8-20.2(9-29.6).GR8  (Light and Signal Standards)  
(Semiconductor,  Masonry Slope Protection)  
Must use once preceding any of the following:  

8-20.2(9-29.6).OPT1.GR8  Light Standards With Type 1 Luminaire Arms  
(January 13, 2021)  
Use in projects requiring Type 1 luminaire arms and the  
Engineer is not required to verify the H1 distances  
shown in the Plans.

8-20.2(9-29.6).OPT2.GR8  Light Standards With Type 1 Luminaire Arms
Use in projects requiring Type 1 luminaire arms and H1 distances are not shown in the Plans or the Engineer is required to verify the H1 distances shown in the Plans.

8-20.2(9-29.6).OPT5.GR8 Traffic Signal Standards
(July 6, 2021)
Use in projects requiring traffic signal standards, or combination traffic signal/light standards with Type 1 luminaire arms, or both.

8-20.2(9-29.6(5)).GR8 (Foundation Hardware)
(Section 9-29.6(5) is supplemented with the following)
Must use once preceding any of the following:

8-20.2(9-29.6(5)).OPT1.GR8 (January 13, 2021)
Use in projects where Type 1 luminaire arms are required to verify the H1 distances shown in the Plans.

8-20.2(9-29.13).GR8 (Control Cabinet Assemblies)
(Section 9-29.13 is supplemented with the following)
Must use once preceding any of the following:

8-20.2(9-29.13).OPT1.GR8 Uninterruptible Power Supply (UPS)
(January 2, 2018)
With Region Traffic Engineer approval, use in projects where Uninterruptible Power Supply (UPS) cabinets are required. Include with 8-20.3(14).OPT1.GR8.

8-20.2(9-29.13(11)).GR8 (Traffic Data Accumulator and Ramp Meters)
(Section 9-29.13(11) is supplemented with the following)
Must use once preceding any of the following:

8-20.2(9-29.13(11)).OPT1.GR8 (July 6, 2021)
Use in projects where a Ramp Meter or ITS Data Station controller is required.

8-20.2(9-29.15).GR8 (Flashing Beacon Control)
(Section 9-29.15 is supplemented with the following)
Must use once preceding any of the following:

8-20.2(9-29.15).OPT1.GR8 Rapid Flashing Beacons (RFB)
(January 7, 2019)
Use in projects where Rectangular Rapid Flashing Beacons (RRFBs) are required.

8-20.2(9-29.19).GR8 (Pedestrian Push Buttons)
(Section 9-29.19 is supplemented with the following)
Must use once preceding any of the following:

8-20.2(9-29.19).OPT1.FR8 Accessible Pedestrian Signal (APS) Pushbuttons
(January 13, 2021)
Use in projects requiring accessible pedestrian signal (APS) pushbuttons. Do not use for RRFB system pushbuttons.

For the fill-in, enter one of the following:

“See Contract Plans for table.”

or

Copy and paste in the following table (insert additional lines as necessary):

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<th>Street (B)</th>
<th>Arrow Direction</th>
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(1 fill-in)

### 8-20.2(1).GR8 Equipment List and Drawings

- **8-20.2(1).INST1.GR8**  
  (Section 8-20.2(1) is supplemented with the following)
  Must use once preceding any of the following:

- **8-20.2(1).OPT1.GR8**  
  (Light standards when H1 dimension is shown on the Plans)
  (March 13, 1995)
  Use in projects with illumination systems and the lighting standard H1 dimension is shown in the Plans and verification by the Engineer is not required prior to fabrication.

- **8-20.2(1).OPT2.GR8**  
  (Light standards when H1 dimension is not Shown on the Plans or must be verified prior to fabrication)
  (March 13, 1995)
  Use in projects with illumination systems and the lighting standard H1 dimension is not shown in the Plans or the dimension shown in the Plans must be verified by the Engineer prior to fabrication.

- **8-20.2(1).OPT3.GR8**  
  (Traffic signal standards, strain pole standards or combination traffic signal/lighting standards)
  (March 13, 1995)
Use in projects with traffic signal systems when standards are to be installed.

8-20.3.GR8  Construction Requirements

8-20.3(4).GR8  Foundations

8-20.3(4).INST1.GR8 (Section 8-20.3(4) is supplemented with the following)
Must use once preceding any of the following:

8-20.3(4).OPT1.FB8 (Shafts for Signal Standard Foundations)
(August 7, 2017)
Use in traffic signal projects with shaft foundations in weak soils, with the concurrence of the Materials Laboratory Geotechnical Branch. The fill-in specifies the location(s) of the shaft(s) requiring construction under these construction requirements. Include with 8-20.2.OPT1.GB8 and 8-20.5.OPT1.GB8.
(One fill-in).

8-20.3(8).GR8  Wiring

8-20.3(8).INST1.GR8 (Section 8-20.3(8) is supplemented with the following)
Must use once preceding any of the following:

8-20.3(8).OPT1.GR8 Field Wiring Chart
(March 13, 1995)
Use in projects with traffic signal systems.

8-20.3(14).GR8  Signal Systems

8-20.3(14).INST1.GR8 (Section 8-20.3(14) is supplemented with the following)
Must use once preceding any of the following:

8-20.3(14).OPT1.GR8 Uninterruptible Power Supply (UPS)
(January 2, 2018)
With Region Traffic Engineer approval use in projects where Uninterruptible Power Supply (UPS) cabinets are required. Include with 8-20.2(9-29.13).OPT1.GR8

8-20.3(14)A.GR8  Signal Controllers

8-20.3(14)A.INST1.GR8 (Supplemental Instructions)
Must use once preceding any of the following:

8-20.3(14)A.OPT1.GR8 Testing
(August 2, 2010)
Use in projects with Contractor furnished signal controllers.

8-20.5.GR8  Payment

8-20.5.INST1.GR8 (Section 8-20.5 is supplemented with the following)
Must use once preceding any of the following:

- 8-20.5.OPT1.GB8 (Removing Traffic Signal Shaft Obstructions) (April 6, 2015)
  Use in traffic signal projects with shaft foundations in weak soils, with the concurrence of the Materials Laboratory Geotechnical Branch. Include with 8-20.2.OPT1.GB8 and 8-20.3(4).OPT1.FB8.

8-21.GR8 Permanent Signing

8-21.2.GR8 Materials

- 8-21.2(9-06.16).GR8 (Roadside Sign Structures)
  (Section 9-06.16 is supplemented with the following)
  Must use once preceding the following:
  - 8-21.2(9-06.16).OPT1.GR8 (January 3, 2011)
    Use in projects with perforated steel square sign posts.

- 8-21.2(9-28.11).GR8 (Hardware)
  (Section 9-28.11 is supplemented with the following)
  Must use once preceding any of the following:
  - 8-21.2(9-28.11).OPT1.GB8 (Overhead Sign Structure Locknuts)
    (August 3, 2015)
    Use in all projects with overhead sign structures (sign bridge, cantilever sign structure, bridge mounted sign bracket).

- 8-21.2(9-28.14).GR8 (Sign Support Structures)
  (Section 9-28.14 is supplemented with the following)
  Must use once preceding any of the following:
    (September 8, 2020)
    Use in all projects that have steel sign supports.

8-21.3.GR8 Construction Requirements

8-21.3(9).GR8 Sign Structures

8-21.3(9)A.GR8 Fabrication of Sign Structures

- 8-21.3(9)A1.GR8 Fabrication of Monotube Sign Bridges and Cantilever Sign Structures

  - 8-21.3(9)A1.INST1.GR8 (Section 8-21.3(9)A1 is supplemented with the following)
    Must use once preceding any of the following:

- 8-21.3(9)A1.OPT1.FB8 (Non-Conventional Paint Color)
  (September 8, 2020)
Use in projects with monotube sign bridges and/or monotube cantilever sign structures painted a color other than the conventionally specified gray color. Include with 8-21.4.OPT1.FB8. The fill-in specifies the SAE AMS Standard 595 color number, or the color name if no number.

(1 fill-in)

8-21.3(9)E.GR8 Bridge Mounted Sign Brackets

8-21.3(9)E.INST1.GR8 (Section 8-21.3(9)E is supplemented with the following)
Must use once preceding any of the following:

8-21.3(9)E.OPT1.FB8 (Bridge Mounted Sign Brackets)
(April 6, 2015)
Use in projects with bridge mounted sign brackets. The first and third fill-ins specify the sign bracket number(s). The second fill-in itemizes the structural carbon steel quantity for each sign bracket. The fourth fill-in specifies the quantity of hole drilling required for the resin bonded anchors for each sign bracket.
(4 fill-ins)

8-21.3(9)F.GR8 Foundations

8-21.3(9)F1.GR8 Fabrication of Monotube Sign Bridges and Cantilever Sign Structures

8-21.3(9)F1.INST1.GR8 (Section 8-21.3(9)F1 is supplemented with the following)
Must use once preceding any of the following:

8-21.3(9)F1.OPT1.FB8 (Temporary Casing Requirements)
(September 8, 2020)
Use in sign structure projects with shaft foundations where the shaft diameter is 48 inches or greater, or where the shaft depth is 15 feet or greater, or where the Materials Laboratory Geotechnical Branch identifies the foundation soils as sufficiently weak to require use of this specification. The fill-in specifies the location(s) of the shaft(s) requiring construction under these construction requirements.
(1 fill-in)

8-21.4.GR8 Measurement

8-21.4.INST1.GR8 (Section 8-21.4 is supplemented with the following)
Must use once preceding any of the following:
Use in projects with monotube sign bridges and/or monotube cantilever sign structures. The first fill in specifies the type of sign structure work included (sign bridge or cantilever sign structure or both). The second fill-in itemizes the quantities and work involved with each sign structure.

(2 fill-ins)

8-23.GR8 Temporary Pavement Markings

8-23.3.GR8 Construction Requirements

8-23.3(4).GR8 Pavement Marking Application

8-23.3(4)(9-34.5).GR8 (Temporary Pavement Marking Tape)

8-23.3(4)(9-34.5(1)).GR8 (Temporary Pavement Marking Tape – Short Duration (Non-Removable))

(Section 9-34.5(1)), including title, is revised to read:

Must use once preceding any of the following:

8-23.3(4)(9-34.5(1)).OPT1.GR8 (Temporary Pavement Marking Tape – Short Duration)

(Feb. 25, 2021)

Use in all projects.

8-23.3(4)(9-34.5(2)).GR8 (Temporary Pavement Marking Tape – Long Duration (Non-Removable))

(Section 9-34.5(2)), including title, is revised to read:

Must use once preceding any of the following:

8-23.3(4)(9-34.5(2)).OPT1.GR8 (Temporary Pavement Marking Tape – Long Duration)

(Feb. 25, 2021)

Use in all projects.

8-24.GR8 Rock and Gravity Block Wall, and Gabion Cribbing

8-24.2.GR8 Materials

8-24.2.INST1.GR8 (Section 8-24.2 is supplemented with the following)

Must use once preceding any of the following:

8-24.2.OPT1.GR8 (Gravity Block Wall)

(Jan. 7, 2002)

Use in projects constructing gravity block walls. Include with 8-24.3(2).OPT1.GR8

8-24.3.GR8 Construction Requirements
8-24.3(2).GR8 Gravity Block Wall

8-24.3(2).INST1.GR8 (Section 8-24.3(2) is supplemented with the following)
Must use once preceding any of the following:

8-24.3(2).OPT1.GR8 (Gravity Block Wall)
(January 7, 2002)
Use in projects constructing gravity block walls. Include with 8-24.2.OPT1.GR8.

8-25.GR8 Glare Screen

8-25.1.GR8 Description

8-25.1.INST1.GR8 (Section 8-25.1 is supplemented with the following)
Must use once preceding any of the following:

8-25.1.OPT1.GR8 (April 1, 2002)
Use in projects when the work zone analysis determines the need for temporary barrier screening.
8-25.2.OPT1.GR8, 8-25.3.OPT1.GR8, 8-25.4.OPT1.GR8, and 8-25.5.OPT1.GR8.

8-25.2.GR8 Materials

8-25.2.INST1.GR8 (Section 8-25.2 is supplemented with the following)
Must use once preceding any of the following:

8-25.2.OPT1.GR8 (April 1, 2002)
Use in projects when the work zone analysis determines the need for temporary barrier screening.
Must use with 8-25.1.OPT1.GR8, 8-25.3.OPT1.GR8, 8-25.4.OPT1.GR8, and 8-25.5.OPT1.GR8.

8-25.3.GR8 Construction Requirements

8-25.3.INST1.GR8 (Section 8-25.3 is supplemented with the following)
Must use once preceding any of the following:

8-25.3.OPT1.GR8 (April 1, 2002)
Use in projects when the work zone analysis determines the need for temporary barrier screening.
8-25.1.OPT1.GR8, 8-25.2.OPT1.GR8, 8-25.4.OPT1.GR8, and 8-25.5.OPT1.GR8.

8-25.4.GR8 Measurement

8-25.4.INST1.GR8 (Section 8-25.4 is supplemented with the following)
Must use once preceding any of the following:

8-25.4.OPT1.GR8 (April 1, 2002)
Use in projects when the work zone analysis determines the
need for temporary barrier screening.
8-25.1.OPT1.GR8, 8-25.2.OPT1.GR8, 8-25.3.OPT1.GR8,
and 8-25.5.OPT1.GR8.

8-25.5.GR8 Payment

8-25.5.INST1.GR8 (Section 8-25.5 is supplemented with the following)
Must use once preceding any of the following:

8-25.5.OPT1.GR8 (April 1, 2002)
Use in projects when the work zone analysis determines the
need for temporary barrier screening.
8-25.1.OPT1.GR8, 8-25.2.OPT1.GR8, 8-25.3.OPT1.GR8,
and 8-25.4.OPT1.GR8.

8-29.GR8 Wire Mesh Slope Protection

8-29.1.GR8 Description

8-29.1.INST1.GR8 (Section 8-29.1 is supplemented with the following)
Must use once preceding any of the following:

8-29.1.OPT1.GR8 (Cable Net Slope Protection)
(April 5, 2010)
Use in projects with cable net slope protection. Include with
8-29.2.OPT1.GR8, 8-29.3.OPT1.GR8, 8-29.4.OPT1.GR8
and 8-29.5.OPT1.GR8.

8-29.2.GR8 Materials

8-29.2.INST1.GR8 (Section 8-29.2 is supplemented with the following)
Must use once preceding any of the following:

8-29.2.OPT1.GR8 (Cable Net Slope Protection Materials)
(January 2, 2018)
Use in projects with cable net slope protection. Include with
8-29.1.OPT1.GR8, 8-29.3.OPT1.GR8, 8-29.4.OPT1.GR8
and 8-29.5.OPT1.GR8.

8-29.3.GR8 Construction Requirements

8-29.3.INST1.GR8 (Section 8-29.3 is supplemented with the following)
Must use once preceding any of the following:

8-29.3.OPT1.GR8 (Cable Net Slope Protection Construction Requirements)
(January 3, 2011)
Use in projects with cable net slope protection. Include with
8-29.1.OPT1.GR8, 8-29.2.OPT1.GR8, 8-29.4.OPT1.GR8
and 8-29.5.OPT1.GR8.

8-29.4.GR8 Measurement
Section 8-29.4 is supplemented with the following:

Must use once preceding any of the following:

8-29.4.INST1.GR8

(Cable Net Slope Protection)

(April 5, 2010)
Use in projects with cable net slope protection. Include with
8-29.1.OPT1.GR8, 8-29.2.OPT1.GR8, 8-29.3.OPT1.GR8, and 8-29.5.OPT1.GR8.

Section 8-29.5 is supplemented with the following:

Must use once preceding any of the following:

8-29.5.INST1.GR8

(Cable Net Slope Protection)

(January 3, 2011)
Use in projects with cable net slope protection. Include with
8-29.1.OPT1.GR8, 8-29.2.OPT1.GR8, 8-29.3.OPT1.GR8, and 8-29.4.OPT1.GR8.

Field Office Building
(August 7, 2017)
Use in projects when a field office building is required.

Bollards
(January 2, 2018)
Use in projects requiring bollards.
Contact Headquarters Design Standard Plans Office for plan details on Type 3 Bollards.

(Environmental Compliance)
(August 6, 2018)
For use on projects where the project has a high risk of soil erosion due
to soil type, slope gradient and work in or has proximity to waters of the
State (Hydraulics Runoff Manual (HRM) defines projects susceptible for
high risk soil erosion). Also for use on projects where there is extensive
monitoring of environmental permit compliance.
The Region Construction Engineer and Region Environmental Office
should be consulted for use as the provision introduces an
Environmental Compliance Lead person that incorporates, expands and
replaces the duties of the ESC Lead person.
Erosion Control and Water Pollution Control

Description

Definitions

Item 1C of Section 8-01.1(1) is revised to read:

(Feb. 25, 2021)

May be neutralized and discharged to surface waters or neutralized and infiltrated.

Item 2E of Section 8-01.1(1) is revised to read:

(Feb. 25, 2021)

May be neutralized, treated, and discharged to surface waters or neutralized and infiltrated in accordance with the CSWGP, with the exception of water-only shaft drilling slurry. Water-only shaft drilling slurry may be treated, neutralized, and infiltrated but not discharged to surface waters (Refer to Special Conditions S1.C. Authorized Discharges and S1.d Prohibited Discharges of the CSWGP).

Construction Requirements

General

The tenth paragraph of Section 8-01.3(1) is revised to read:

(Jan. 25, 2010)

Erodible Soil Eastern Washington

Erodible soil not being worked whether at final grade or not, shall be covered within the following time period using an approved soil cover practice:

July 1 through September 30 30 days
October 1 through June 30 15 days

Section 8-01.3(1) is supplemented with the following:
Side Slope Treatment
Slopes shall be compacted within *** $$1$$ *** days of exposure of a new section of cut and construction of a new portion of an embankment.

Erosion and Sediment Control (ESC) Lead

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

(May 28, 2020)
The Contractor shall identify the ESC Lead at the preconstruction discussions and in the TESC Plan. The ESC Lead shall have, for the life of the Contract, a current Certificate of Training in Construction Site Erosion and Sediment Control from a course approved by the Washington State Department of Ecology. The ESC Lead must be onsite or on call at all times throughout construction. The ESC Lead shall be listed on the Emergency Contact List required under Section 1-05.13(1).

The ESC Lead shall implement the TESC Plan. Implementation shall include, but is not limited to:

1. Installing, adaptively managing, and maintaining temporary erosion and sediment control BMPs to assure continued performance of their intended function. Damaged or inadequate BMPs shall be corrected immediately.

2. Updating the TESC Plan to reflect current field conditions.

3. Inspecting and reporting on all areas disturbed by construction activities, all on-site erosion and sediment control BMPs, and all storm water discharge points every calendar week and within 24 hours of runoff events in which storm water discharges from the site or as directed by the Engineer.

4. Submit to the Engineer no later than the end of the next working day following the inspection a TESC Inspection Report that includes:
   a. When, where, and how BMPs were installed, maintained, modified, and removed.
   b. Observations of BMP effectiveness and proper placement.
   c. Recommendations for improving future BMP performance with upgraded or replacement BMPs when inspections reveal TESC BMP deficiencies.
d. Identify for each discharge point location whether there is compliance with state water quality standards in WAC 173-201A for turbidity and pH.

Inspection of temporarily stabilized, or inactive sites may be reduced to once every calendar month if allowed by the Engineer.

8-01.3(1)B.INST2.GR8
The second sentence of the first paragraph of Section 8-01.3(1)B is revised to read:

8-01.3(1)B.OPT2.GR8
(February 25, 2021)
The ESC Lead shall have, for the life of the Contract, a current Certificate of Training in Construction Site Erosion and Sediment Control from a course approved by the Washington State Department of Ecology.

8-01.3(1)B.INST3.GR8
The second sentence of the second paragraph of Section 8-01.3(1)B (excluding the numbered list) is revised to read:

8-01.3(1)B.OPT3.GR8
(February 25, 2021)
Implementation shall include, but is not limited to:

8-01.3(1)C.GR8
Water Management

8-01.3(1)C1.GR8
Disposal of Dewatering Water

8-01.3(1)C1.INST1.GR8
Section 8-01.3(1)C1 is revised to read:

8-01.3(1)C1.OPT1.GR8
(February 25, 2021)
When uncontaminated turbid dewatering water is encountered onsite, it must pass through BMPs to reduce sedimentation prior to discharging to a sediment trap or sediment pond. Turbid uncontaminated dewatering water disposal options may include sheet flow dispersion and infiltration within vegetation onsite not designated as sensitive areas, transport in a vehicle for off-site legal disposal, Ecology-approved on-site chemical treatment, sanitary or combined sewer discharge with local sewer district approval, or use of a sedimentation bag that discharges to a ditch or swale for small volumes of localized dewatering. Highly turbid or contaminated dewatering water must be handled separately from stormwater.

Clean and non-turbid dewatering water may be discharged to systems tributary to or directly into surface waters of the state provided it does not cause erosion or flooding of receiving waters, in accordance with the CSWGP and water quality standards in WAC 173-201A.
8-01.3(1)C4.GR8

Management of Off-Site Water

8-01.3(1)C4.INST1.GR8

Section 8-01.3(1)C4 is supplemented with the following:

8-01.3(1)C4.OPT1.FR8

(August 6, 2012)

Off-site Stormwater

Stormwater is known to enter the project site at the following locations:

*** $$1$$ ***

8-01.3(2).GR8

Temporary Seeding and Mulching

8-01.3(2)B.GR8

Temporary Seeding

8-01.3(2)B.INST1.GR8

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

8-01.3(2)B.OPT1.FR8

(August 4, 2014)

Seed of the following mix, rate, and analysis shall be applied at the rates shown below on all areas requiring ***$$1$$*** seeding within the project:

<table>
<thead>
<tr>
<th>Seed by Common Name and (Botanical name)</th>
<th>Pounds Pure Live Seed (PLS) Per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>*** $$2$$ $$</td>
<td>$$</td>
</tr>
<tr>
<td>$$</td>
<td>$$</td>
</tr>
<tr>
<td>$$</td>
<td>$$</td>
</tr>
<tr>
<td>Total</td>
<td>$$ ***</td>
</tr>
</tbody>
</table>

The seed shall be certified in accordance with WAC 16-302 and meet the following requirements:

- Prohibited Weed 0% max.
- Noxious Weed 0% max.
- Other Weed 0.20% max.
- Other Crop 0.40% max.

8-01.3(2)B.OPT2.FR8

(August 4, 2014)

Seed of the following mix, rate, and analysis shall be applied at the rates shown below on all areas requiring ***$$1$$*** seeding within the project:
Seed by Common Name, (Botanical Name), and "Source Identification" Pounds Pure Live Seed (PLS) Per Acre

<table>
<thead>
<tr>
<th>Source Identification</th>
<th>(PLS) Per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$2</strong>$$</td>
<td>**$$</td>
</tr>
<tr>
<td>**$$</td>
<td>**$$</td>
</tr>
<tr>
<td>**$$</td>
<td>**$$</td>
</tr>
<tr>
<td>Total</td>
<td>**$$ ***</td>
</tr>
</tbody>
</table>

Source Identified seed shall be generation four or less. Non-Source Identified seed shall meet or exceed Washington State Department of Agriculture Certified Seed Standards and be from within the appropriate genetic zones of the **$3$$ *** Ecoregion(s) as defined by the US Environmental Protection Agency (EPA).

The seed certification class shall be Certified (blue tag) in accordance with WAC 16-302 and meet the following requirements:

- Prohibited Weed 0% max.
- Noxious Weed 0% max.
- Other Weed 0.20% max.
- Other Crop 0.40% max.

The Contractor shall document all Source Identified seed by providing the Association of Official Seed Certifying Agents (AOSCA) yellow seed label for each species in the mix. Site Identification Logs can be supplied for collections where the AOSCA yellow label is not available.

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

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

Total Nitrogen as N - **$1$$ *** pounds per acre.

Available Phosphoric Acid as P$_2$O$_5$ - **$2$$ *** pounds per acre.

Soluble Potash as K$_2$O - **$3$$ *** pounds per acre.
*** $$4$$ *** pounds of nitrogen applied per acre shall be derived from isobutylidene diurea (IBDU), cyclo-di-urea (CDU), or a time release, polyurethane coated source with a minimum release time of 6 months. The remainder may be derived from any source.

The fertilizer formulation and application rate shall be approved by the Engineer before use.

8-01.3(2)B.OPT8.FR8
(August 4, 2014)
Seed of the following mix, rate, and analysis shall be applied at the rates shown below on all areas requiring *** $$1$$ *** seeding within the project:

<table>
<thead>
<tr>
<th>Seed by Common Name, (Botanical Name), and “Source Identification”</th>
<th>Pure Live Seed Pounds (PLS) Per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>*** $$2$$ ***</td>
<td>$$</td>
</tr>
<tr>
<td>$$</td>
<td>$$</td>
</tr>
<tr>
<td>$$</td>
<td>$$</td>
</tr>
<tr>
<td>Total</td>
<td>$$ ***</td>
</tr>
</tbody>
</table>

Seed shall meet or exceed Washington State Department of Agriculture Certified Seed Standards and be from within the *** $$3$$ *** Ecoregion(s) as defined by the US Environmental Protection Agency (EPA).

The seed certification class shall be Certified (blue tag) in accordance with WAC 16-302 and meet the following requirements:

- Prohibited Weed 0% max.
- Noxious Weed 0% max.
- Other Weed 0.20% max.
- Other Crop 0.40% max.

8-01.3(2)D.GR8
Temporary Mulching

8-01.3(2)D.INST1.GR8
Section 8-01.3(2)D is supplemented with the following:

8-01.3(2)D.OPT1.FR8
(January 5, 2015)
*** $$1$$ *** shall be applied at a rate of *** $$2$$ *** pounds per acre with no more than *** $$3$$ *** pounds per acre applied in a single lift.
Roadside Restoration

Description

Section 8-02.1 is supplemented with the following:

8-02.1.OPT1.GR8
(August 4, 2014)
This work shall consist of removing and disposing of buried man-made debris that may be encountered during soil amendment incorporation or excavation for irrigation systems.

8-02.1.OPT2.GR8
(April 1, 2019)
This Work consists of supplying and applying a Biotic Soil Amendment (BSA) in accordance with these Specifications and as shown in the Plans or as designated by the Engineer.

8-02.2.GR8

Materials

8-02.2.INST1.GR8
Section 8-02.2 is supplemented with the following:

8-02.2.OPT1.GR8
(January 3, 2011)
Conservation Grade Plant Material

Conservation grade plant material is defined as healthy plants that do not meet aesthetic standards as defined in ASNS. The plants have healthy, well-developed roots and in all other ways meet standards for healthy and vigorous growth. However, these plants may have multiple leaders, damaged or missing leaders, Y crotches, bent branches, or other unusual shapes or forms. These plants may be used where shown in the plans.

8-02.2.OPT2.GR8
(April 1, 2019)
Biotic Soil Amendments (BSAs), also known as biotic soil media and hydraulic growth medium, shall be soil amendments engineered to improve the development of deficient soils and to facilitate sustainable vegetation. BSAs shall consist of a blend of organic material, nutrient sources, soil building and biostimulant components. BSAs shall increase the water and nutrient holding capacity of the soil and promote the growth of beneficial microorganisms. BSAs shall provide for enhanced seed germination and vegetative establishment.

Biotic Soil Amendment shall be certified to be free of weed seeds and pathogens, free of plastic, composed of non-toxic materials, and be a pre-mixed formulation unaltered by synthetic materials.

The biotic soil amendment shall have a minimum of 90% organic matter (organic growth medium) and contain other materials designed to improve seed germination, vegetation
establishment and overall soil health. In addition to organic growth medium BSA shall include mycorrhizal fungi and a minimum of three of the following ingredients:

- Biochar
- Humus/Humic Acid
- Porous Ceramics or Water-holding Organic Polymers
- Seaweed Extract
- Beneficial Bacteria
- Micronutrients

The Contractor shall provide test results dated within 3 years prior to the date of application from an independent, accredited laboratory that has been recognized by an accrediting organization to test and evaluate products to product safety standards. The independent, accredited lab shall be free from commercial, financial, and other pressures that may influence the results of the testing and evaluation process. Test results shall show that the product meets the following table requirements:

<table>
<thead>
<tr>
<th>BSA Properties</th>
<th>Test Methods</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Organic Matter</td>
<td>ASTM D586</td>
<td>90% minimum</td>
</tr>
<tr>
<td>pH</td>
<td>ASTM D1293</td>
<td>5.0 - 8.5</td>
</tr>
<tr>
<td>C:N Ratio</td>
<td>ASTM E1508</td>
<td>10:1 minimum 50:1 maximum</td>
</tr>
<tr>
<td>Water-Holding Capacity</td>
<td>ASTM D7367</td>
<td>400% minimum</td>
</tr>
<tr>
<td>Moisture Content</td>
<td>ASTM 2974</td>
<td>10% minimum, 50% maximum</td>
</tr>
<tr>
<td>Environmental</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acute Toxicity</td>
<td>EPA Method 2021.0</td>
<td>Non-toxic</td>
</tr>
<tr>
<td>EPA Metal Limits</td>
<td>SW846-6020 04.06</td>
<td>Pass</td>
</tr>
<tr>
<td>Performance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Growth Enhancement</td>
<td>ASTM D7322</td>
<td>500% minimum</td>
</tr>
</tbody>
</table>

*Water holding capacity of the pre-packaged material without the addition of ancillary amendments.

**Submittal Requirements**

At the time of delivery, the Contractor shall submit the specific biotic soil amendment packing list to the Engineer for acceptance. The packing list shall include complete identification including, but not limited to, the following information:

- Manufacturer name and location,
- Manufacturer telephone number and fax number,
- Manufacturer’s e-mail address and web address, and
- BSA name.

- Certification that the specific BSA meets the physical, environmental and performance criteria of this specification and test results.

**Acceptance**

Acceptance of the materials shall be based on:

1. Certificate of Compliance demonstrating adherence to the Specifications,
2. Visual inspection ensuring the material is free of plastic.
Erosion Control and Roadside Planting

Weed Barrier Mats
Weed Barrier Mats shall be 3 feet square. They shall be made of UV stabilized geotextile colored with carbon black and shall provide a minimum of 3 years of weed control. Weed Barrier Mats shall be 2.5 mils thick with a minimum of 400 micropores per square inch. Staples shall be a minimum of 11 gauge wire and be *** $$$1$$ *** inches in length.

Acceptance will be based on a catalog cut.

Storage and Handling
Biotic soil amendments in accordance with the above requirements shall be furnished by the manufacturer in pre-packaged, standard unopened containers with weight, name of plant nutrients and manufacturer’s guaranteed statement of analysis clearly marked in accordance with State and Federal laws. Field mixing of BSA components will not be permitted. Containers shall be kept safe in storage protected from weather, excessive temperatures, and construction operations. Products shall be handled in compliance with any instructions or recommendations stated by the manufacturer. Any spills shall be promptly cleaned.

Installation of Biotic Soil Amendment
The Contractor shall comply with the equipment manufacturer’s installation instructions and recommendations. Biotic soil amendment shall be hydraulically applied at the rate of 4000 pounds per acre with no more than 2500 pounds applied in any single lift. Lifts shall be applied from opposing directions to soil surface for uniform coverage. If recommended by the BSA manufacturer, seed, tackifier and/or fertilizer shall be added to the slurry as recommended by manufacturer or BSA shall be applied within 48 hours of the seeding operation. A continuous and uniform cover shall be provided to the depth specified by the manufacturer. Thin areas or areas of bare soil will not be allowed, and supplemental biotic soil amendment applied by the Contractor shall be at no additional cost to the Contracting Agency.

Topsoil

Topsoil Type A
8-02.3(4)A.INST1.GR8
Section 8-02.3(4)A is supplemented with the following:

8-02.3(4)A.OPT1.FR8
(August 3, 2015)
Topsoil Type A shall be placed to a non-compacted depth of *** $$1$$ *** inches. The topsoil shall be thoroughly blended prior to placement.

The Contractor shall submit a Type 1 Working Drawing consisting of independent test results from an accredited laboratory demonstrating the Topsoil Type A meets the requirements of Section 9-14.1(1). The Type 1 Working Drawing shall also include the Request for Approval of Material in accordance with Section 1-06.1(2).

8-02.3(5).GR8
Roadside Seeding, Lawn and Planting Area Preparation

8-02.3(5).INST1.GR8
Section 8-02.3(5) is supplemented with the following:

8-02.3(5).OPT1.FR8
(August 5, 2013)
After the initial planting area weed control, soil placement, grading, and the installation of irrigation lines are completed, and prior to planting, all designated planting areas shall be covered with compost.

Prior to placement of compost, the application methods shall be approved by the Engineer.

Compost shall not be placed when a condition exists, such as frozen or water saturated soil that may be detrimental to successful application or soil structure.

The Contractor shall notify the Engineer a minimum of five working days prior to the start of compost work.

Compost shall be uniformly and evenly placed in all designated areas at a depth of *** $$1$$ *** inches.

8-02.3(5).OPT2.FR8
(August 5, 2013)
After the initial planting area weed control, soil placement, and grading are completed, and prior to the installation of irrigation lines and planting, all designated planting areas shall be covered with compost.

Prior to placement and incorporation of compost, the application and incorporation methods shall be approved by the Engineer.

Compost shall not be placed when a condition exists, such as frozen soil or water saturated soil that may be detrimental to successful application, incorporation, or soil structure.
The Contractor shall notify the Engineer a minimum of five working days prior to the start of compost work.

Compost shall be uniformly and evenly placed in all designated areas at a depth of *** $$1$$ *** inches.

After placement of the compost, the Contractor shall incorporate the layer uniformly into the existing soil to a depth of *** $$2$$ *** inches.

8-02.3(5).OPT3.FR8
(August 5, 2013)

After initial area weed control, grading, and soil placement are completed, all soil shall be covered with compost.

Prior to the placement and incorporation of compost, the application and incorporation methods shall be approved by the Engineer.

Compost shall not be placed when a condition exists, such as frozen or water saturated soil that may be detrimental to successful application, incorporation, or soil structure.

The Contractor shall notify the Engineer a minimum of five working days prior to the start of compost work.

Compost shall be uniformly and evenly placed in all designated areas at a depth of *** $$1$$ *** inches.

After placement of the compost, the Contractor shall incorporate the layer uniformly into the existing soil to a depth of *** $$2$$ *** inches.

8-02.3(5).OPT4.GR8
(August 4, 2014)

**Removal of Buried Man-Made Debris**

The Contractor shall remove buried man-made debris as directed by the Engineer to a maximum depth of two feet. The excavated debris shall be removed from the project site to a disposal facility approved by the Engineer.

8-02.3(6).GR8

**Mulch and Amendments**

8-02.3(6)B.GR8

**Fertilizers**

8-02.3(6)B.INST1.GR8

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

8-02.3(6)B.OPT1.FR8

(September 3, 2019)

Sufficient quantities of fertilizer shall be applied to supply the following amounts of nutrients:
First Application of Fertilizer

Sufficient quantities of fertilizer shall be applied to supply the following amounts of nutrients:

- Total Nitrogen as N - 4 $\text{pounds per acre}$.  
- Available Phosphoric Acid as $P_2O_5$ - 2 $\text{pounds per acre}$. 
- Soluble Potash as $K_2O$ - 3 $\text{pounds per acre}$. 

$\text{pounds of nitrogen applied per acre shall be derived from isobutylidene diurea (IBDU), cyclo-di-urea (CDU), or a time release, polyurethane coated source with a minimum release time of 6 months. The remainder may be derived from any source.}$

The fertilizer formulation and application rate shall be approved by the Engineer before use.

Second Application of Fertilizer

A second application of fertilizer shall be applied during the period of March 1 to April 15 or November 15 to December 15. In no instance shall the second application of fertilizer occur less than 90 days after the first fertilizer application.

Sufficient quantities of fertilizer shall be applied to supply the following amounts of nutrients:

- Total Nitrogen as N - 7 $\text{pounds per acre}$.  
- Available Phosphoric Acid as $P_2O_5$ - 5 $\text{pounds per acre}$. 
- Soluble Potash as $K_2O$ - 6 $\text{pounds per acre}$. 

$\text{pounds of nitrogen applied per acre shall be derived from isobutylidene diurea (IBDU), cyclo-di-urea (CDU), or a time release, polyurethane coated source with a minimum release time of 6 months. The remainder may be derived from any source.}$

The fertilizer formulation and application rate shall be approved by the Engineer before use.
Fertilizer shall be a commercially prepared mix of 10-20-20 and shall be applied at the rate of 10 pounds per 1000 square feet.

Sufficient quantities of fertilizer shall be applied to supply the following amounts of nutrients:

- Total Nitrogen as N – *** $$1$$ *** pounds per acre.
- Sulfur – *** $$2$$ *** pounds per acre.
- *** $$3$$ *** pounds of nitrogen applied per acre shall be derived from isobutylidene diurea (IBDU), cyclo-di-urea (CDU), or a time release, polyurethane coated source with a minimum release time of 6 months. The remainder may be derived from any source.

The fertilizer formulation and application rate shall be approved by the Engineer before use.

When work requiring disturbance within planting area(s) *** $$1$$ *** is complete, the Contractor shall perform planting work within the next available planting window.

Seed of the following mix, rate, and analysis shall be applied at the rates shown below on all areas requiring ***$$1$$*** seeding within the project:

<table>
<thead>
<tr>
<th>Seed by Common Name, (Botanical Name), and “Source Identification”</th>
<th>Pounds Pure Live Seed (PLS) Per Acre</th>
</tr>
</thead>
</table>
Source Identified seed shall be generation four or less. Non-Source Identified seed shall meet or exceed Washington State Department of Agriculture Certified Seed Standards and be from within the appropriate genetic zones of the $3$ Ecoregion(s) as defined by the US Environmental Protection Agency (EPA).

The seed certification class shall be Certified (blue tag) in accordance with WAC 16-302 and meet the following requirements:

- Prohibited Weed: 0% max.
- Noxious Weed: 0% max.
- Other Weed: 0.20% max.
- Other Crop: 0.40% max.

The Contractor shall document all Source Identified seed by providing the Association of Official Seed Certifying Agents (AOSCA) yellow seed label for each species in the mix. Site Identification Logs can be supplied for collections where the AOSCA yellow label is not available.

---

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

---

**Seed of the following mix, rate, and analysis shall be applied at the rates shown below on all areas requiring seeding within the project:**

<table>
<thead>
<tr>
<th>Seed by Common Name, (Botanical Name), and “Source Identification”</th>
<th>Pure Live Seed Pounds (PLS) Per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>*** $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$</td>
<td>$2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$ $2$</td>
</tr>
</tbody>
</table>
Seed shall meet or exceed Washington State Department of Agriculture Certified Seed Standards and be from within the *** $$3$$ *** Ecoregion(s) as defined by the US Environmental Protection Agency (EPA).

The seed certification class shall be Certified (blue tag) in accordance with WAC 16-302 and meet the following requirements:

- Prohibited Weed: 0% max.
- Noxious Weed: 0% max.
- Other Weed: 0.20% max.
- Other Crop: 0.40% max.

### Mulch

8-02.3(11).GR8

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

8-02.3(11).OPT1.FR8

(April 2, 2012)

Bark mulch or wood chip mulch shall be placed to a uniform non-compacted depth of *** $$1$$ *** over all planting areas.

Bark or wood chip mulch shall not be placed in areas of standing or flowing water.

8-02.3(11)A.GR8

### Mulch for Seeding Areas

8-02.3(11)A.INST1.GR8

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

8-02.3(11)A.OPT1.FR8

(September 3, 2019)

*** $$1$$ *** shall be applied at a rate of *** $$2$$ *** pounds per acre with no more than *** $$3$$ *** pounds per acre applied in a single lift.

### Plant Establishment

8-02.3(13).GR8

Section 8-02.3(13) is supplemented with the following:

8-02.3(13).OPT1.GR8

(January 5, 2015)

Subsequent year plant establishment periods shall begin immediately at the completion of the preceding year’s plant establishment period. Each subsequent year plant establishment period shall be 1 full calendar year in duration.

During the plant establishment period(s) after first year plant establishment, the Contractor shall perform all Work necessary for the continued healthy and vigorous growth of all plant material as directed by the Engineer.
Measurement

Section 8-02.4 is supplemented with the following:

8-02.4.OPT1.GR8
(January 5, 2015)
Topsoil, mulch and soil amendments will be measured by the square yard along the grade and slope of the area covered after application.

Compost will be measured by the square yard along the grade and slope of the area covered after application.

8-02.4.OPT2.GR8
(April 1, 2019)
Biotic Soil Amendment will be measured by the acre along the grade and slope of the area covered immediately after application.

Payment

Section 8-02.5 is supplemented with the following:

8-02.5.OPT1.GR8
(January 5, 2015)
“Plant Establishment ___ Year”, will be paid in accordance with Section 1-09.6.

8-02.5.OPT2.GR8
(August 4, 2014 September 7, 2021)
“Removal of Buried Man-Made Previously Fabricated Debris” will be paid for by force account as specified in Section 1-09.6. The payment for removal of buried man-made debris shall be full compensation for all costs for the specified Work to include removing, loading, hauling, and all associated disposal costs.

For the purpose of providing a common proposal for all bidders, the Contracting Agency has entered an amount in the proposal to become a part of the Contractor’s total Bid.

8-02.5.OPT3.GR8
(January 5, 2015)
“Fine Compost”, per square yard.

“Medium Compost”, per square yard.

“Coarse Compost”, per square yard.

The unit Contract price per square yard for “Fine Compost”, or “Medium Compost” or “Coarse Compost” shall be full pay for furnishing and spreading the compost onto the existing soil.
“Soil Amendment”, per square yard.

The unit Contract price per square yard for “Soil Amendment” shall be full pay for furnishing and incorporating the soil amendment into the existing soil.

“Bark or Wood Chip Mulch”, per square yard.

The unit Contract price per square yard for “Bark or Wood Chip Mulch” shall be full pay for furnishing and spreading the mulch onto the existing soil.

“Topsoil Type ____”, per square yard.

The unit Contract price per square yard for “Topsoil Type ____” shall be full pay for all costs for the specified Work.

8-02.5.OPT4.FR8

(April 1, 2019)

“Biotic Soil Amendment”, per acre.

The unit Contract price per acre for “Biotic Soil Amendment” shall be full pay to perform the Work as specified. When seed is mixed into, and applied with the biotic soil amendment, payment for seed will be made under the Bid item *** $$1$$ ***.

8-02.5.INST2.GR8

The Bid item “Seeding, Fertilizing and Mulching”, per acre in Section 8-02.5 is revised to read:

8-02.5.OPT5.GR8

(February 25, 2021)

“Seeding, Fertilizing and Mulching”, per acre or per square yard.
Temporary Pavement Markings

Construction Requirements

Pavement Marking Application

Temporary Pavement Marking Tape

Temporary Pavement Marking Tape — Short Duration (Removable)
Section 9-34.5(1), including title, is revised to read:

Temporary Pavement Marking Tape — Short Duration
Temporary pavement marking tape for short duration (usage is for up to two months) shall conform to ASTM D4592 Type II except that black tape, black mask tape and the black portion of the contrast tape, shall be non-reflective.

Temporary Pavement Marking Tape — Long Duration (Non-Removable)
Section 9-34.5(2), including title, is revised to read:

Temporary Pavement Marking Tape — Long Duration
Temporary pavement marking tape for long duration (usage is for greater than two months and less than one year) shall conform to ASTM D4592 Type I. Temporary pavement marking tape for long duration, except for black tape, shall have a minimum initial coefficient of retroreflective luminance of 200 mcd·m²·lx-1 when measured in accordance with ASTM E2832. Black tape, black mask tape and the black portion of the contrast tape, shall be non-reflective.