



PUBLIC WORKS DEPARTMENT

BID SPECIFICATIONS

AND

CONTRACT DOCUMENTS

FOR

**CITYWIDE PEDESTRIAN CROSSING
IMPROVEMENTS**

**CITY PROJECT NUMBER:
STR26002**

CONTRACT NO.260164

**THIS PROJECT IS PARTIALLY FUNDED BY:
Transportation Improvement Board
TIB Project Number C-W-185(002)-1**

May 2026

**CITY OF CAMAS, WASHINGTON
PUBLIC WORKS DEPARTMENT**

Specifications and Contract Documents

CITYWIDE PEDESTRIAN CROSSING IMPROVEMENTS

**in and for the
City of Camas
a Municipal Corporation**

Consisting of

**CALL FOR BIDS
BIDDING DOCUMENTS
CONTRACT DOCUMENTS
AMENDMENTS TO THE STANDARD SPECIFICATIONS
SPECIAL PROVISIONS
STATE MINIMUM HOURLY PREVAILING WAGE RATES
TECHNICAL SPECIFICATIONS
REDUCED SIZE CONSTRUCTION PLANS
APPENDICES**

**By Order of the Mayor and City Council
City of Camas**

**City Project No. STR26002
TIB Project Number C-W-185(002)-1**



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CALL FOR BIDS

CITY OF CAMAS PUBLIC WORKS DEPARTMENT CITY PROJECT NO. STR26002 CITYWIDE PEDESTRIAN CROSSING IMPROVEMENTS

The improvement for which bids will be received follows:

Bid opening on Thursday July 28, 2026, at 10:00 A.M. at the Camas City Hall Council Chambers located at 616 NE 4th Avenue, Camas, Washington 98607. Sealed bids in clearly marked envelopes (including Bidding Company's Name, Contact information, Project Number, and Project Title) will be received by the City of Camas Administrative Services (in front of City Hall), 616 NE 4th Avenue, Camas, Washington 98607, until 10:00 A.M.

All Bid Proposals shall be accompanied by a Bid Proposal deposit in cash, certified check, cashier's check, or surety bond in an amount equal to five percent (5%) of the amount of such Bid Proposal. Should the successful Bidder fail to enter into such contract and furnish satisfactory performance bond within the time stated in the Washington State Department of Transportation (WSDOT) 2025 Standard Specifications for Road, Bridge, and Municipal Construction (standard specifications), the Bid Proposal deposit shall be forfeited to the City of Camas.

Free-of-charge access to project bid documents (plans, specifications, addenda, and Bidders List) is provided to Prime Bidders, Subcontractors, and Vendors by going to Builders Exchange of Washington (BXWA) at www.bxwa.com and clicking on "Posted Projects", "Public Works", and "City of Camas". This online plan room provides Bidders with fully usable online documents with the ability to: download, view, print, order full/partial plan sets from numerous reprographic sources, and a free online digitizer/take-off tool. It is recommended that Bidders "Register" in order to receive automatic email notification of future addenda and to place themselves on the "Self-Registered Bidders List". Bidders who do not register will not be automatically notified of addenda and will need to periodically check the on-line plan room for addenda issued on this project. Bids from Bidders who are not listed on the self-registered bidders list may be returned to bidders unopened. Contact Builders Exchange of Washington at (425) 258-1303 should you require assistance with access or registration. Hard copies of the bid documents can be purchased using the BXWA Online Print Ordering System.

Statement of Work:

This contract covers work to be performed on NE 43rd Avenue, NE Everett Street, NW Lake Road, NW Fargo Street, and NW 6th Avenue in City of Camas. Work includes installation of Rectangular Rapid Flashing Beacons and pedestrian lighting as well as construction of ADA curb ramps, concrete sidewalk, pigmented and textured concrete, curb, drive approaches, asphalt pavement, a storm catch basin and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

For questions, please contact Chris Lopez (Project Engineer) at 360-842-9082 or clopez@cityofcamas.us or Justin Monsrud at 360-817-7234 or jmonsrud@cityofcamas.us at the City of Camas.

The Contractor is obligated to pay the Washington State Department of Labor and Industries Prevailing Wages, Rates for Clark County, effective June 30, 2026.

American Made:

In an effort to maximize the creation of American jobs and restoring economic growth, the City of Camas encourages the use of products and services that are made in the United States of America whenever and wherever possible.

Disadvantaged Businesses:

The City of Camas encourages the solicitation and recruitment, to the extent possible, of certified minority-owned (MBE), women-owned (WBE), emerging small (ESB) businesses, and other disadvantaged companies in the construction of this project.

Civil Rights Act:

The City of Camas is an Equal Employment Opportunity employer. This Information is available in an alternate form by request by contacting 360-834-6864.

Spanish La información está disponible en un idioma alternativo a pedido,
Chinese Simplified kě gēn jù yāo qiú tí gòng tì dài yǔ yán de xìn xī,
Japanese Rikuesuto ni ōjite,-betsu no gengo de jōhō o nyūshu dekimasu,
Korean jeongboneun yocheong si daeche eon-eolo jegongdoebnida,
Vietnamese Thông tin có sẵn bằng ngôn ngữ thay thế theo yêu cầu,
Romanian Informațiile sunt disponibile într-o limbă alternativă la cerere,
Russian Informatsiya dostupna na drugom yazyke po zaprosu, and
Ukrainian Informatsiya dostupna inshoyu movoyu za zapytom.

Title VI Statement

The City of Camas, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

E-Verify Requirements:

Per City of Camas Ordinance No. 2626, as a condition for the award or renewal of any contract after January 1, 2012, the Contractor shall enroll in the E-Verify program through the United States Department of Homeland Security and thereafter shall provide the City with a copy of the Memorandum of Understanding (issued by Homeland Security) UPON REQUEST, affirming their enrollment and participation in the program. The Contractor shall be required to continue their participation in the program throughout the course of their contract with the City. Prime contractors shall require and verify that each of their subcontractors and lower tiered subcontractors are also enrolled and participants in the E-Verify program. This is intended to be used exclusively for employees hired after award and for the duration of the contract with the City of Camas.

E-Verify, is an Internet based system operated by the Department of Homeland Security in partnership with the Social Security Administration at no charge. E-Verify has been determined to be a suitable means for determining employment eligibility of new hires and the validity of their Social Security numbers. Please visit the Department of Homeland Security's web site at <http://www.dhs.gov/index.shtm> and select E-Verify to learn more or to enroll in this program.

Indemnification:

The Contractor shall defend, indemnify and hold the City of Camas, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City of Camas.

However, should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

Insurance Requirements:

The Contractor shall obtain and keep in force the following policies of insurance, unless otherwise indicated in the bid documents. Automobile Liability of \$1,000,000 covering all owned, non-owned, hired, and leased vehicles; Commercial General Liability of \$2,000,000 single limit and \$3,000,000 aggregate; and, if applicable, Professional Liability insurance of \$1,000,000.

This document and all associated public records will be released where required by the Public Records Act, Chapter 42.56 RCW (the "Act"). To the extent that public records then in the custody of the Contractor are needed for the City to respond to a request under the Act, as determined by the City, the Contractor agrees to make them promptly available to the City. If the Contractor considers any portion of any record provided to the City under this Agreement, whether in electronic or hard copy form, to be protected from disclosure under law, the Contractor shall clearly identify any specific information that it claims to be confidential or proprietary. If the City receives a request under the Act to inspect or copy the information so identified by the Contractor and the City determines that release of the information is required by the Act or otherwise appropriate, the City's sole obligation shall be to notify the Contractor (a) of the request and (b) of the date that such information will be released to the requester unless the Contractor obtains a court order to enjoin that disclosure pursuant to RCW 42.56.540. If the Contractor fails to timely obtain a court order enjoining disclosure, the City will release the requested information on the date specified.

The City of Camas expressly reserves the right to reject any or all Proposals and to waive minor irregularities or informalities and to Award the Project to the lowest responsible bidder as it best serves the interests of the City. The City of Camas also reserves the right to delete any or all portions of individual bid items.

Signed by:

Wallace Grissette

1C2563019F27432...

Wallace Grissete
Procurement Specialist

PART ONE

BIDDING DOCUMENTS

BIDDER'S INFORMATION PAGE

CITY PROJECT NO. STR26002

CITYWIDE PEDESTRIAN CROSSING IMPROVEMENTS

Proposal Submitted By:

CONTRACTOR

NAME OF AUTHORIZED COMPANY REPRESENTATIVE (Type or Print)

CONTRACTOR MAILING ADDRESS

EMAIL ADDRESS

CITY

STATE

ZIP CODE

PHONE NO.

WASHINGTON STATE CONTRACTORS LICENSE #

EXPIRATION

BID OPENING: Time and date as stated in Call for Bids

City of Camas City Hall

616 NE 4th Avenue

Camas, Washington 98607

Contacts:

City of Camas

Allen Westersund, P.E., Engineer III

Phone: 360-817-7919 office, 360-954-8368 cell

E-mail: awestersund@cityofcamas.us

PROPOSAL

To the Office of the City Clerk
Camas, Washington

The undersigned hereby certifies that he has examined the location of

CITYWIDE PEDESTRIAN CROSSING IMPROVEMENTS Project No. STR26002

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

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

Item No.	Qty.	Unit	Description	Unit Price	Total	Spec*
1	1	LS	Mobilization			1-09
2	1	LS	Project Temporary Traffic Control			1-10
3	1	LS	Erosion Control and Water Pollution Control			8-01 S
4	1	LS	Roadway Surveying			1-05 S
5	1	LS	Removal of Structure and Obstructions			2-02 S
6	5	SY	Removal of Additional Cement Concrete Sidewalk			2-02 S
7	20	LF	Removal of Additional Cement Concrete Curb			2-02 S
8	1	CY	Solid Rock Excavation			7-08 S
9	5	CY	Removal and Replacement of Unsuitable Material (Subgrade)			2-03 S
10	35	TON	HMA 1/2 inch PG 64-22			5-04 S
11	1	EA	Catch Basin (Type 1)			7-05
12	10	LF	Trench Safety System (Min. \$1.00/LF)			7-08 S
13	45	LF	HDPE Storm Pipe 8 inch Diam.			7-04 S
14	1	CY	Removal and Replacement of Unsuitable Material (Trench)			7-08 S
15	1	LS	Road Restoration			8-04 S
16	80	LF	Cement Concrete Traffic Curb			8-04
17	280	LF	Cement Concrete Pedestrian Curb			8-04
18	75	SY	Cement Concrete Sidewalk			8-14
19	160	LF	Cement Concrete Curb and Gutter			8-04
20	150	SY	Cement Concrete Curb Ramp			5-05 S
21	1	LS	Permanent Signing			8-21 S
22	1	EA	Plastic Bicycle Lane Symbol			8-22

Item No.	Qty.	Unit	Description	Unit Price	Total	Spec*
23	1240	SF	Plastic Crosswalk Line (12" White)			8-22
24	18	LF	Plastic Stop Line (12" White)			8-22
25	65	LF	Painted Wide Line (8" White)			8-22
26	100	LF	Painted Wide Line (4" White/Yellow)			8-22
27	500	SF	Painted Green Bike Lane and Crossing			8-22
28	1	LS	Illuminated Rectangular Rapid Flashing Beacon System			8-22 S
29	1	LS	Construction Documentation (Minimum bid \$5,000)			8-22 S

Subtotal	\$
Sales Tax (0%)	N/A
Contract Total	\$

Signature of Owner or Authorized Corporate Officer
(This is required for a valid bid)

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

By signing the Bid Proposal, the bidder hereby declares, under penalty of perjury under the laws of the United States that the Non-Collusion Declaration and Notice to All Bidders statements, as provided in these Bid Specifications and Contract Documents, are true and correct.

The City of Camas reserves the right to reject any or all proposals if found to be higher than the estimated cost and to waive any formality or technicality in any proposal in the interest of the City. The City of Camas also reserves the right to delete any or all portions of individual bid items.

MANDATORY BIDDER RESPONSIBILITY CRITERIA INFORMATION

Per RCW 39.04.350, before award of a public works contract, a bidder must meet the following responsibility criteria to be considered a responsible bidder and qualified to be awarded a public works project. The bidder must provide the following:

CONTRACTOR

NAME OF OWNER OR CORPORATE OFFICER

SIGNATURE OF OWNER OR CORPORATE OFFICER

DATE

DEPARTMENT OF LICENSING CONTRACTOR LICENSE REGISTRATION NUMBER

WA STATE UNIFIED BUSINESS IDENTIFIER NO. (UBI) / WA STATE TAX REGISTRATION NO.

LABOR AND INDUSTRIES WORKER COMPENSATION NUMBER

EMPLOYMENT SECURITY DEPARTMENT NUMBER (UNEMPLOYMENT NUMBER)

EXCISE TAX REGISTRATION NUMBER (FEDERAL ID NUMBER)

ELECTRICAL CONTRACTOR'S LICENSE NUMBER (if applicable)

Beginning July 1, 2019, prior to bidding, contractors and subcontractors must have received training from the WA State Department of Labor & Industries (L&I) relating to the requirements associated with public works and prevailing wage. Contractors who have completed three or more public works projects and have held a valid Washington business license for three or more years are exempt. Contractors must be listed on the L&I Exempt List prior to bidding.

BIDDER IS IN COMPLIANCE: ☐ YES ☐ NO

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

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

NOTE TO BIDDER: Complete and sign this page and submit it with your bid. Incomplete bid packages may be considered non-responsive and may be rejected. Mandatory Bidder Responsibility Criteria information will be verified immediately for compliance to ensure that all accounts are current. Non-compliance with any of the above agency requirements may be considered grounds for a non-responsive bid.

SUBCONTRACTOR
MANDATORY BIDDER RESPONSIBILITY CRITERIA

This form provided for the Prime Contractor's use for all Subcontractors. This form does not need to be included with Bid Proposal.

Per RCW 39.06.020, the Prime Contractor must verify bidder criteria for each first tier subcontractor. Lower-tiered subcontractors must also verify bidder criteria for their subcontractors. Licensing information to verify is the same as listed above under Mandatory Bidder's Criteria. As a courtesy, a blank Subcontractor Mandatory Bidder Responsibility form has been included in these specifications.

PROJECT NAME

PROJECT NUMBER

GENERAL CONTRACTOR

Prior to subcontracting any work, the Contractor shall verify that every Subcontractor, first tier and lower, meets the responsibility criteria stated below at the time of subcontract execution. Contractor is to verify that there are not any of the proposed Subcontractors on the 'Debarred Contractors' List.

SUBCONTRACTOR NAME & SIGNATURE OF OWNER OR CORPORATE OFFICER**DATE**

SUBCONTRACTOR MAILING ADDRESS

PHONE NUMBER

WA DEPARTMENT OF LICENSING CONTRACTOR LICENSE REGISTRATION NUMBER

UNIFIED BUSINESS IDENTIFIER NUMBER (UBI) / WA STATE TAX REGISTRATION NUMBER

WA STATE LABOR AND INDUSTRIES WORKER COMPENSATION NUMBER

WA STATE EMPLOYMENT SECURITY DEPT. NUMBER (UNEMPLOYMENT NUMBER)

EXCISE TAX REGISTRATION NUMBER (FEDERAL ID NUMBER)

ELECTRICAL CONTRACTOR LICENSE NUMBER (if applicable)

BIDDER'S CHECKLIST

The bidder's attention is especially called to the following forms, which must be executed in full as required and submitted at the bid opening:

A. PROPOSAL

Unit prices for all items, all extensions, and total amount of bid must be shown, except those items designated in the estimate of quantities to be paid for as lump sum. Any item shown on the Plans that does not have a bid item shall be considered incidental to the project and the costs thereof shall be included in other bid items of the project. Pay special attention to the Non-Collusion Declaration before signing the proposal. An unsigned bid may be considered a non-responsive bid.

B. BID BOND

Proposals must be accompanied by cash, a certified check, a cashier's check drawn on a bank of good standing, or a bid bond issued by a surety company authorized to issue such bonds in the State of Washington, in an amount of not less than five percent (5%) of the total amount of the bid submitted. The full amount will be returned within five (5) days after the contract has been executed.

C. DID YOU COMPLETE AND SUBMIT THE BIDDER'S INFORMATION PAGE?

D. DID YOU SIGN AND SUBMIT YOUR BID PROPOSAL?

E. DID YOU COMPLETE AND SUBMIT THE MANDATORY BIDDER RESPONSIBILITY CRITERIA INFORMATION FORM?

F. DID YOU SIGN AND SUBMIT THE BID BOND ACKNOWLEDGEMENT FORM, AND INCLUDE A BID BOND?

G. IF APPLICABLE, DID YOU ACKNOWLEDGE RECEIPT OF ADDENDUMS ON YOUR PROPOSAL?

H. DID YOU READ THE 'NON-COLLUSION DECLARATION' AND 'NOTICE TO ALL BIDDERS' STATEMENTS?

As a condition of award, the bidder's attention is especially called to the following forms, which must be provided UPON REQUEST:

A. ACKNOWLEDGEMENT OF CONTRACTOR LAWFUL HIRING COMPLIANCE ENROLLMENT FORM (E-VERIFY).

B. A FULL AND COMPLETED COPY OF THE E-VERIFY MEMORANDUM OF UNDERSTANDING (MOU) ISSUED BY HOMELAND SECURITY.

The following forms are to be executed by the successful bidder after the contract is awarded:

A. CONTRACT

This agreement is to be executed by the successful bidder.

B. CONTRACT BOND

This form is to be executed by the successful bidder and his surety company.

C. DECLARATION OF OPTION FOR INVESTMENT OF RETAINED PERCENTAGE

This agreement is to be executed by the successful bidder.

D. WAGE LAW INTENT AND AFFIDAVIT

This shall be completed in accordance with State Law.

E. PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE

This is to be executed by the successful bidder.

F. SUBMITTAL OF WEEKLY CERTIFIED PAYROLL REPORTS FOR ALL WORKERS ON THE PROJECT

Failure to submit correct and timely certified payrolls will delay payment.

G. AFFIDAVIT OF E-VERIFY COMPLIANCE

To be completed prior to final payment

NON-COLLUSION DECLARATION

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

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.
2. **That by signing the signature page of this proposal, I am deemed to have signed and have agreed to the provisions of this declaration.**

NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (USDOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of USDOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

DOT 272-036I EF

**BID BOND
ACKNOWLEDGEMENT**

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

A proposal guaranty in an amount of five percent (5%) of the total bid, based upon the approximate estimate of quantities at the above prices, must be provided as required by law. The following forms as indicated below are acceptable and shall be attached hereto:

_____ CASH	IN THE AMOUNT OF _____
_____ CASHIER'S CHECK	_____ DOLLARS
_____ CERTIFIED CHECK	(\$ _____) PAYABLE TO THE CITY
_____ PROPOSAL BOND	TREASURER OF CAMAS, WASHINGTON, IN
	THE AMOUNT OF 5% OF THE BID.

The failure to furnish a Bid deposit of a minimum of 5 percent (5%) with the Bid or as a physical supplement to the electronic Proposal Form shall make the Bid nonresponsive and shall cause the Bid to be rejected by the Contracting Agency.

**SIGNATURE OF OWNER OR AUTHORIZED CORPORATE
OFFICER**

FIRM NAME _____

ADDRESS _____

PART TWO

CONTRACT DOCUMENTS



CITY OF CAMAS
CONSTRUCTION CONTRACT No. 260164

616 NE 4th Avenue
Camas, WA 98607

Project No. STR26002

Citywide Pedestrian Crossing Improvements

THIS AGREEMENT, made and entered into this day of _____, between the City of Camas under and by virtue of Title 35A RCW (cities and towns), as amended

And **CONTRACTOR**, hereinafter called the Contractor

WITNESSETH:

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

I. The Contractor shall do all work and furnish all tools, materials and equipment for **Citywide Pedestrian Crossing Improvements**, in accordance with and as described in the attached plans and specifications, and the standard specifications of the Washington State Department of Transportation which are by the reference incorporated herein and made part hereof and, shall perform any changes in the work in accord with the Contract Documents.

The Contractor shall provide and bear the expense of all equipment, work and labor, of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the work provided for in these Contract Documents except those items mentioned therein to be furnished by the City of Camas. In all respects, the Contractor is an independent Contractor, and not an employee of the City of Camas.

II. The City of Camas hereby promises and agrees with the Contractor to employ, and does employ the Contractor to provide the materials and to do and cause to be done the above described work and to complete and finish the same in accord with the attached plans and specifications and the terms and conditions herein contained and hereby contracts to pay for the same according to the attached specifications and the schedule of unit or itemized prices at the time and in manner and upon the conditions provided for in this contract.

III. The Contractor for himself/herself, and for his/her heirs, executors, administrators, successors, assigns, does hereby agree to the full performance of all the covenants herein contained upon the part of the Contractor.

IV. The Contractor shall defend, indemnify and hold the City of Camas, its officers,

Contract No. 260164

Project No. STR26002

Citywide Pedestrian Crossing Improvements

officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City of Camas.

However, should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

V. The Contractor shall provide a material, labor, and equipment guarantee for the work performed under this contract for a period of one year from the Date of Acceptance as shown on the Notice of Completion for Public Works Projects. All work shall be free of defect in workmanship or materials. Upon notice, the Contractor shall make all repairs promptly at no cost to the City. Failure to repair or replace defects in a manner satisfactory to the Engineer will constitute a breach of this contract.

VI. The Contractor is obligated to affirm its enrollment and participation in the E-Verify program as written in these specifications and per Camas Ordinance 2626.

VII. As provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987, the contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of sub-contractors, including procurement of materials and leases of equipment.

City of Camas, Washington in accordance with the provisions of Title VI of the Civil Rights Act of 1964 {78 Stat. 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notified all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.

VIII. The Contractor is obligated to pay Washington State Department of Labor and Industries Prevailing Wage Rates for Clark County effective December 24, 2025.

IX. The Contractor further acknowledges the following provisions and agrees to comply with the conditions as set forth therein:

THIS PROJECT REQUIRES A CONTRACT BOND FOR 100% OF THE CONTRACT AMOUNT.

X. The Contractor shall certify that they are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered

transactions by any State or Federal department or agency.

XI. The Contractor shall not propose or contract with any person or entity that is currently debarred, suspended, and ineligible contractors and grantees.

XII. It is further provided that no liability shall attach to the City of Camas by reason of entering into this contract, except as provided herein.

XIII. The Contractor shall maintain its records and accounts so as to facilitate audit requirements as established by the Office of the State Auditor and shall require subcontractors to do the same.

IN WITNESS WHEREOF, the Contractor has executed this instrument, on the day and year first below written and the Mayor of the City of Camas has caused this instrument to be executed by and in the name of the said City of Camas the day and year first above written.

Executed by the Contractor on_____.

Contractor

Executed by the Local Agency on_____.

Mayor of the City of Camas

Approved as to Form

City of Camas Attorney

**DECLARATION OF OPTION FOR INVESTMENT OF RETAINED
PERCENTAGE**

I hereby elect to have the retained percentage of this contract held in a fund by the City of Camas until thirty (30) days following final acceptance of the work.

Signed _____

Date _____

I hereby elect to have the City of Camas invest the retained percentage of this contract from time to time as such retained percentage accrues and in accordance with RCW 60.28.020 and 60.28.050. The City will select the repository.

I hereby further agree to be fully responsible for payment of all costs or fees incurred as a result of placing said retained percentage in escrow and investing it as authorized by statute. The City of Camas shall not be liable in any way for any costs or fees in connection herewith.

Signed _____

Date _____

CONTRACT BOND

KNOW ALL PERSONS BY THESE PRESENTS, That

of _____, as Principal, and _____

as Surety, are jointly and severally held and bound unto the City of Camas, Washington,

in the penal sum of Dollars (\$ _____), for the payment of which we jointly and severely bind ourselves, our heirs, executors, administrators, and assigns, and successors and assigns, firmly by these presents.

THE CONDITION of this bond is such that whereas, on the _____
day of _____ A.D., 20 __, the said _____,

Principal, herein, executed a certain contract with the City of Camas, Washington,

by the terms, conditions and provisions of which contract the said _____,

Principal, herein, agree to furnish all material and do certain work, to wit: That

_____ will undertake and

complete the construction of these **CITYWIDE PEDESTRIAN CROSSING IMPROVEMENTS, City of Camas Project No. STR26002**, according to the maps, plans and specifications made a part of said contract, which contract as so executed, is hereunto attached, is now referred to and by reference is incorporated herein and made a part hereof as fully for all purposes as if here set forth at length. The bond shall cover all approved change orders as if they were in the original contract.

NOW, THEREFORE, if the Principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of said contract in all respects and shall well and truly and fully do and perform all matters and things by **Thirty-five (35) working days**, undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein, and until the same is accepted, and shall pay all laborers, mechanics, subcontractors and material men, and all persons who shall supply such contractor or subcontractor with provisions and supplies for the carrying on of such work, and shall in all respects faithfully perform said contract according to law, then this obligation to be void, otherwise to remain in full force and effect.

WITNESS our hands this _____ day of _____, 20__

PRINCIPAL

ATTORNEY-IN-FACT, SURETY

NAME AND ADDRESS, LOCAL OFFICE OF AGENT

APPROVED:

CITY OF CAMAS, WASHINGTON

BY: _____
MAYOR, CITY OF CAMAS

DATE: _____, 20__

SURETY BOND NUMBER _____

The United States Department of Transportation
Appendix A of the
Standard Title VI/ Non-Discrimination Assurances
DOT Order No. 1050.2A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. Non-discrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or Limited English Proficiency (LEP) in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21.
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex. Age, disability, income-level or LEP.
4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. Sanctions for Noncompliance: In the event of a contractor’s noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.

Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

The United States Department of Transportation
Appendix E of the
Standard Title VI/ Non-Discrimination Assurances
DOT Order No. 1050.2A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities, including, but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat.252), prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, prohibits discrimination on the basis of disability; and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123, as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations 49 C.F.R. parts 37 and 38.
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

ACKNOWLEDGEMENT OF CONTRACTOR LAWFUL HIRING COMPLIANCE ENROLLMENT

Re: City of Camas Public Work Contractor Lawful Hiring Compliance
(Also referred to as E-Verify)

When specified as a condition of contract award, the Contractor shall enroll in the E-Verify program through the United States Department of Homeland Security and thereafter shall provide the City with a copy of the Memorandum of Understanding (issued by Homeland Security), UPON REQUEST, and this acknowledgement affirming their enrollment and participation in the program. The Contractor shall be required to continue their participation in the program throughout the course of their contract with the City. Prime contractors shall require and verify that each of their subcontractors and lower tiered subcontractors are also enrolled and participants in the E-Verify program. This is intended to be used exclusively for employees hired after award and for the duration of the contract with the City of Camas.

Your signature below indicates acceptance of these terms:

Signature of Owner or Corporate Officer

Date

Company Owner/Officer's name printed

Company

PART THREE
AMENDMENTS TO THE STANDARD
SPECIFICATIONS

INTRODUCTION

The following Amendments and Special Provisions shall be used in conjunction with the current updated Standard Specifications for Road, Bridge, and Municipal Construction, as of the Call for Bids date.

AMENDMENTS TO THE STANDARD SPECIFICATIONS

WSDOT manuals and publications are updated continuously, and revisions are issued periodically. It is the responsibility of bidders to make sure they have the current versions, regardless of the manual format or means of transmission. Publications on the WSDOT web page are the most recent versions and can be downloaded and printed without charge.

PART FOUR

SPECIAL PROVISIONS

INTRODUCTION TO THE SPECIAL PROVISIONS

(January 4, 2024 APWA GSP, Option A)

The work on this project shall be accomplished in accordance with the *Standard Specifications for Road, Bridge and Municipal Construction*, 2025 edition, as issued by the Washington State Department of Transportation (WSDOT) and the American Public Works Association (APWA), Washington State Chapter (hereafter “Standard Specifications”). The Standard Specifications, as modified or supplemented by these Special Provisions, all of which are made a part of the Contract Documents, shall govern all of the Work.

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

The GSPs are labeled under the headers of each GSP, with the effective date of the GSP and its source. For example:

(March 8, 2013 APWA GSP)

(April 1, 2013 WSDOT GSP)

(May 1, 2013 COC GSP) Agency Special Provision

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

*(*****)*

Also incorporated into the Contract Documents by reference are:

- *Manual on Uniform Traffic Control Devices for Streets and Highways*, currently adopted edition, with Washington State modifications, if any
- *Standard Plans for Road, Bridge and Municipal Construction*, WSDOT Manual M21-01, current edition
- *City of Camas Standard Design Manual*, current edition

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

DIVISION 1
GENERAL REQUIREMENTS

1-01 DESCRIPTION OF WORK

(*****)

This contract covers work to be performed on NE 43rd Avenue, NE Everett Street, NW Lake Road, NW Fargo Street, and NW 6th Avenue in City of Camas. Work includes installation of Rectangular Rapid Flashing Beacons and pedestrian lighting as well as construction of ADA curb ramps, concrete sidewalk, pigmented and textured concrete, curb, drive approaches, asphalt pavement, a storm catch basin and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

1-01.3 Definitions

(January 19, 2022 APWA GSP)

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

Dates

Bid Opening Date

The date on which the Contracting Agency publicly opens and reads the Bids.

Award Date

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

Contract Execution Date

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

Notice to Proceed Date

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

Substantial Completion Date

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

Physical Completion Date

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

Completion Date

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

Final Acceptance Date

The date on which the Contracting Agency accepts the Work as complete.

Supplement this Section with the following:

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

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

All references to “State Materials Laboratory” shall be revised to read “Contracting Agency designated location”.

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

Additive

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

Alternate

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

Business Day

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

Contract Bond

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

Contract Documents

See definition for “Contract”.

Contract Time

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

Notice of Award

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

Notice to Proceed

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

Traffic

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

(August 1, 2018 COC GSP)

The following new definitions are added to this section:

City

The City of Camas as determined by the jurisdiction in which the facilities are being constructed.

Standard Details

The City of Camas Design Standards Manual, incorporated into the Contract Documents by reference above, is also referred to as Standard Details

The definition for **Engineer** is replaced with the following:

Engineer or Project Engineer

For improvements constructed by private contract, shall mean the Project Engineer or Project Manager, for purposes of approval of changes to, and final acceptance of, the facilities that are or will become public facilities.

1-02 BID PROCEDURES AND CONDITIONS**1-02.1 Prequalification of Bidders**

Delete this Section and replace it with the following:

1-02.1 Qualifications of Bidder

(April 9, 2020 COC GSP)

Bidders must meet the minimum qualifications of RCW 39.04.350(1), as amended:

“Before award of a public works contract, a bidder must meet the following responsibility criteria to be considered a responsible bidder and qualified to be awarded a public works project. The bidder must:

- (a) At the time of bid submittal, have a certificate of registration in compliance with chapter 18.27 RCW;
- (b) Have a current state unified business identifier number;
- (c) If applicable, have industrial insurance coverage for the bidder's employees working in Washington as required in Title 51 RCW; an employment security department number as required in Title 50 RCW; and a state excise tax registration number as required in Title 82 RCW; and
- (d) Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065(3).”
- (e) The contractor shall prepare and submit a project specific COVID-19 Plan that makes it mandatory for all workers on the project to have face masks, gloves, and other PPE if directed by Federal and State mandates. All workers on this project must comply with an approved COVID-19 plan or be subject to disqualification to work on the project. Camas

reserves the right to review the submitted plan and to mandate certain additions or deletions in conformance with current recommendations and Camas standards.

1-02.6 Preparation of Proposal

(April 4, 2025 COC GSP)

Section 1-02.6 is supplemented with the following:

The fourth, fifth and sixth paragraphs of Section 1-02.6 are deleted.

1-02.9 Delivery of Proposal

(October 1, 2005 APWA GSP)

Revise the first paragraph to read:

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

1-02.12 Public Opening of Proposal

(April 28, 2023 COC GSP)

Section 1-02.12 is supplemented with the following:

Date of Opening Bids

Sealed bids will be received at Administrative Services, 616 NE 4th Avenue, Camas, Washington, 98607 at the time and date noted in the Call for Bids. Administrative Services is located on the first floor of Camas City Hall.

1-02.13 Irregular Proposals

(December 30, 2022 APWA GSP)

Delete this section and replace it with the following:

1. A Proposal will be considered irregular and will be rejected if:
 - a. The Bidder is not prequalified when so required;
 - b. The authorized Proposal form furnished by the Contracting Agency is not used or is altered;
 - c. The completed Proposal form contains any unauthorized additions, deletions, alternate Bids, or conditions;
 - d. The Bidder adds provisions reserving the right to reject or accept the award, or enter into the Contract;
 - e. A price per unit cannot be determined from the Bid Proposal;
 - f. The Proposal form is not properly executed;

- g. The Bidder fails to submit or properly complete a subcontractor list (WSDOT Form 271-015), if applicable, as required in Section 1-02.6;
 - h. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation; or
 - i. More than one Proposal is submitted for the same project from a Bidder under the same or different names.
2. A Proposal may be considered irregular and may be rejected if:
- a. The Proposal does not include a unit price for every Bid item;
 - b. Any of the unit prices are excessively unbalanced (either above or below the amount of a reasonable Bid) to the potential detriment of the Contracting Agency;
 - c. Receipt of Addenda is not acknowledged;
 - d. A member of a joint venture or partnership and the joint venture or partnership submit Proposals for the same project (in such an instance, both Bids may be rejected); or
 - e. If Proposal form entries are not made in ink.

1-02.14 Disqualification of Bidders

(May 17, 2018 APWA GSP, Option B)

Delete this section and replace it with the following:

A Bidder will be deemed not responsible if the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1), as amended; or does not meet Supplemental Criteria 1-7 listed in this Section.

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

1. Delinquent State Taxes

- A. Criterion: The Bidder shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.
- B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder does not owe delinquent taxes to the Washington State Department of Revenue, or if delinquent taxes are owed to the Washington State Department of Revenue, the Bidder must submit a written payment plan approved by the Department of Revenue, to the Contracting Agency by the deadline listed below.

2. Federal Debarment

- A. Criterion: The Bidder shall not currently be debarred or suspended by the Federal government.
- B. Documentation: The Bidder shall not be listed as having an “active exclusion” on the U.S. government’s “System for Award Management” database (www.sam.gov).

3. Subcontractor Responsibility

- A. Criterion: The Bidder's standard subcontract form shall include the subcontractor responsibility language required by RCW 39.06.020, and the Bidder shall have an established procedure which it utilizes to validate the responsibility of each of its subcontractors. The Bidder's subcontract form shall also include a requirement that each of its subcontractors shall have and document a similar procedure to determine whether the sub-tier subcontractors with whom it contracts are also "responsible" subcontractors as defined by RCW 39.06.020.
- B. Documentation: The Bidder, if and when required as detailed below, shall submit a copy of its standard subcontract form for review by the Contracting Agency, and a written description of its procedure for validating the responsibility of subcontractors with which it contracts.
4. **Claims Against Retainage and Bonds**
- A. Criterion: The Bidder shall not have a record of excessive claims filed against the retainage or payment bonds for public works projects in the three years prior to the bid submittal date, that demonstrate a lack of effective management by the Bidder of making timely and appropriate payments to its subcontractors, suppliers, and workers, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.
- B. Documentation: The Bidder, if and when required as detailed below, shall submit a list of the public works projects completed in the three years prior to the bid submittal date that have had claims against retainage and bonds and include for each project the following information:
- Name of project
 - The owner and contact information for the owner;
 - A list of claims filed against the retainage and/or payment bond for any of the projects listed;
 - A written explanation of the circumstances surrounding each claim and the ultimate resolution of the claim.
5. **Public Bidding Crime**
- A. Criterion: The Bidder and/or its owners shall not have been convicted of a crime involving bidding on a public works contract in the five years prior to the bid submittal date.
- B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder and/or its owners have not been convicted of a crime involving bidding on a public works contract.
6. **Termination for Cause / Termination for Default**
- A. Criterion: The Bidder shall not have had any public works contract terminated for cause or terminated for default by a government agency in the five years prior to the bid submittal date, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.

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

7. **Lawsuits**

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

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

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

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

days after the Bidder determined to be not responsible has received the Contracting Agency's final determination.

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

1-02.15 Pre-Award Information

(December 30, 2022 APWA GSP)

Revise this section to read:

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

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

1-03 AWARD AND EXECUTION OF CONTRACT

1-03.1 Consideration of Bids

(December 30, 2022 APWA GSP)

Revise the first paragraph to read:

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

1-03.3 Execution of Contract

(April 9, 2020 COC GSP)

Revise this section to read:

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

Within 14 calendar days after the award date, the successful bidder shall return the signed Contracting Agency-prepared contract, an insurance certification as required by Section 1-07.18, and a satisfactory bond as required by law and Section 1-03.4. Before execution of the contract by the Contracting Agency, the successful bidder shall provide any pre-award information the Contracting Agency may require under Section 1-02.15.

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

If the bidder experiences circumstances beyond their control that prevents return of the contract documents within the calendar days after the award date stated above, the Contracting Agency may grant up to a maximum of **14** additional calendar days for return of the documents, provided the Contracting Agency deems the circumstances warrant it.

1-03.4 Contract Bond

(July 23, 2015 APWA GSP)

Delete the first paragraph and replace it with the following:

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

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

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

1-05 CONTROL OF WORK

1-05.4 Conformity with and Deviations from Plans and Stakes

This section is supplemented with the following:
(January 13, 2021 WSDOT GSP OPT2)

Contractor Surveying - Roadway

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

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

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

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

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

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

1. Verify the primary horizontal and vertical control furnished by the Contracting Agency, and expand into secondary control by adding stakes and hubs as well as additional survey control needed for the project. Provide descriptions of secondary control to the Contracting Agency. The description shall include coordinates and elevations of all secondary control points.
2. Establish, the centerlines of all alignments, by placing hubs, stakes, or marks on centerline or on offsets to centerline at all curve points (PCs, PTs, and PIs) and at points on the alignments spaced no further than 50 feet.

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

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

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

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

(parallel to alignment)
±0.1 feet
(normal to alignment)

Roadway paving pins for
surfacing or paving ±0.01 feet ±0.2 feet
(parallel to alignment)
±0.1 feet
(normal to alignment)

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

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

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

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

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

Payment

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

"Roadway Surveying", lump sum.

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

1-05.7 Removal of Defective and Unauthorized Work *(October 1, 2005 APWA GSP)*

Supplement this section with the following:

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

If the Contractor fails to comply with a written order to remedy what the Engineer determines to be an emergency situation, the Engineer may have the defective and unauthorized work corrected

immediately, have the rejected work removed and replaced, or have work the Contractor refuses to perform completed by using Contracting Agency or other forces. An emergency situation is any situation when, in the opinion of the Engineer, a delay in its remedy could be potentially unsafe, or might cause serious risk of loss or damage to the public.

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

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

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

1-05.12 Final Acceptance (October 29, 2020 COC GSP)

Section 1-05.12 is supplemented with the following:

By signing the Contract the Contractor agrees to provide a material, labor, and equipment warranty for the work performed for a period of one (1) year from the acceptance date, for all work to be free of defect in materials or workmanship. All warranty related repairs will be made promptly upon notification to the Contractor at no cost to the City. The Contract Bond shall cover 100% of the work proposed in this contract, and as modified by change order, for a period no shorter than one calendar year (365 Days) from the date of Final Acceptance as established by the contracting agency.

1-05.12(1) Construction Documentation (August 1, 2018 COC GSP)

Description

This work shall include all labor, equipment, and materials to provide satisfactory and complete project documentation as may be required by the City of Camas, various Washington State Agencies, and the Federal Government that is specific to this project. Documentation shall include, but may not be strictly limited to, satisfactory completion of the following: Weekly Certified Payrolls for the Prime Contractor, and ALL Subcontractors; INTENTS and AFFIDAVITS of Wages Paid as required by the Department of Labor and Industries, MBE Documentation, Affidavit of Industrial Insurance Premiums for all contractors, submittal of tickets for all materials used on the project, and any other documentation as may be required by the Project Engineer, as is necessary to properly document the activities of the project.

Requirements

All documentation and other paperwork as may be required by the Contracting Agency, shall be completed correctly and submitted to the appropriate State or Local Agency at regular intervals as the work progresses. The Contracting Agency will review and monitor the documentation requirements as the project progresses and may direct the Contractor to complete various documentation items as may be required from the City of Camas, various State and Federal Funding and Regulatory Agencies, prior to any additional contract payments.

Measurement

Measurement shall include 100% of all Construction Documentation assigned to the Contractor and as required by various state agencies; Local, County, State, and Federal regulatory and funding agencies as required to perform this work in accordance with the Plans and Specifications, and as modified by Change Order or Verbal or written Field Directive as issued by the Contracting Agency, per **Lump Sum**. No measurement or payment of this item shall be issued until the Engineer determines that 100% of the required Project Documentation has been satisfactorily completed and delivered to the Contracting Agency.

Payment

Construction Documentation, per Lump Sum

Payment for this item shall be made by the LUMP SUM as determined by the Engineer once all Construction Documentation has been correctly completed and satisfactorily submitted and approved by the Contracting Agency, or otherwise reviewed and Approved by an outside Agency as may be required by State RCW or WAC rule. Partial or monthly payments WILL NOT be made for Project Documentation; rather Full Payment of this item will only occur after the conclusion of the project once the Engineer Determines that the Contractor has submitted all required paperwork and necessary Documentation as required to satisfactorily document and record the activities of the project. The minimum Bid for **“Construction Documentation”, per Lump Sum, for this item shall be \$5,000.**

Add the following new section:

1-05.16 Water and Power

(*****)

The Contractor shall make necessary arrangements and shall bear the costs for power and water necessary for the performance of the work on this project. The Contractor may obtain temporary use of a city hydrant meter by making a request to the Camas Finance Department and providing a \$1,231 security deposit. The Contractor shall pay for billed water use for the duration of the project. The Contractor shall request removal of the temporary hydrant meter by e-mailing the City Inspector or Project Manager. Upon removal of the hydrant meter the city will either deduct the amount owed from the security deposit or submit a final invoice to the Contractor.

1-07 LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

1-07.1 Laws to be Observed

(April 9, 2020 COC GSP)

Section 1-07.1 is supplemented with the following:

In cases of conflict between different safety regulations, the more stringent regulation shall apply.

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

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

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

1-07.2 State Sales Tax

(June 27, 2011 APWA GSP)

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

1-07.2 State Sales Tax

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

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

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

1-07.2(1) State Sales Tax — Rule 171

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

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

1-07.2(2) State Sales Tax — Rule 170

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

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

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

1-07.2(3) Services

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

1-07.5(3) State Department of Ecology *(March 24, 2020 COC GSP)*

Item No. 2. in the first paragraph is revised to read:

2. Perform Work in such a manner that all materials and substances not specifically identified in the Contract documents to be placed in the water do not enter waters of the State, including wetlands. These include, but are not limited to, petroleum products, hydraulic fluid, fresh concrete, concrete wastewater, process wastewater, slurry materials and waste from shaft drilling, sediments, sediment-laden water, chemicals, paint, solvents, or other toxic or deleterious materials. **Also included are slurries generated due to saw cutting of cement concrete and asphalt concrete surfaces and structures.**

1-07.17 Utilities and Similar Facilities *(November 5, 2024 COC GSP)*

Section 1-07.17 is supplemented by the following:

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

The Contractor shall call the Utility Location Request Center (One Call Center), for field location, not less than two nor more than ten business days before the scheduled date for commencement of excavation which may affect underground utility facilities, unless otherwise agreed upon by the parties involved. A business day is defined as any day other than Saturday, Sunday, or a legal local, State, or Federal holiday. The telephone number for the One Call Center for this project may be obtained from the Engineer. If no one-number locator service is available, notice shall be provided individually to those owners known to or suspected of having underground facilities within the area of proposed excavation.

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

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

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:

Clark Public Utilities
John Pilling
360.992.8814
jpilling@clarkpud.com

City of Camas
Water Department
Brandonn Prather
cell: 360.921.2873
bprather@cityofcamas.us

Ziply Fiber
Wesley Coutts
503.314.2366
wesleycoutts1@ziply.com

City of Camas
Street Department
Scott Purkeypyle
cell: 360.772.3521
spurkeypyle@cityofcamas.us

NW Natural Gas
Juan Sanchez
541.255.6359
juan.sanchez@nwnatural.com

City of Camas
Sewer Department
Jay Martell
cell: 360.772.3522
jmartell@cityofcamas.us

Verizon
Ian Lambie
503.867.2758
ian.lambie@verizon.com

Comcast
Bob Millar
360.828.3599
bob_millar@comcast.com

1-07.18 Public Liability and Property Damage Insurance

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

1-07.18 Insurance

(January 4, 2024 APWA GSP)

1-07.18(1) General Requirements

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

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

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

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

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

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

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

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

I. Under no circumstances shall a wrap up policy be obtained, for either initiating or maintaining coverage, to satisfy insurance requirements for any policy required under this Section. A "wrap up policy" is defined as an insurance agreement or arrangement under which all the parties

working on a specified or designated project are insured under one policy for liability arising out of that specified or designated project.

1-07.18(2) Additional Insured

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

- the Contracting Agency and its officers, elected officials, employees, agents, and volunteers

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

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

1-07.18(3) Subcontractors

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

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

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

1-07.18(4) Verification of Coverage

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

Verification of coverage shall include:

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

Upon request by the Contracting Agency, the Contractor shall forward to the Contracting Agency a full and certified copy of the insurance policy(s). If Builders Risk insurance is required on this Project, a full

and certified copy of that policy is required when the Contractor delivers the signed Contract for the work.

1-07.18(5) Coverages and Limits

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

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

1-07.18(5)A Commercial General Liability

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

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

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

Such policy must provide the following minimum limits:

\$2,000,000	Each Occurrence
\$3,000,000	General Aggregate
\$3,000,000	Products & Completed Operations Aggregate
\$2,000,000	Personal & Advertising Injury each offence
\$2,000,000	Stop Gap / Employers' Liability each accident

1-07.18(5)B Automobile Liability

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

Such policy must provide the following minimum limit:

\$1,000,000	Combined single limit each accident
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1-07.18(5)C Workers' Compensation

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

1-07.23(1) Construction Under Traffic

(August 1, 2018 COC GSP)

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

Allowable Lane and Road Closure Requirements.

Road closures are generally not allowed. Requests for road closures shall be submitted in writing by the Contractor a minimum of 14 calendar days prior to the proposed closure. Such requests shall include a comprehensive traffic control and flagging plan. Closures shall not occur without written permission from the City of Camas. The Contractor shall obtain the City's written approval prior to closing any lanes, shall employ sufficient certified flaggers and adequate signage for such conditions, and shall perform all traffic control in accordance with the latest version of the MUTCD and the approved traffic control plan.

Material Delivery Subcontractors

According to prevailing wage laws in the State of Washington (Chapter 39.12 RCW and as defined by WAC 296-127-018), any person that delivers materials such as cement concrete or asphalt to a work site, regardless of the method of material placement, is considered a subcontractor, and is subject to receiving prevailing wages, and all other conditions as required by law.

Offsite Fabrication

According to prevailing wage laws in the State of Washington (Chapter 39.04.010 RCW and as defined by WAC 296-127-010(5)(b)) The offsite fabrication of nonstandard items specifically produced for a public works project is considered public work for which prevailing wages are required. Examples include, but not limited to, fabrication of ducts for HVAC systems, certain concrete tunnel liners, and certain steel or other metal prefabrication. If the item is not fabricated on the public works jobsite, contact L&I for a determination as to whether the work is subject to the payment of prevailing wages, and the appropriate classification of work, if applicable. This determination will be based upon all relevant information, including, but not limited to: (1) whether the item is fabricated in an assembly/fabrication plant set up for, and dedicated primarily to the public works project; (2) whether the item requires assembly, cutting, modification or other fabrication by the supplier; (3) whether the item is typically an inventory item which could reasonably be sold on the general market; and (4) whether the item, although generally defined as "standard," has unusual characteristics such as shape, type of material, strength requirements, or finish, etc., specifically for the public works project.

Cement Concrete and Asphalt

A material supplier delivery driver is to be paid prevailing wages for their covered travel time as outlined in WAC 296-127-018 subsection 1-3. Said material supplier *IS* considered a subcontractor and must comply with the requirements of 39.12 RCW.

Crushed Rock, Gravel, Sand, or other similar materials

A material supplier delivering materials to a designated stockpile (i.e. crushed rock or other similar material) are not subject to prevailing wage as outlined in 39.12 RCW. A "stockpile" is defined as materials delivered to a pile located away from the site of incorporation such that the stockpiled materials must be physically moved from the stockpile and transported to another location on the project site in order to be incorporated into the project (WAC 296-127-018 subsection 4).

1-07.24 Rights of Way

(April 22, 2025 APWA GSP)

Delete this section and replace it with the following:

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

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

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

Whenever easements or rights of entry have not been acquired prior to advertising, these areas are so noted in the Plans. The Contractor shall not proceed with any portion of the work in areas where right of way, easements or rights of entry have not been acquired until the Engineer certifies to the Contractor that the right of way or easement is available or that the right of entry has been received. If the Contractor is delayed due to acts of omission on the part of the Contracting Agency in obtaining easements, rights of entry or right of way, the Contractor will be entitled to an extension of time. The Contractor agrees that such delay shall not be a breach of contract.

Each property owner shall be given 48 hours' notice prior to entry by the Contractor. This includes entry onto easements and private property where private improvements must be adjusted.

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

1-08 PROSECUTION AND PROGRESS

Add the following new section:

1-08.0 Preliminary Matters

(May 25, 2006 APWA GSP)

Add the following new section:

1-08.0(1) Preconstruction Conference

(November 5, 2024 COC GSP)

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

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

The Contractor shall prepare and submit at the preconstruction conference the following:

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

1-08.0(2) Hours of Work

*(*****)*

Except in the case of emergency or unless otherwise approved by the Contracting Agency, the normal straight time working hours for the contract shall be any consecutive 8-hour period between 7:00 a.m. and 5:00 p.m. of a working day with a maximum 1-hour lunch break and a 5-day work week. The normal straight time 8-hour working period for the contract shall be established at the preconstruction conference or prior to the Contractor commencing the work.

The Contractor shall not be allowed to perform any work on City recognized holidays, Saturdays, Sundays, or before 7:00 a.m. or after 6:00 p.m. on any weekday.

Any work to be performed on Saturdays shall be approved in advance by the Contracting Agency. If approved, work hours shall be limited to 8:00 a.m. to 5:00 p.m. only.

1-08.5 Time for Completion

*(*****)*

Section 1-08.5 is supplemented with the following:

This project shall be physically completed within *****35 Working Days***** following the date of the Notice to Proceed, unless amended by change order.

Construction of curb ramps on NE 43rd should be prioritized and completed prior to August 24, 2026 to not interfere with School activities. Installation of the RRFB system and pedestrian lighting equipment after August 24, 2026 will be allowed to accommodate product lead times.

The contract will be suspended upon contractor request following completion of concrete and asphalt construction and will commence after all RRFB system and pedestrian lighting system equipment has been delivered to the contractor. The contractor shall obtain estimated delivery dates from the equipment manufacturers and account for any and all costs related to suspension of the contract in the bid price, as additional payment will not be made.

The Engineer will give the Contractor written notice of the physical completion date for all work the Contract requires. This date shall constitute the substantial completion date of the Contract but shall not imply the City's acceptance of the work or the contract.

1-10 TEMPORARY TRAFFIC CONTROL

(*****)

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

The contractor shall provide a temporary traffic control plan for vehicles, bicyclists and pedestrians that shows the necessary construction signs, flaggers, and other traffic control devices required to support the Work. The Contractor shall be solely responsible for submitting a proposed traffic control plan, obtaining the Engineer's acceptance, and providing copies of the accepted traffic control plans to the Traffic Control Supervisor.

Vehicle and pedestrian access through the area of work shall be maintained throughout the duration of the project and concrete driveways shall be constructed in multiple phases to allow uninterrupted passing of traffic.

DIVISION 2
EARTHWORK

2-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

2-02.1 Description

(*****)

Section 2-02.1 is supplemented with the following:

Work shall include but is not limited to: sawcutting, removal and disposal of existing asphalt pavement, cement concrete sidewalk, curb, ramps, pavement striping, bollards, concrete footings, valve boxes and other related items where indicated in the plans.

2-02.3 Construction Requirements

(*****) March 2, 2022 COC

Section 2-02.2 is supplemented with the following:

In cases where, after saw cutting sidewalks and curbs per the plans, the resulting sidewalk and ramp grades do not comply with ADA codes, review the situation with the Engineer. The Engineer shall approve the need for additional sidewalk and/or curb to be removed in order to meet ADA compliant grades. The additional sidewalk and/or curb shall be saw cut, removed and disposed of according to section 2-02.1.

2-02.4 Measurement

(*****) March 2, 2022 COC

Section 2-02.4 is replaced with the following:

Removal of Additional Cement Concrete Sidewalk shall be measured by the **Square Yard** of existing surface removed.

Removal of Additional Cement Concrete Curb shall be measured by the **Linear Foot** of existing curb removed.

2-02.5 Payment

(*****) March 2, 2022 COC

Section 2-02.5 is supplemented with the following:

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

“Removal of Additional Cement Concrete Sidewalk”, per Square Yard.

“Removal of Additional Cement Concrete Curb”, per Linear Foot.

2-03 ROADWAY EXCAVATION AND EMBANKMENT

2-03.1 Description

(*****)

Section 2-03.1 is supplemented with the following:

Work shall include, but is not limited to excavation, removal and disposal of base rock and subgrade soil to proposed subgrade elevation beneath the proposed asphalt pavement and concrete, both within the roadway and adjacent to the new roadway as shown on the plans. All removed material shall be classified as "Roadway Excavation, Incl. Haul."

2-03.3 Construction Requirements

2-03.3(3) Excavation Below Subgrade

(*****) *May 1, 2025 COC*

Section 2-03.3(3) is supplemented with the following:

Removal and Replacement of Unsuitable Material (Subgrade) - Areas that rut, pump, weave or excessively deflect under the construction equipment shall be over-excavated to a minimum depth of 12-inches, or the depth directed by the Engineer. The excavation shall be accomplished using hoe type equipment equipped with smooth cutting edges. No traffic shall be allowed on the excavated surface. Place subgrade geotextile over the excavated surface and backfill with 2-1/2"-0 (base courses) and 1-1/4"-0 (top course) crushed aggregate as directed and per these specifications. Proof-roll the finished surface of the area as specified above to verify that it is firm and unyielding.

2-03.4 Measurement

(*****) *May 1, 2025 COC*

Section 2-03.4 is supplemented with the following:

"Removal and Replacement of Unsuitable Material (Subgrade)" shall be the in-place cubic yards of material removed, as measured and confirmed by the Inspector or Engineer.

2-03.5 Payment

(*****) *May 1, 2025 COC*

Section 2-03.5 is supplemented with the following:

"Removal and Replacement of Unsuitable Material (Subgrade)", per cubic yard

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

5-04 Hot Mix Asphalt

(*****) *March 23, 2022 COC*

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

5-04.1 Description

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

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

5-04.2 Materials

Materials shall meet the requirements of the following sections:

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

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

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

The Contractor may use up to a maximum of 20 percent RAP by total weight of HMA. The RAP shall be sampled and tested at a frequency of one sample for every 1,000 tons produced and not less

than ten samples per project. The asphalt content and gradation test data shall be reported to the Contracting Agency when submitting the mix design for approval on the QPL. The Contractor shall include the RAP as part of the mix design as defined in these Specifications.

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

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

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

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

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

5-04.2(1)A Mix Design – Obtaining Project Approval

The number of ESAL's for the design and acceptance of the HMA shall be 10.8 million.

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

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

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

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

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

The mix design shall be performed by a lab accredited by a national authority such as Laboratory Accreditation Bureau, L-A-B for Construction Materials Testing, The Construction Materials

Engineering Council (CMEC's) ISO 17025 or AASHTO Accreditation Program (AAP) and shall supply evidence of participation in the AASHTO: resource proficiency sample program.

Mix designs for HMA accepted by Nonstatistical evaluation shall;

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

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

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

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

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

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

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

5-04.3 Construction Requirements

5-04.3(1) Weather Limitations

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

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

Minimum Surface Temperature for Paving

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

5-04.3(2) Paving Under Traffic

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

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

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

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

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

5-04.3(3) Equipment

5-04.3(3)A Mixing Plant

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

1. **Equipment for Preparation of Asphalt Binder** – Tanks for the storage of asphalt binder shall be equipped to heat and hold the material at the required temperatures. The heating shall be accomplished by steam coils, electricity, or other approved means so that no flame shall be in contact with the storage tank. The circulating system for the asphalt binder shall be designed to ensure proper and continuous circulation during the operating period. A valve for the purpose of sampling the asphalt binder shall be placed in either the storage tank or in the supply line to the mixer.
2. **Thermometric Equipment** – An armored thermometer, capable of detecting temperature ranges expected in the HMA mix, shall be fixed in the asphalt binder feed line at a location near the charging valve at the mixer unit. The thermometer location shall be convenient and

safe for access by Inspectors. The plant shall also be equipped with an approved dial-scale thermometer, a mercury actuated thermometer, an electric pyrometer, or another approved thermometric instrument placed at the discharge chute of the drier to automatically register or indicate the temperature of the heated aggregates. This device shall be in full view of the plant operator.

3. **Heating of Asphalt Binder** – The temperature of the asphalt binder shall not exceed the maximum recommended by the asphalt binder manufacturer nor shall it be below the minimum temperature required to maintain the asphalt binder in a homogeneous state. The asphalt binder shall be heated in a manner that will avoid local variations in heating. The heating method shall provide a continuous supply of asphalt binder to the mixer at a uniform average temperature with no individual variations exceeding 25°F. Also, when a WMA additive is included in the asphalt binder, the temperature of the asphalt binder shall not exceed the maximum recommended by the manufacturer of the WMA additive.
4. **Sampling and Testing of Mineral Materials** – The HMA plant shall be equipped with a mechanical sampler for the sampling of the mineral materials. The mechanical sampler shall meet the requirements of Section 1-05.6 for the crushing and screening operation. The Contractor shall provide for the setup and operation of the field testing facilities of the Contracting Agency as provided for in Section 3-01.2(2).
5. **Sampling HMA** – The HMA plant shall provide for sampling HMA by one of the following methods:
 - a. A mechanical sampling device attached to the HMA plant.
 - b. Platforms or devices to enable sampling from the hauling vehicle without entering the hauling vehicle.

5-04.3(3)B Hauling Equipment

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

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

5-04.3(3)C Pavers

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

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

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

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

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

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

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

(*****) March 2, 2022 COC

An MTD/V is NOT required for this project

5-04.3(4)B Vacant

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

Aggregates and RAP shall be stockpiled according to the requirements of Section 3-02. Sufficient storage space shall be provided for each size of aggregate and RAP. Materials shall be removed from stockpile(s) in a manner to ensure minimal segregation when being moved to the HMA plant for processing into the final mixture. Different aggregate sizes shall be kept separated until they have been delivered to the HMA plant.

5-04.3(5)A Vacant

5-04.3(6) Mixing

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

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

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

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

5-04.3(7) Spreading and Finishing

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

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

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

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

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

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

5-04.3(9) HMA Mixture Acceptance

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

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

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

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

HMA Tolerances and Adjustments

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

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

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

For Aggregates in the mixture:

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

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

No. 8 Sieve	+/- 6%	+/-8%
No. 200 sieve	+/- 2.0%	+/- 3.0%

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

5-04.3(9)A Vacant

5-04.3(9)B Vacant

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

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

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

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

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

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

5-04.3(9)C2 Mixture Nonstatistical Evaluation Sampling

Samples for acceptance testing shall be obtained by the Contractor when ordered by the Engineer. The Contractor shall sample the HMA mixture in the presence of the Engineer and in accordance with

AASH-TO T 168. A minimum of three samples should be taken for each class of HMA placed on a project. If used in a structural application, at least one of the three samples shall to be tested.

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

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

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

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

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

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

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

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

The pay factor for this project shall be 1.00.

5-04.3(10) HMA Compaction Acceptance

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

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

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

Roadway cores for density may be obtained by either the Contracting Agency or the Contractor in accordance with WSDOT SOP 734. The core diameter shall be 4-inches minimum, unless otherwise approved by the Engineer. Roadway cores will be tested by the Contracting Agency in accordance with WSDOT FOP for AASHTO T 166.

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

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

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

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

Test Results

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

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

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

Compaction shall take place when the mixture is in the proper condition so that no undue displacement, cracking, or shoving occurs. Areas inaccessible to large compaction equipment shall be

compacted by other mechanical means. Any HMA that becomes loose, broken, contaminated, shows an excess or deficiency of asphalt, or is in any way defective, shall be removed and replaced with new hot mix that shall be immediately compacted to conform to the surrounding area.

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

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

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

5-04.3(10)C Vacant

5-04.3(10)D HMA Nonstatistical Compaction

5-04.3(11) Reject Work

5-04.3(11)A Reject Work General

Work that is defective or does not conform to Contract requirements shall be rejected. The Contractor may propose, in writing, alternatives to removal and replacement of rejected material. Acceptability of such alternative proposals will be determined at the sole discretion of the Engineer. HMA that has been rejected is subject to the requirements in Section 1-06.2(2) and this specification, and the Contractor shall submit a corrective action proposal to the Engineer for approval.

5-04.3(11)B Rejection by Contractor

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

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

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

No payment will be made for the rejected materials or the removal of the materials unless the Contractor requests that the rejected material be tested. If the Contractor elects to have the rejected material tested, a minimum of three representative samples will be obtained and tested. Acceptance of rejected material will be based on conformance with the nonstatistical acceptance Specification. If the CPF for the rejected material is less than 0.75, no payment will be made for the rejected material; in addition, the cost of sampling and testing shall be borne by the Contractor. If the CPF is greater than

or equal to 0.75, the cost of sampling and testing will be borne by the Contracting Agency. If the material is rejected before placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at a CPF of 0.75. If rejection occurs after placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at the calculated CPF with an addition of 25 percent of the unit Contract price added for the cost of removal and disposal.

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

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

5-04.3(12)A1 Transverse Joints

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

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

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

5-04.3(12)A2 Longitudinal Joints

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

5-04.3(12)B2 Paved Panel Joint Seal

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

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

5-04.3(13) Surface Smoothness

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

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

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

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

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

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

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

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

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

Locations of existing surfacing to be planed are as shown in the Drawings.

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

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

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

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

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

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

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

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

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

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

Should such metal be identified, promptly notify the Engineer.

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

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

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

5-04.3(14)B1 General

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

1. Intersections:

- a. Keep intersections open to traffic at all times, except when paving or planing operations through an intersection requires closure. Such closure must be kept to the minimum time required to place and compact the HMA mixture, or plane as appropriate. For paving, schedule such closure to individual lanes or portions thereof that allows the traffic volumes and schedule of traffic volumes required in the approved traffic control plan. Schedule work so that adjacent intersections are not impacted at the same time and comply with the traffic control restrictions required by the Traffic Engineer. Each individual intersection closure or partial closure, must be addressed in the traffic control plan, which must be submitted to and accepted by the Engineer, see Section 1-10.2(2).
 - b. When planing or paving and related construction must occur in an intersection, consider scheduling and sequencing such work into quarters of the intersection, or half or more of an intersection with side street detours. Be prepared to sequence the work to individual lanes or portions thereof.
 - c. Should closure of the intersection in its entirety be necessary, and no trolley service is impacted, keep such closure to the minimum time required to place and compact the HMA mixture, plane, remove asphalt, tack coat, and as needed.
 - d. Any work in an intersection requires advance warning in both signage and a number of Working Days advance notice as determined by the Engineer, to alert traffic and emergency services of the intersection closure or partial closure.
 - e. Allow new compacted HMA asphalt to cool to ambient temperature before any traffic is allowed on it. Traffic is not allowed on newly placed asphalt until approval has been obtained from the Engineer.
2. Temporary centerline marking, post-paving temporary marking, temporary stop bars, and maintaining temporary pavement marking must comply with Section 8-23.
 3. Permanent pavement marking must comply with Section 8-22.

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

At least 2 Working Days before the first paving operation and the first planing operation, or as scheduled by the Engineer for future paving and planing operations to ensure the Contractor has adequately prepared for notifying and coordinating as required in the Contract, the Contractor must be prepared to discuss that day's operations as they relate to other entities and to public safety and convenience, including driveway and business access, garbage truck operations, Metro transit operations and working around energized overhead wires, school and nursing home and hospital and other accesses, other contractors who may be operating in the area, pedestrian and bicycle traffic, and emergency services. The Contractor, and Subcontractors that may be part of that day's operations, must meet with the Engineer and discuss the proposed operation as it relates to the submitted planing plan and paving plan, approved traffic control plan, and public convenience and safety. Such discussion includes, but is not limited to:

1. General for both Paving Plan and for Planing Plan:
 - a. The actual times of starting and ending daily operations.

- b. In intersections, how to break up the intersection, and address traffic control and signalization for that operation, including use of peace officers.
 - c. The sequencing and scheduling of paving operations and of planing operations, as applicable, as it relates to traffic control, to public convenience and safety, and to other contractors who may operate in the Project Site.
 - d. Notifications required of Contractor activities, and coordinating with other entities and the public as necessary.
 - e. Description of the sequencing of installation and types of temporary pavement markings as it relates to planning and to paving.
 - f. Description of the sequencing of installation of, and the removal of, temporary pavement patch material around exposed castings and as may be needed
 - g. Description of procedures and equipment to identify hidden metal in the pavement, such as survey monumentation, monitoring wells, street car rail, and castings, before planning, see Section 5-04.3(14)B2.
 - h. Description of how flaggers will be coordinated with the planing, paving, and related operations.
 - i. Description of sequencing of traffic controls for the process of rigid pavement base repairs.
 - j. Other items the Engineer deems necessary to address.
2. Paving – additional topics:
- a. When to start applying tack and coordinating with paving.
 - b. Types of equipment and numbers of each type equipment to be used. If more pieces of equipment than personnel are proposed, describe the sequencing of the personnel operating the types of equipment. Discuss the continuance of operator personnel for each type equipment as it relates to meeting Specification requirements.
 - c. Number of JMFs to be placed, and if more than one JMF how the Contractor will ensure different JMFs are distinguished, how pavers and MTVs are distinguished if more than one JMF is being placed at the time, and how pavers and MTVs are cleaned so that one JMF does not adversely influence the other JMF.
 - d. Description of contingency plans for that day's operations such as equipment breakdown, rain out, and Supplier shutdown of operations.
 - e. Number of sublots to be placed, sequencing of density testing, and other sampling and testing.

5-04.3(15) Sealing Pavement Surfaces

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

5-05 CEMENT CONCRETE PAVEMENT

5-05.1 Description

Section 5-05.1 is supplemented with the following:
(August 6, 2012 WSDOT GSP OPT1)

This Work consists of furnishing and placing pigmented, textured, or textured and pigmented cement concrete pavement at the locations and depth as shown in the Plans.

5-05.2 Materials

Section 5-05.2 is supplemented with the following:
(November 20, 2023 WSDOT GSP OPT1)

Pigment color for “brick red” cement concrete pavement shall match SAE AMS-STD-595 Color #32169. The pigment shall be incorporated in accordance with the manufacturer’s recommendations.

5-05.3 Construction Requirements

Section 5-05.3 is supplemented with the following:
(August 6, 2012 WSDOT GSP OPT2)

Textured Cement Concrete

Textured cement concrete pavement pattern shall be one chosen from the manufacturers and patterns listed below:

Primary Pattern - Brick

Manufacturer	Pattern
Bomanite	Running Bond Belgian Block or Running Bond Used Brick
Brickform/Solomon Colors	Running Bond Used Brick
Butterfield Color	Pennsylvania Avenue Brick Running Bond
Euclid Chemical	Running Bond Paver
Matcrete	Old Brick Running Bond

A mat or stamp shall be used to imprint the pattern into the concrete surface.

Curing shall be in accordance with Section 5-05.3(13) and be applied to the surface in accordance with the manufacturer's recommendations. If liquid membrane-forming concrete curing compound is used it shall meet the requirements of ASTM C 309 Type 1-D.

5-05.4 Measurement

Section 5-05.4 is supplemented with the following:
(August 6, 2012 WSDOT GSP OPT1)

Pigmented, textured, or textured and pigmented cement concrete pavement will be measured by the square yard placed.

5-05.5 Payment

Section 5-05.5 is supplemented with the following:
(August 6, 2012 WSDOT GSP OPT4)

“Textured and Pigmented Cement Concrete Pavement”, per square yard

The unit Contract price per square yard for Textured and Pigmented Cement Concrete Pavement shall be full pay for all costs incurred to perform the Work in this Specification.

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

7-04 STORM SEWERS

7-04.2 Materials

*(*****) April 3, 2023 COC*

Section 7-04.2 is supplemented with the following:

Materials shall meet the requirements of the following sections:

Ductile Iron Pipe 9-30.1(1)

7-04.5 Payment

*(*****) April 3, 2023 COC*

Supplement with the following:

Payment shall be in full for all items required to perform this work in accordance with the plans and specifications by the contract unit price for **“Ductile Iron Storm Pipe, __ inch dia.”** shall be measured and paid by the unit contract price **per Linear Foot**.

7-08 GENERAL PIPE INSTALLATION REQUIREMENTS

7-08.2 Materials

*(*****) August 1, 2018 COC*

Section 7-08.2 is supplemented with the following:

Foundation material, if required by Engineer to be installed, due to unsuitable native materials being encountered at the bottom of the trench, shall be Crushed Surfacing Top Course as defined in Section 9-03.9(3).

Pipe zone material shall be crushed surfacing top course as defined by Section 9-03.9(3). Backfill shall be as indicated on the details in the Plans.

7-08.3(1)B Shoring

*(*****) August 1, 2018 COC*

Supplement with the following:

Construction Requirements

The Contractor shall supply and install a certified trench box for all excavations exceeding 4 feet in depth for the duration of this project. It is the Contractor's responsibility to determine the size and type of box required and to perform construction activities in a safe and responsible manner in accordance with the requirements of the Washington State Department of Labor and Industries. The City of Camas acknowledges no expertise or qualifications for determining the safety of construction activities for this

project. However, the Contractor shall not allow any worker in a trench or excavation without proper safety equipment and shoring.

7-08.3(1)C Bedding the Pipe

(*****) August 1, 2018 COC

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

Crushed surfacing top course meeting the requirements of Section 9-03.9(3) shall be used for pipe zone bedding. Pipe zone bedding shall be placed to the depths shown in the Plans. Pipe zone bedding shall be tamped around the pipe to 95-percent of maximum density by approved hand-held tools, so as to provide firm and uniform support for the full length of the pipe. Care shall be taken to prevent any damage to the pipe or its protective coating.

7-08.3(3) Backfilling

(*****) August 1, 2018 COC

Delete the second paragraph of section 7-08.3(3) and replace with the following:

Pipe Zone backfill shall be crushed surfacing top course as defined by Section 9-03.9(3).

7-08.3 Construction Requirements

(*****) August 1, 2018 COC

Section 7-08.3 is supplemented with the following:

7-08.3(5) Solid Rock Excavation

This work shall include the removal of solid rock from excavations and trenches for sidewalk, water and sanitary sewer pipe. For purposes of this contract, solid rock is defined as any naturally occurring formation of rock that cannot be removed, excavated, or ripped by a CAT 320 Excavator, or equivalent machine, fitted with "Tiger" or similar rock removing teeth, and, is further classified as material that requires the use of a track-mounted hydraulic hammer or portable jack hammer to be removed. Fractured rock, sandstone, or other resistive material shall not be classified as solid rock excavation for this contract. Solid Rock Excavation shall refer to a method of removal and not a geologic formation.

In these areas the Contractor shall remove solid rock as required to allow for the proper placement of bedding material under the new pipe or sidewalk.

Solid Rock Excavation shall be performed as required, or otherwise directed by the Engineer, to install water and sewer mains, water and sewer services, manholes, and sidewalk in accordance with the plans. Areas of solid rock excavation shall be agreed to in advance by the Engineer.

The maximum limits for the measurement of solid rock excavation are as follows:

Sidewalk:			
Depth:	2" below the bottom of cement concrete sidewalk	Width:	4" beyond the width of the cement concrete sidewalk
Water Pipe:			
Depth:	6" below the pipe invert	Width:	36"
Sewer Pipe:			
Depth:	6" below the pipe invert	Width:	36"
Sewer Manhole:			
Depth:	14" below the manhole base	Width:	12" beyond the diameter of the manhole base

Measurement and payment of Solid Rock Excavation shall only occur if the Engineer is notified in advance and is permitted to evaluate and field measure the pre-existing conditions.

7-08.4 Measurement
(***) August 1, 2018 COC**
Supplement with the following:

“Trench Safety System” shall be measured by the Lineal Foot of trench that is shored and shall include all items required to perform this work in accordance with these specifications.

“Removal and Replacement of Unsuitable Material (Trench)” will be measured by the cubic yard. The depth shall be the actual depth removed below the depth specified in Plans and as described in Section 2-09.3(4). The width shall be the actual width removed, but in no case shall the measured width exceed the allowable widths specified in Section 2-09.3(4) and Section 2-09.4.

Delete the fourth paragraph of section 7-08.4 and replace with the following:

There shall be no separate measurement for excavation or backfilling of trench. Excavation and backfill shall be included in the cost per linear foot of pipe. When excavation below grade is necessary to remove unsuitable material, excavation and backfilling of unsuitable material will be measured under “Removal and Replacement of Unsuitable Material (Trench)”. Measurement for “Removal and Replacement of Unsuitable Material (Trench)” shall only occur if the Inspector is notified upon discovery of the unsuitable material and is permitted to evaluate the unsuitable material and measure the excavation.

7-08.5 Payment
(***) August 1, 2018 COC**

Supplement with the following:

“**Trench Safety System**” shall be paid by the unit contract price per **Lineal Foot** of trench. The minimum bid for this item shall be **\$1 per L.F.**

“**Solid Rock Excavation**” shall be measured and paid by the unit contract price per **in-place cubic yard actually removed** as measured by the Engineer.

“**Removal and Replacement of Unsuitable Material (Trench)**” shall be measured and paid by the unit contract price per **in-place cubic yard actually removed** as measured by the Engineer.

7-12 VALVES FOR WATER MAINS

7-12.3 Construction Requirements
(***) May 16, 2025 COC**

Supplement with the following:

Where shown on the plans existing valve boxes to be replaced shall be removed prior to paving and replaced with a Rich 910 style valve box and 6" diameter ASTM D3034 PVC riser pipe. Valve boxes to be adjusted shall be protected and adjusted to match finish concrete or asphalt grade.

7-12.4 Measurement
(***) May 16, 2025 COC**

Supplement with the following:

Measurement for "Replace Valve Box" shall be for all items, including materials, equipment, and manpower required to perform this work in accordance with the plans and specifications, per Each.

Measurement for "Adjust Valve Box to finish Grade" shall be for all items, including materials, equipment, and manpower required to perform this work in accordance with the plans and specifications, per Each.

7-12.5 Payment
(***) May 16, 2025 COC**

Supplement with the following:

"Replace Valve Box" shall be paid by the unit contract price per EA.

"Adjust Valve Box to Finish Grade" shall be paid by the unit contract price per EA.

DIVISION 8
MISCELLANEOUS CONSTRUCTION

8-01 EROSION CONTROL AND WATER POLLUTION CONTROL

8-01.4 Measurement

*(*****) November 6, 2020 COC*

Supplement with the following:

Measurement shall be for all items required to perform this work including supplying and installing inlet protection, stabilized construction entrance, stockpile protection and street sweeping as directed by the Inspector and in accordance with the plans and specification, per lump sum. Also included shall be all expenses related to inspection, discharge sampling, record keeping, reporting, and all other services performed by the Certified Erosion and Sediment Control Lead (CESCL), if required by a Construction Stormwater General Permit.

8-01.5 Payment

*(*****) August 1, 2018 COC*

Supplement with the following:

Erosion Control and Water Pollution Control shall be in accordance with Camas Municipal Code (CMC) 14.06. Payment shall be in full for all items required to perform this work in accordance with the plans and specifications by the contract unit price for "**Erosion Control and Water Pollution Control**", per **Lump Sum**.

8-06 CEMENT CONCRETE DRIVEWAY ENTRANCES

8-06.1 Description

*(*****) March 1, 2022 COC*

Replace with the following:

This Work shall consist of constructing cement concrete driveway entrances shown in the Plans and in accordance with these Plans and Specifications. The widths of the entrances shall be as noted in the Plans.

8-06.4 Measurement

*(*****) May 29, 2025 COC*

Supplement with the following:

Cost shall include furnishing and installing crushed stone foundation material and reinforcement as shown in the plans.

8-14 CEMENT CONCRETE SIDEWALKS

8-14.4 Measurement

*(*****) May 29, 2025 COC*

Supplement with the following:

Cost shall include furnishing and installing crushed stone foundation material and reinforcement as shown in the plans.

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

8-20.1 Description

(*****) May 5, 2025 COC

Paragraph 1 is supplemented with the following:

4. Illuminated Rectangular Rapid Flashing Beacon System

8-20.4 Measurement

(*****) May 5, 2025 COC

This section is supplemented with the following:

Illuminated Rectangular Rapid Flashing Beacon System will be measured per lump sum.

8-20.5 Payment

(*****) May 5, 2025 COC

This section is supplemented with the following:

“Illuminated Rectangular Rapid Flashing Beacon System” per Lump Sum.

The unit contract price for Rectangular Rapid Flashing Beacon System shall be full pay for all costs involved in furnishing all labor, materials, tools, and equipment necessary or incidental to the construction, including excavation, backfilling, concrete foundations, conduit, wiring, restoring facilities destroyed or damaged during construction, and for making all required tests.

8-21 PERMANENT SIGNING

8-21.1 Construction Requirements

(*****) May 5, 2026 COC

Supplement section with the following:

This work consists of furnishing and installing Rectangular Rapid Flashing Beacon (RRFB) Systems.

All signage shall conform to current MUTCD Guidelines.

8-21.3 (13) Illuminated Rectangular Rapid Flashing Beacon System

(*****) May 5, 2026 COC

Supplement section with the following:

Illuminated Rectangular Rapid Flashing Beacon system shall be by LumiWalk with AB Series Solar RRFB crosswalk system, or an approved equal. See section below, technical specifications and appendices for additional information.

8-21.3 (13)A RRFB Components

1. Beacons shall have LED bulbs and be highly visible from a minimum of 1,000 feet in advance of the crosswalk during the day. LED's shall be rated for a minimum of 15 years with a minimum run time of 100,000 hours. They shall be recessed in the flash bar with an additional polycarbonate shield for vandal resistance. Light configuration shall provide lights on both ends of the bar for notification to pedestrians entering the crosswalk from either side.
2. The Flash Bar Housing shall be constructed from a single piece of a minimum of 1/8th inch thick structural aluminum, providing durability and corrosion resistance. The flash bar shall allow directional rotation - enabling lights to be aimed toward no exposed screws.
3. The flash pattern, activation duration and/or activation schedule shall be determined by the system controller. The system controller shall automatically adjust beacon brightness as outside light levels change between day and night, being brighter during the day and dimming at night. The level of brightness during different conditions shall be programmable through the controller.
4. RRFB shall conform to the following:

MUTCD Approval	Interim FHWA Approval Memorandum (1A-21)
Housing	Black powder coated aluminum
LED modules: 7" x 3"	2 arrays of 8 amber LED's spaced 7" apart, SAE J595 class 1 certified
Pedestrian LED module: 0.5" x 1.75"	Side-mounted, flash concurrent with Vehicle LEDS
Flash pattern	MUTCD specified combination 'wig-wag' and simultaneous flash pattern
Flash rate	MUTCD Interim Approval 21 compliant, 50 milliseconds
Mounting hardware	Stainless steel u-bolts for 6" O.D. pole
Visibility	Daytime: more than 1,000 feet Nighttime: more than 1 mile
Operating Temperature	-40 degrees F to 122 degrees F

8-21.3 (13)B Controller & Power Source

1. The controller unit shall be housed in a NEMA 3R or greater rated, pole mounted, aluminum cabinet with stainless steel hinge. The controller cabinet shall be sized sufficient to accommodate all controller and power supply components.
2. Power system shall be a top-of-pole solar array. Manufacture shall determine appropriate size solar arrays with the following minimum requirements. Solar arrays shall be a minimum of 85W

for each of the RRFB systems and 55W for the advanced beacon system or larger if manufacturer deems necessary.

3. All system configuration changes shall be able to be done through a direct connection to the controller. The system controller shall offer optional manual system configuration via dials within the controller cabinet. Configuration options shall allow for variation of system flash durations from 1 to 60 seconds. System shall have RS232 communication capability for programming with Windows-based software.

4. Controller Unit shall conform to the following:
Housing

NEMA 3R rated 0.125" aluminum vented (sides and front) cabinet with stainless steel hinges. Cabinet shall be lockable and keyed per City master cylinder. Cabinet shall have drain holes on the bottom of the cabinet.

Mounting

Aluminum mounting brackets (fits 6" O.D. pole) with stainless steel hardware.

Battery (1 per assembly)

12V, 48AH sealed Sulfuric Acid Thizotropic gel battery requires no periodic watering. Sealed construction eliminates corrosive acid fumes and spills. Operating temperature -76d F to 140d F. Battery shall be capable of running the system for at least 20 days without sunlight.

Control Circuit

IP-67 NEMA rated enclosure: dust proof and waterproof (up to 30 minutes in 3 feet of water)

8-21.3 (13)C MUTCD Flash Pattern Compliance New and fir Any Future Changes

The system shall support online configuration changes such that if MUTCD guidelines call for a new flash pattern, system can be upgraded within days.

8-21.3 (13)E Signs

Each RRFB System shall include signage facing both directions of travel.
Each system signage will include:

1. Two (2) School crosswalk signs (S2-1) (36"x36") fluorescent yellow-green
2. Two (2) Downward Diagonal Arrow, Plaques (W16-7P)(30"x18"), right hand fluorescent yellow-green
3. Two (2) Pedestrian push button sign (R10-25)(9"x12")
Each static sign face shall be constructed on a 0.080" thick 5052-H32 aluminum and screened onto 3M Diamond Grade DG3 Reflective sheeting of specified color.

The advanced beacon sign shall be S1-1 (36"x36") fluorescent yellow-green sign.

8-21.3 (13)F Pedestrian Pushbutton

Pedestrian Pushbuttons shall be placed 3'-6" above adjacent surface.
Section 8-21.3(13)F is SUPPLEMENTED with the following:

Pedestrian Push Buttons shall be ADA compliant and conform following:

Test Type	Compliance
Activation Force	MUTCD 2009-4E
Temperature and Humidity	NEMA TS 2
Transient Voltage Protection	NEMA TS2
Transient Suppression	IEC 61000-4-4, IEC 61000-4-5
Lightning and Power Protection	GR-1089-CORE, Extended to 6000V-400A, 120VAC-15mins.
Electronic Noise	FCC Title 47, Part 15, Class A
Mechanical Shock and Vibration	NEMA TS2
Ingress of Water	NEMA 250-6P, Rain, Snow, etc.
Ingress of Water	NEMA 250-6P, Submersion
Salt Spray and Corrosion	NEMA 250-6P
Ingress of Foreign Objects	NEMA 250-6P
Electrical Reliability	NEMA TS 4

Body Material: Round body, Aluminum, Powder Coated, Yellow

Button Material: Arrow Button - 316 Stainless Steel

Piezo Driven Solid State Switch:

Operating Force:	3.0 lbs. Maximum
Operating Temperature:	-30° to +165°F
Operating Voltage:	12-36 VDC, 9-25 VAC RMA (18 VDC Typ.)

MTBF:	8,800,000 hours Typ.
Switch Operating Life:	Greater than 300 million operations.
"Off" Current:	15uA Typ.
"On" Resistance:	40 Ω Typ. (Momentary)
Maximum "On" Current:	30 mA (over-current protection) Typ.
Maximum "On" Time:	11 sec. Typ.
Debounce Time:	85 ms. Typ.

LED Operating Modes:

Momentary:	Approx. 0.025 sec LED flash each
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Latching:	time button is pressed LED activates only during non-walking phases and stays on until the beginning of the walking phase
LED Specifications:	
Luminous Intensity:	0.3 Lux @ 1 meter Minimum (Red)
Viewing Angle:	155° Typical
Beeper:	
Volume:	68dB @ 1 meter Typ.
Beep on Press:	2.6 kHz
Beep on Release:	2.3 kHz
Beep Length:	50ms Typ.

8-21.3(13)G Passive Detection

Contractor shall provide a passive detection system for each pair of RRFB systems. Passive detection shall be a dual sensor system with infrared presence detection and microwave motion detection. Sensor shall be adjustable to detect pedestrian landing area with a detection zone area approximately 10ft x 10ft. The sensor shall have an IS40 housing with NEMA- 4 rating. Operating temperature range shall be -22° to +140°F. One sensor shall be mounted on each side of the pedestrian crossing. Mounting height for the sensor shall be between 8ft and 16ft high.

8-21.3(13)H Crosswalk Illuminator

Illuminator system shall be by LumiWalk, or an approved equal. See this section, technical specifications and appendices for additional information.

Contractor shall provide a crosswalk illuminator system for each pair of RRFB systems. Illuminator shall integrate with RRFB LED light bar and activate concurrently when pedestrian is detected and turn off when LED light bar is no longer activated. Illuminator shall be 12VDC two-LED system providing a flood light pattern on the approach area to the crosswalk and a beam pattern toward the center of the crosswalk. Illuminator shall be adjustable to direct the light to the appropriate location. Illuminator shall light an area approximately 6 feet by 15 feet per illuminator. The illuminator shall have an aluminum and weather resistant polycarbonate housing. Operating temperature range shall be -40° to +176°F. One illuminator shall be mounted on each side of the pedestrian crossing. Mounting height for the illuminator shall be between 12ft and 15ft high.

8-21.3(13)I Wireless Communication

Contractor shall provide a wireless communication system to connect each pair of RRFB systems together as well as the advanced RRFB system to the existing crossing system. Radio frequency shall be License free ISM band 900MHz FHSS (Frequency Hopping Spread Spectrum) with at least 10 different RF patterns to prevent interference between collocated radio systems. Radio shall comply with FCC Part 15 rules.

System shall seamlessly integrate with the controller to ensure sequential activation of other radio equipped devices in the system. System shall be capable of operating as a parent (gateway) or child (node

or repeater). System shall include network-wide modification of sign controller settings and output durations, using programmability from any networked transceiver without the use of additional equipment or software. System shall synchronize the system components to activate the indications within 120msec of one other and remain synchronized throughout the duration of the flash (timeout) cycle.

RF range shall be at least 900 feet. Operating temperature range shall be -40° to +176°F.

8-21.3(13)J Solar Charge Controller

Solar Charge Controllers shall conform to the following:

- Shall utilize an intelligent 4-stage algorithm and Pulse Width Modulation (PWM) for battery charging.
- Shall automatically provide Low Voltage Disconnect (LVD) to protect batteries when needed.
- Shall automatically provide Load-Reconnection once battery levels have been restored to an acceptable value.
- Shall protect against and automatically recover from: short circuit, overload, reverse polarity, high temperature, lightning and transient surge, as well as voltage spikes.
- Shall be independently replaceable of other control panel components.
- Shall operate from -40° to +140°F.

8-21.3(13)k Solar Panel

Solar Panels shall conform to the following:

- Solar Panel shall be constructed of an anodized aluminum frame, high-transmission 1/8" tempered glass, with silicon cells encapsulated in double-layer EVA, and with a white polymer backing.
- The Solar Panel shall be affixed to a pole top bracket that allows an adjustable angle to provide maximum insolation exposure
- To ensure maximum solar insolation regardless of installation location, the post top mounting system shall provide 360° of rotational direction adjustment and upon installation, must be oriented with the collector facing South.
- The solar panel must be IEC61215, TUV, and UL 1703 certified. The solar panel shall operate at 12VDC nominal with a maximum output rating of 85 watts for RRFB crosswalk systems or 55 watts for advanced beacon systems.
 - The solar panel specifications:
 - Maximum power voltage: 18.18 VDC
 - Maximum power current: 3.1 A
 - Short circuit current: 3.31 A
 - Open circuit voltage: 22.1 VDC
 - Operate from -40° to +194°F (-40° to +90C)
- All solar panel connectors shall conform to Ingress Protection, IP-67 rating, dust proof, and protected from temporary immersion in water up to 1 meter deep for 30 minutes,
- Connectors shall be Deutsch DTM series.
- All solar panel fasteners shall be anti-vandal pin-type set screws. Wrench shall be provided.

8-21.3(13)L Poles

Contractor shall provide Schedule 40 aluminum poles with stainless steel mounting brackets as needed to mount equipment to poles. Pedestal base shall be TP-358 cast aluminum that mounts on a concrete foundation attached by four internal anchor bolts imbedded in the foundation. Pedestal base shall have a 8.5" square hand hole cover allowing access to the interior.

8-21.3(13)M Guarantees and Warranties

The Contractor shall provide the RRFB System from a manufacturer that offers, as a customary trade practice in connection with the purchase of any equipment, materials, or items incorporated into the project, a minimum ten year warranty on the solar array, five year warranty on the controller cabinet and associated appurtenances, and three year warranty on batteries. The Contractor shall furnish to the Contracting Agency a written guarantee or warranty from the manufacturer.

8-21.3(18) Temporary Signing

Section 8-21.3(18) is SUPPLEMENTED with the following:

The Contractor shall be responsible for maintaining temporary regulatory signing throughout construction. This shall be incidental to the project. All existing signs shall be salvaged and reused as shown on the Plans. Any unused signs shall be delivered to the City upon completion of the project.

8-21.4 Measurement

(*****) *May 1, 2026 COC*

Section 8-21.4 is SUPPLEMENTED with the following:

Illuminated Rectangular Rapid Flashing Beacon System measurement shall be for all items required to perform this work in accordance with the plans and specification will be measured per lump sum.

8-21.5 Payment

(*****) *May 5, 2025 COC*

SUPPLEMENT with the following:

“Illuminated Rectangular Rapid Flashing Beacon System” per Lump Sum.

The price for Illuminated Rectangular Rapid Flashing System shall include all cost for furnishing and installing a fully functional "IlluminatedRectangular Rapid Flashing Beacon System" including Staking, Signs, Beacons/LED Lights, Solar Panels, Batteries, Passive Detection Systems, Illuminator Systems, Pole, Hydro-excavation, Foundations, Controllers, Radio, Mounting brackets, APS Pedestrian Push Button assemblies, restoration around foundation (match existing sod, asphalt, rock, etc.), restoring facilities destroyed or damaged during construction, making all required tests, and all other items necessary for a complete system.

Payment will be made for the following Bid item when it is included in the Proposal: **“Permanent Signing”**, per **Each**.

8-22 PAVEMENT MARKINGS

8-22.4 Measurement

(*****) *May 5, 2025 COC*

This section is supplemented with the following:

Plastic Shared Lane Symbol will be measured per each.

8-22.5 Payment

*(*****) May 5, 2025 COC*

Supplement with the following:

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

“Plastic Shared Lane Symbol”, per Each

“Plastic Parking Mark”, per LF

“Remove Paint Parking Mark”, per LF

DIVISION 9
ILLUMINATION, SIGNAL, ELECTRICAL

9-29.15 Flashing Beacon Control

(*****) May 5, 2025 COC

Supplement this section with the following:

Rapid Flashing Beacons (RRFB) indication shall comply with the dimensional, operational, and flash pattern requirements of the Federal Highway Administration (FHWA) Interim Approval 21 (IA-21, Conditions 4, 5, and 6, excluding Condition 5f). RRFB systems shall be capable of providing, at minimum, the following two-channel flashing patterns:

1. NEMA Standard 50-50:

Channel one is ON and channel two is OFF for 0.5 seconds.

Channel one is OFF and channel two is ON for 0.5 seconds.

(Cycle repeats; the total flashing pattern cycle length is 1.00 second.)

2. RFB "WW+S" Pattern (IA-21 Condition 5b):

- Channel one is ON and channel two is OFF for 0.05 seconds.
- Both channels are OFF for 0.05 seconds.
- Channel one is OFF and channel two is ON for 0.05 seconds.
- Both channels are OFF for 0.05 seconds.
- Channel one is ON and channel two is OFF for 0.05 seconds.
- Both channels are OFF for 0.05 seconds.
- Channel one is OFF and channel two is ON for 0.05 seconds.
- Both channels are OFF for 0.05 seconds.
- Both channels are ON for 0.05 seconds.
- Both channels are OFF for 0.05 seconds.
- Both channels are ON for 0.05 seconds.
- Both channels are OFF for 0.25 seconds.

(Cycle repeats; the total flashing pattern cycle length is 0.80 seconds.)

The flashing pattern shall be user-selectable in the field.

RFB system pushbuttons shall include a locator tone, but shall not include tactile arrows, speech messages, or vibrotactile indications. RFB system pushbuttons may include speech message and vibrotactile functionality, provided these features can be deactivated. RFB system pushbuttons shall use a 9" x 12" R10-25 sign. The R10-25 sign may include integral yellow warning lights.

RRFB systems shall be NEMA TS-2 and SAE-J595/578 Certified. Each RRFB system shall be a complete assembly including: solar engine enclosure, solar panel,

flash controller, battery(s), antenna, radio, and light bar(s). Components shall be field-replaceable independently of other components, and equipped with manufacturer-approved connectors.

The RRFB system shall be capable of operating twenty-four (24) hours per day, seven (7) days per week with beacons flashing for an average of three hundred (300) cycles per day at twenty (20) seconds per activation. The RRFB system shall be activated by both a pedestrian pushbutton and passive detection system.

9-29.21(2) Illuminated Rectangular Rapid Flashing Beacon System
(*****) *May 5, 2025 COC*

Supplement this section with the following:

Illuminated Rectangular Rapid Flashing Beacon system shall be by LumiWalk with AB Series Solar RRFB crosswalk system, or an approved equal. See technical specifications and appendices for additional information.

PART FIVE
STATE MINIMUM HOURLY PREVAILING
WAGE RATES

State of Washington
Department of Labor & Industries
Prevailing Wage Section - Telephone 360-902-5335
PO Box 44540, Olympia, WA 98504-4540

Washington State Prevailing Wage

The PREVAILING WAGES listed here include both the hourly wage rate and the hourly rate of fringe benefits. On public works projects, worker's wage and benefit rates must add to not less than this total. A brief description of overtime calculation requirements are provided on the Benefit Code Key.

Journey Level Prevailing Wage Rates for the Effective Date: DATE of BID OPENING as stated on the call for bids.

Benefit Code Key – Effective Dates

PART SIX

TECHNICAL SPECIFICATIONS

Purchase Specifications for JSF LumiWalk with AB Series Solar RRFB Crosswalk Systems

1. JSF LumiWalk LED Crosswalk Illumination System

- a. LumiWalk LED fixture shall operate at 12 volts DC power at approximately 30 watts upon activation
- b. LED fixture output will be 4110 candela within +/- 5%
- c. LED technology shall be used with a minimum of 100,000 hours of operation
- d. LED fixture and mounting height allows output to meet or exceed FHWA and IES lighting requirement of 20 lux/2 fc. average, across a 2-lane crosswalk with a uniformity ratio of less than 4, to fully comply with RP-8
- e. General photometric plot/lighting calculation must be provided to prove the system meets FHWA RP-8 requirements
- f. LED fixture must be a high efficiency LED luminaire on a 2' mast arm – Fixture EPA $\sim 0.5\text{FT}^2$
- g. Mounting coupler must be universal to accept 2.5" to 4.5" OD mounting arm
- h. LED fixture must be capable of proper IES lighting distribution types
- i. Material chassis must be aluminum with powder coat

2. RRFB Beacon System 9207 and 9407

- a. Solar RRFB Beacons shall operate on 12 volts DC power.
- b. All beacons must conform to MUTCD standards and are in conformance and exceed the minimum specifications as set forth in the 2018 FHWA Memorandum IA-21, Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons.
- c. Beacon system shall consist of three to four pieces: one or two light bars (for single or dual-sided RRFBs), and one solar enclosure to house all controller components and batteries with pole-top mounting collar.
- d. System shall be push button activated or wirelessly activated via a Transmitter
- e. All wires used within beacon systems must conform to UL 1015 MTW/AWM, 600 Volt 105°C or UL 1032 MTW/AWM, 1,000 Volt 105°C, which is equivalent to MIL-W-16878D, Type D.
- f. All LED connectors within beacons must use the Quick Clip Deutsch DTM series, which conform to Ingress Protection, IP-67 rating, dust-proof, and protected from temporary immersion in water up to 1 meter deep for 30 minutes.

- g. All Cable connectors within beacons must be Quick Clip Deutsch DTM series, allowing for ease of installation
- h. Standard operating temperature ranges from -10C (14F) to +74C (165F).
- i. Cold Weather upgrade operating temperature -40C (-40F) to +74C (165F).
- j. All components must be cross compatible with all JSF AB Series Beacons (Solar or AC Compatible)

3. Solar Engine:

- a. Solar panel assemblies shall be available in 100W and 195W sizes. Sizing to be determined by location climate/conditions and demand on the solar engine (1 or 2 RRFB Light Bars or Beacons plus overhead lighting).
- b. 100W or 195W Solar Engines shall be equipped with **Maximum Power Point Tracking (MPPT)** energy management system to ensure operation under all environmental conditions
- c. All solar panels must be secured in aluminum housings and mounted at an angle which corresponds to the deployment location, for optimal solar exposure. Panels must be southern facing to capture the optimum solar exposure all year.
- d. Solar engine EPA when panel is at 45 degrees: 100-watt system = 7.0 FT^2 [0.65 M^2] and 195-watt system = 8.6 FT^2 [0.80 M^2].
- e. Solar panel must provide an ALR (array to load ratio) exceeding 2.00:1, assuming 300 x 20-second dual RRFB activations per day plus 180 x 20-second overhead illumination activations per night
- f. Standard Batteries are UL certified Deep Cycle AGM 12V, 18Ah, sealed lead-acid, and are field-replaceable. -10C (14F) to +74C (165F).
- g. Cold weather battery upgrade batteries are UL certified Deep Cycle AGM 12V, 22Ah each, sealed lead-acid, and are field-replaceable. -40C (-40F) to +80C (176F)
- h. Battery system shall provide a reserve battery autonomy of 10 days, minimum, assuming 300 x 20-second dual RRFB activations per day plus 180 x 20-second overhead illumination activations per night
- i. Solar engine mounting options shall include adjustable top of pole mount with tilt adjustment from 0-60 degrees in 10-degree increments – aluminum with powder coat
- j. RRFB Light bar mounting options shall include: Telespar and U-Channel, round poles 2", 3", 4.5" or 6" in diameter; 4" x 4", 4" x 6", or 6" x 6" square, and 12" or 18" Side Mount Brackets. Custom mounting configurations also available upon request.
- k. System weight including mount shall not exceed (lbs): 100-watt system = 130 (6 Battery) and 195-watt system = 190 (8 Battery).

4. Controller/Circuit Board:

- a. Controller input voltage shall be DC
- b. Controller is FCC EMC Class A verified, and MUTCD and FHWA compliant, as per Memorandum IA-21, Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons.
- c. Circuit board must include a minimum of two outputs and be upgradeable to six to accommodate for additional LEDs.
- d. Beacons must feature Automatic Light Control (ALC) which allows for various stages of brightness.
- e. Beacons shall feature a visual notification of sub-optimal operation through an alteration in flash pattern.
- f. Automatic Light Control (ALC) function can be disabled during production to prevent dimming if needed

5. RRFB Lightbar, LEDs and Flash Pattern:

- a. Rectangular LED Modules must be SAE J595 and SAE-J578 certified, and approximate size is 3" x 7" each (AB-9207 or AB-9407). Side-mounted tell-tale LEDs are approximately 1" x 2" each. Color of LEDs is amber, and horizontal LED pivot is 30 degrees for adjustable visibility.
- b. Tell-Tale LED's must be equipped with quick-clip connectors, allowing user to add or subtract Tell-Tale LED modules from the RRFB Lightbar as needed.
- c. Each RRFB Lightbar shall include one or two Tell-Tale LEDs on delivery, each equipped with quick-clip connectors, allowing user to add or subtract Tell-Tale LED modules from the RRFB Lightbar as needed.
- d. Hardware kit will include surface plug in the event Tell-Tale is to be removed.
- e. RRFB LED indications must be aligned horizontally, with the longer dimension horizontal, space between indications being approximately 11", measured from inside edge of one indication to inside edge of other indication.
- f. When activated, the two amber indications in each RRFB shall flash in a rapidly alternating "wig-wag" flashing sequence (left light on, then right light on) as per the WW+S pattern specified by FHWA IA-21, which is a pattern based on a flash cycle length of 800 milliseconds, which results in 75 flash cycles per minute.

- g. Beacons shall feature an auto-brightness function which allows six stages of output for differing light conditions and provides visual notification of sub-optimal operation through an alteration in flash pattern.
- h. Auto-brightness function may be disabled during production to prevent dimming if needed
- i. Each RRFB Lightbar shall include 2 x High Performance is 3" x 7" each LED Modules
- j. Each RRFB Lightbar shall be provided with a Universal Jaw-Mount, allowing for installation on all pole types.
- k. Each RRFB Lightbar shall be equipped with Quick Clip Deutsch DTM series connectors, allowing for ease of installation

6. Wireless Communication:

- a. Communication between the beacons occurs via ISM spread spectrum radio, 902-928 MHz, and shall have a standard range between beacons is 6600 ft.
- b. Beacon communication network shall provide 1664 unique addresses to avoid interference between multiple crosswalk locations.

7. Warranty:

- a. Manufacturer's warranty is 5 years on the system for defects in workmanship and materials. Warranty does not cover vandalism.

JSF Technologies Warranty & Disclaimer

INFORMATION ON LIMITED WARRANTY

Installing, operating or in any other way utilizing the product contained in this box means that the original end-use purchaser of the product has read and accepted the terms, conditions and limits of liability and warranty set out below.

WHAT IS COVERED AND FOR HOW LONG?

J.S. Foster Corporation ("JSF Technologies"), 6582 Bryn Road, Saanichton, British Columbia, Canada warrants to the original end-use purchaser of the product contained in this box (the "JSF Product") that the JSF Product will be free from defects in materials and workmanship under normal use and service for a period of five (5) years from the date of delivery following the original purchase by the end user (the "Warranty Period"). If the JSF Product fails to conform to this Limited Warranty during the Warranty Period, JSF Technologies will, at its option and to the extent permitted by law:

- (1) repair the JSF Product defect at no charge using new parts or refurbished parts that are equivalent to new in performance and reliability; or
- (2) exchange the JSF Product with a product that is new or refurbished that is equivalent to new in performance and reliability and is at least functionally equivalent to the original product.

JSF Technologies may request that the original end-use purchaser replace defective parts with user-installable new or refurbished parts that JSF Technologies provides in fulfillment of its warranty obligation.

A replacement JSF Product or part, including a user-installable part that has been installed in accordance with instructions provided by JSF Technologies, assumes the remaining Limited Warranty of the original JSF Product, if any.

When a JSF Product or part is exchanged, any replacement item becomes the property of the original end-use purchaser and the replaced item becomes JSF Technologies' property. Parts provided by JSF Technologies in fulfillment of its Limited Warranty obligation must be used in the JSF Product for which warranty service is claimed.

This Limited Warranty is not transferable from the original end-use purchaser to subsequent owners.

WHAT IS NOT COVERED BY THE LIMITED WARRANTY?

This Limited Warranty applies only to the JSF Product manufactured by or for JSF Technologies. It does not cover the following (collectively "Ineligible Products"):

- (a) damage caused by accident, abuse, misuse, liquid contact, fire, earthquake or other external causes;
- (b) JSF Products that have been subject to modifications, alterations, tampering, or improper maintenance or repairs;
- (c) damage or malfunction resulting from handling, storage, installation, testing, or use not in accordance with instructions provided by JSF Technologies;
- (d) damage caused by normal wear and tear or otherwise due to the normal ageing of the JSF Product;
- (e) inoperability due to the lack of or insufficient cellular network coverage;
- (f) in the case of solar-powered or supplemented JSF Products, inoperability or reduced operability resulting from lack or insufficiency of sunlight.

This Limited Warranty also does not cover the original end-use purchaser's cost or expense arising from inspecting, testing, reinstalling, replacing (in whole or in part) the JSF Product.

JSF Technologies does not warrant that the JSF Product will be error-free or will operate without interruption.

The performance of the JSF Product may be affected by outage, limitation, delays and other problems inherent in the use of the Internet, cellular network, and electronic radio communications. It is the sole responsibility of the end-use purchaser to determine the suitability and proper placement and location of the JSF Product. JSF Technologies is not responsible for any delays, scheduling failures, or other

damage or interruption of use resulting from such problems and, without limitation, none of the following: inadequate wireless network reception in the location of installation of the JSF Product; wireless network, cellular, or Internet quality of service issues; radio frequency interference with the JSF Product; SMS delivery delays related to wireless network or cellular quality or outage; Internet or cellular service provider outages; owner or operator error.

The JSF Product is not designed for or intended for use as a traffic control device; it is to be used as a warning device, only. Anyone who sells or uses the JSF Product in such application does so at their own risk and agrees to fully indemnify and hold JSF Technologies harmless for any damages resulting from such sale or use.

HOW TO GET LIMITED WARRANTY SERVICE?

Before being able to claim under this Limited Warranty, the original end-use purchaser must (a) notify JSF Technologies of the intention to claim by phone: (800) 990-2454, or email: support@jsftech.com, during the Warranty Period and provide a description of the alleged failure, and (b) comply with JSF Technologies' return shipping instructions.

JSF Technologies will have no warranty obligations with respect to a returned JSF Product if it determines, in its reasonable discretion after examination of the returned JSF Product, that the JSF Product is an Ineligible Product. JSF Technologies will bear all costs of return shipping to the original end-use purchaser and will reimburse any shipping costs incurred by the original end-use purchaser, except with respect to any Ineligible Product, for which the original end-use purchaser will bear all shipping costs.

WHAT ARE THE LIMITS OF JSF TECHNOLOGIES' WARRANTY/LIABILITY?

EXCEPT AS SET OUT IN THE EXPRESS LIMITED WARRANTY CONTAINED IN THIS DOCUMENT, THE ORIGINAL END-USE PURCHASER TAKES THE JSF PRODUCT "AS IS" AND, TO THE EXTENT PERMITTED BY LAW, THIS LIMITED WARRANTY AND THE REMEDIES SET OUT IN THIS DOCUMENT ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REPRESENTATIONS AND WARRANTIES, REMEDIES AND CONDITIONS, WHETHER ORAL, WRITTEN, STATUTORY, EXPRESS OR IMPLIED. TO THE MAXIMUM EXTENT PERMITTED BY LAW, JSF TECHNOLOGIES DISCLAIMS ALL EXPRESS, IMPLIED AND STATUTORY WARRANTIES AND CONDITIONS WITH RESPECT TO THE JSF PRODUCT, INCLUDING:

- IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE;
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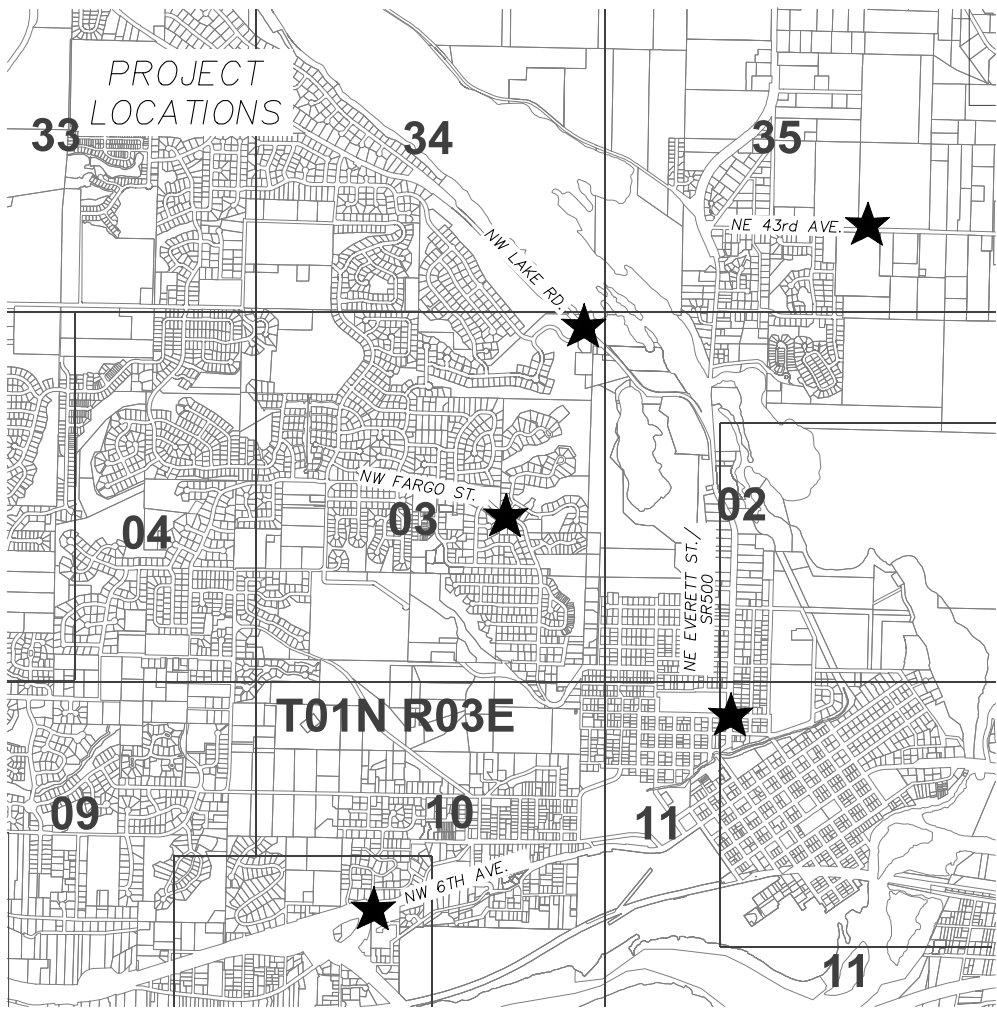
NOTHING CONTAINED IN THE JSF PRODUCT INSTRUCTION OR INSTALLATION MANUAL MAY BE CONSTRUED AS CREATING AN EXPRESS WARRANTY OF ANY KIND WHATSOEVER WITH RESPECT TO THE JSF PRODUCT.

IF JSF TECHNOLOGIES CANNOT LAWFULLY DISCLAIM STATUTORY OR IMPLIED WARRANTIES THEN TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, JSF TECHNOLOGIES LIMITS THE DURATION OF ANY IMPLIED WARRANTIES OR CONDITIONS TO THE DURATION OF THIS LIMITED WARRANTY AND TO THE REPAIR, REPLACEMENT OR PURCHASE PRICE REFUND OPTIONS SET OUT ABOVE AS DETERMINED BY JSF TECHNOLOGIES IN ITS SOLE DISCRETION.

OTHER THAN AS PROVIDED IN THIS LIMITED WARRANTY AND TO THE EXTENT PERMITTED BY LAW, IN NO EVENT WILL JSF TECHNOLOGIES BE LIABLE FOR ANY DIRECT, CONSEQUENTIAL, INCIDENTAL, GENERAL, EXEMPLARY OR SPECIAL DAMAGES ARISING OR RESULTING FROM USE OF THE JSF PRODUCT AS A TRAFFIC CONTROL DEVICE; ANY BREACH OF WARRANTY OR CONDITION; UNDER ANY OTHER LEGAL THEORY, INCLUDING BUT NOT LIMITED TO LOSS OF USE; OR ANY INDIRECT OR CONSEQUENTIAL LOSS OR DAMAGE HOWSOEVER CAUSED INCLUDING THE REPLACEMENT OF EQUIPMENT AND PROPERTY.

JSF TECHNOLOGIES' TOTAL CUMULATIVE LIABILITY ARISING FROM OR RELATED TO THIS LIMITED WARRANTY OR THE JSF PRODUCT WILL NOT EXCEED THE AMOUNT ACTUALLY PAID FOR THE JSF PRODUCT BY THE ORIGINAL END-USE PURCHASER.

PART SEVEN
REDUCED SIZE CONSTRUCTION PLANS



VICINITY MAP
NOT TO SCALE

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CITYWIDE PEDESTRIAN CROSSING IMPROVEMENTS

CITY OF CAMAS PUBLIC WORKS DEPARTMENT CITY PROJECT: STR26002

THIS PROJECT IS PARTIALLY FUNDED BY TRANSPORTATION IMPROVEMENT BOARD
TIB PROJECT NUMBER C-W-185(002)-1

CITY OF CAMAS			
Signed by: <i>James E. Smithers</i> CITY ENGINEER		7/10/2026 DATE	
REVISION NO.	SHEETS AFFECTED	INITIAL APPROVAL	DATE



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CLARK COUNTY UTILITIES COORDINATING COUNCIL

DATES	DESIGN DATE: 6/15/2026
AS-BUILT DATE:	
SCALES	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
CONTACTS	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ

616 NE 4TH AVENUE
CAMAS, WA 98607
PH: (360) 834-3451

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENTS
COVER/VICINITY MAP

CAMAS PROJECT NUMBER STR26002	
☐ DRAFT ☒ CONSTRUCTION ☐ AS-BUILT	PAGE 1 OF 13
CAMAS DRAWING NUMBER 600-526	
CAMAS CATALOG NUMBER D1364	

GENERAL CONSTRUCTION NOTES:

2. EXISTING UTILITIES SHOWN ON THE PLANS ARE PER SURVEY UTILITY LOCATES AND/OR AS-BUILT DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES, INCLUDING THE INVERT AND TOP ELEVATIONS AT CROSSING LOCATIONS, PRIOR TO THE START OF CONSTRUCTION AND TO NOTIFY THE ENGINEER OF ANY POTENTIAL CONFLICTS. THE CONTRACTOR SHALL DIG TEST HOLES OVER ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THEIR EXACT LOCATION. CALL 696-4848 FOR UTILITIES LOCATES A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
3. THE CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH THE CITY OF CAMAS ENGINEERING DEPARTMENT PRIOR TO COMMENCING WITH ANY WORK.
4. THE LOCATIONS AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE COMPILED FROM AVAILABLE RECORDS. THE CITY DOES NOT GUARANTEE THE ACCURACY NOR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR TO FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AND COMPLETE LOCATION OF UTILITIES ON PRIVATE PROPERTY PER THE SPECIFICATIONS.
5. AT THE END OF EACH WORK DAY THE CONTRACTOR SHALL CLEAN UP THE PROJECT AREA AND LEAVE IT IN A NEAT AND SECURED MANNER. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL LEAVE THE PROJECT AREA FREE OF DEBRIS AND UNUSED MATERIALS.
6. ALL EROSION/SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE EROSION/SEDIMENT CONTROL PLAN AND/OR CITY OF CAMAS EROSION/SEDIMENT CONTROL DETAILS PRIOR TO ANY CLEARING OR THE START OF ANY CONSTRUCTION AND SHALL COMPLY WITH CAMAS MUNICIPAL CODE 14.06.
7. THE LIMITS OF CLEARING SHALL BE FLAGGED PRIOR TO CLEARING AND GRUBBING OF THE SITE. NO DISTURBANCE SHALL OCCUR TO ANY EXISTING TREES OR VEGETATION OUTSIDE THE LIMITS OF CLEARING.
8. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO CONSTRUCTION. NO ATTEMPT HAS BEEN MADE TO DELINEATE ALL REQUIRED MEASURES FOR THIS PROJECT. AT A MINIMUM, A FABRIC SEDIMENT BARRIER SHALL BE INSTALLED AROUND ANY MATERIAL STOCKPILES. INSTALL INLET PROTECTION ON ALL DOWN-SLOPE STORM INLETS.
9. CONTRACTOR SHALL TAKE CARE TO LIMIT DISTURBANCE TO LANDSCAPING AT ALL RESIDENCES IN AND AROUND THE CONSTRUCTION AREAS. CONTRACTOR SHALL COORDINATE WORK AREA LIMITS WITH PROPERTY OWNERS AND FLAG ALL TREES, PLANTS, AND OTHER BUSHES PROPOSED FOR TEMPORARY REMOVAL AND REPLACEMENT. VEGETATION WILL BE REMOVED ONLY AFTER CITY APPROVAL. ALL LANDSCAPING SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION IN ACCORDANCE WITH THE SPECIFICATIONS. CONTRACTOR SHALL SAW CUT AND REPLACE CONCRETE SIDEWALK AND CURBING DISTURBED BY CONSTRUCTION TO THE NEAREST JOINT.
10. CONTRACTOR IS TO MAINTAIN ACCESS TO ALL EXISTING RESIDENCES DURING CONSTRUCTION.
11. RELOCATE SIGNS AND MAILBOXES AS NECESSARY TO CONSTRUCT IMPROVEMENTS. COORDINATE RELOCATION WITH CITY INSPECTORS, HOMEOWNERS, AND U.S. POSTAL SERVICE (PHONE NUMBER 360-835-8581).
12. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY OF CAMAS ENGINEERING DEPARTMENT. APPROVAL SHALL BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.
13. THE CONTRACTOR WILL INSTALL AND MAINTAIN ALL TRAFFIC CONTROL MEASURES THROUGHOUT THE DURATION OF THE PROJECT IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLAN. FUNDS MAY BE DEDUCTED FROM THE CONTRACTOR'S PAY FOR FAILURE TO IMPLEMENT AND MAINTAIN TRAFFIC CONTROL MEASURES. REFER TO THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
14. ALL EXISTING MONUMENTS, PROPERTY CORNERS AND SURVEY MARKERS SHALL BE PROTECTED. REPLACEMENT OF LOST, DESTROYED OR DAMAGED MARKERS SHALL BE DONE BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH R.C.W. 58.09 AT THE CONTRACTORS EXPENSE.
15. THE CONTRACTOR SHALL NOT EXCAVATE OVER FOUR FEET IN DEPTH WITHOUT USING ADEQUATE SAFETY MEASURES. THE CONTRACTOR IS REFERRED TO TITLE 296 W.A.C., PART N FOR EXCAVATION, TRENCHING AND SHORING REQUIREMENTS.
16. ALL UTILITY TRENCHES SHALL HAVE BEDDING, PRE-COVER AND BACKFILL MATERIAL AS REQUIRED IN TRENCH DETAILS G2 G3. WATER SETTLEMENT OF UTILITY TRENCHES IS NOT ALLOWED. TRENCH LINES LOCATED WITHIN AN EXISTING ROADWAY SHALL BE PLATED OR TOPPED WITH COLD MIX. CRUSHED ROCK BACKFILL OVERNIGHT IS NOT ALLOWED. PLATES SHALL HAVE COLD MIX AROUND ALL EDGES.
17. IF THE CITY INSPECTOR OR ENGINEER HAS EVIDENCE OF POOR CONSTRUCTION PRACTICES OR EROSION CONTROL TECHNIQUES, A "STOP WORK" ORDER SHALL BE ISSUED UNTIL PROPER MEASURES HAVE BEEN TAKEN AND APPROVED BY THE CITY ENGINEERING STAFF.
18. ANY SIGNIFICANT DEVIATIONS FROM THE PLANS WILL REQUIRE A SUBMITTAL FROM THE CONTRACTOR AND APPROVAL FROM THE CITY OF CAMAS ENGINEERING DEPARTMENT.

LEGEND

AC	ASPHALT CONCRETE PAVEMENT
BC	BEGIN CURVE
C/G	CURB AND GUTTER
CB	CATCH BASIN
EC	END CURVE
EX.	EXISTING
G.B.	GRADE BREAK
GV	GATE VALVE
MH	MANHOLE
PROP	PROPOSED
RIM	RIM
SW	SIDEWALK
	EXISTING WATER VALVE
	PROPOSED PAVEMENT
	TRUNCATED DOMES
	PROPOSED SIDEWALK
	PROPOSED ADA RAMP

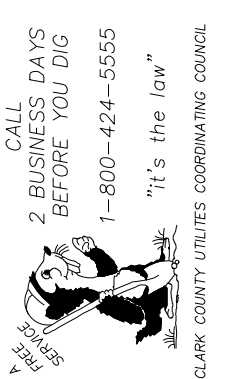
EROSION/SEDIMENT CONTROL NOTES:

- THE EROSION/SEDIMENT CONTROL PLAN (ESC) PLAN AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS TO BE UTILIZED AS A GUIDE TO CONTROL THE TRANSPORT OF LOOSE SOILS TO THE PROPERTY OUTSIDE OF THE CONSTRUCTION AREA AND AROUND THE CONSTRUCTION SITE. THE ESC MEASURES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DOES NOT LEAVE THE SITE.
2. THE IMPLEMENTATION OF THE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADE OF THE ESC MEASURES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND PERMANENT VEGETATION/LANDSCAPING IS ESTABLISHED.
3. IF THE CITY INSPECTOR OR ENGINEER(S) HAS EVIDENCE OF POOR CONSTRUCTION PRACTICES OR EROSION CONTROL TECHNIQUES, A "STOP WORK" ORDER SHALL BE ISSUED UNTIL PROPER MEASURES HAVE BEEN TAKEN AND APPROVED BY THE CITY ENGINEERING STAFF.
4. THE CONTRACTORS SHALL BE RESPONSIBLE TO FAMILIARIZE THEMSELVES WITH THE MOST RECENTLY ADOPTED EDITION OF THE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOL. II AND THE CITY OF CAMAS MUNICIPAL CODE 14.06 (2011).
5. ALL EROSION/SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND IN WORKING CONDITION PRIOR TO DISTURBING AND EXPOSING ANY SOIL SURFACES (I.E. CONSTRUCTION ENTRANCES, FILTER FABRIC SEDIMENT BARRIERS, AND SEDIMENTATION TRAPS) AND MAINTAINED FOR THE DURATION OF THE PROJECT. TRAPPED SEDIMENT IN EXCESS OF 1 FOOT SHALL BE REMOVED OR STABILIZED ON-SITE. DISTURBED SOIL AREAS RESULTING FROM VEGETATION REMOVAL SHALL BE PERMANENTLY STABILIZED. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
6. TO MINIMIZE EROSION AND SEDIMENTATION TRANSPORTATION, EARTHWORK SHALL NOT BE PERFORMED WHILE SOILS ARE IN AN UNSTABLE STATE DUE TO PRECIPITATION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE TO HAVE CLEARING LIMITS AND/OR ANY EASEMENTS, SENSITIVE OR CRITICAL AREAS, AND THEIR BUFFERS, TREES, AND DRAINAGE COURSES FLAGGED PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. FLAGGING LIMITS ARE TO BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
8. REMOVE ONLY THOSE TREES AND SHRUBS THAT NEED TO BE REMOVED FOR THE CONSTRUCTION OF ROADS, SIDEWALKS, UTILITIES, AND STORMWATER FACILITIES.
9. ALL EXISTING AND NEWLY CONSTRUCTED ROAD CATCH BASINS AND CURB INLETS AFFECTED BY CONSTRUCTION SHALL BE PROTECTED AGAINST SEDIMENT DEPOSITS. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.
10. ALL POLLUTANTS THAT OCCUR ON-SITE DURING CONSTRUCTION SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER SYSTEM.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR POLICING THE JOB SITE DAILY AND MAINTAINING THE EROSION/SEDIMENT CONTROL MEASURES THROUGHOUT ALL PHASES OF CONSTRUCTION. AN INSPECTION LOG SHALL BE KEPT AND MADE AVAILABLE TO THE CITY OF CAMAS. THE POLICING AND MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO:
 - VERIFYING THAT ALL AREAS ARE GRADED SUCH THAT ALL RUNOFF IS DIRECTED TO A SEDIMENTATION DEVICE BEFORE DISCHARGE TO SURFACE.
 - REMOVAL OF TRAPPED SILT AT SILT BARRIERS, SILT TRAPS, OR POINTS OF ACCUMULATION.
 - ADDITIONAL PROTECTIVE MEASURES DUE TO JOB SITE OR WEATHER CONDITIONS AS REQUIRED BY THE CITY OF CAMAS.
 - MONITORING OF VEHICLES LEAVING THE SITE TO MINIMIZE TRANSMISSION OF LOOSE SOILS TO THE PUBLIC ROADWAYS.
 - VERIFY THAT ALL PROPERTIES ADJACENT TO THE PROJECT SITE ARE PROTECTED FROM SEDIMENTATION DEPOSITION. THIS MAY BE ACCOMPLISHED BY INSTALLING PERIMETER CONTROLS SUCH AS SEDIMENTATION BARRIERS, FILTERS OR DIKES, SEDIMENTATION BASINS/TRAPS, OR BY A COMBINATION OF SUCH MEASURES.
12. THE ESC MEASURES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 24 HOURS FOLLOWING ANY STORM EVENT.
13. ALL DISTURBED SOIL SURFACES ARE TO BE STABILIZED BY A SUITABLE APPLICATION OF "BEST MANAGEMENT PRACTICES" (BMP'S). DURING THE PERIOD OF OCTOBER 1 THROUGH JULY 5 DISTURBED SOILS MAY REMAIN UNSTABILIZED FOR UP TO TWO DAYS WHEN NOT BEING WORKED. FROM JULY 5 THROUGH OCTOBER 1, DISTURBED SOILS MAY REMAIN UNSTABILIZED FOR UP TO 7 DAYS WHEN NOT BEING WORKED. STABILIZATION OF DISTURBED SOIL AREAS MAY CONSIST OF HYDROSEEDING, HAND-SEEDING AND MULCHING, PLACEMENT OF EROSION CONTROL BLANKETS OR PLASTIC. ALL SEEDED AREAS ARE TO BE FERTILIZED, WATERED, AND MAINTAINED TO ENSURE THAT THE GROWTH OF VEGETATION OCCURS AS SOON AS POSSIBLE.
14. ALL TEMPORARY SEDIMENT AND EROSION CONTROL BMP'S SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY BMP'S ARE NO LONGER NEEDED.
15. CUT AND FILL SLOPES SHALL BE DESIGNED AND CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES SHALL BE STABILIZED IN ACCORDANCE WITH EROSION/SEDIMENT CONTROL NOTE 11. SLOPES FOUND TO BE ERODING EXCESSIVELY WITHIN TWO YEARS OF CONSTRUCTION MUST BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES. THESE MEASURES MAY CONSIST OF ROUGHENED SOIL SURFACES, INTERCEPTOR DIVERSIONS OR TERRACES, TEMPORARY OR PERMANENT CHANNELS, ADDITIONAL VEGETATION, OR PIPE SLOPE DRAINS AS REQUIRED BY THE CITY OF CAMAS UNTIL THE PROBLEM IS CORRECTED.
16. THE ESC MEASURES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 24 HOURS FOLLOWING ANY STORM EVENT.
17. TRENCH DE-WATER DEVICES SHALL DISCHARGE INTO A SEDIMENT TRAP OR SEDIMENT POND.
18. SUGGESTED TURF SEED MIXTURE FOR DRY SITUATIONS WHERE THERE IS NO NEED FOR MUCH WATER:

LOW-GROWING TURF SEED MIX*			
SEED VARIETY	% WEIGHT	% PURITY	% GERMINATION
DWARF TALL FESCUE (SEVERAL VARIETIES)	45	98	90
(FESTUCA ARUNDINACEA VAR.)			
DWARF PERENNIAL RYE	30	98	90
(LOLIUM PERENNE VAR. BARCLAY)			
RED FESCUE	20	98	90
(FESTUCA RUBRA)			
COLONIAL BENTGRASS	5	98	90
(AGROSTIS TENUIIS)			
*APPLICATION RATE OF 120 LBS/ACRE AND COVERED WITH STRAW OR MULCH			

WORK WITHIN WSDOT ROW NOTES:

- ALL WORK, WORKMANSHIP, AND MATERIALS FOR THE WORK CONTAINED IN THESE PLANS MUST CONFORM TO AND BE IN ACCORDANCE WITH THE LATEST VERSION OR EDITION OF THE FOLLOWING MANUALS AND DOCUMENTS UNLESS OTHERWISE APPROVED BY WSDOT:
- WSDOT STANDARD SPECIFICATIONS
 - WSDOT STANDARD PLANS
 - WSDOT CONSTRUCTION MANUAL
 - MUTCD AS AMENDED BY WSDOT
 - WSDOT UTILITIES MANUAL
 - WSDOT GEOTECHNICAL DESIGN MANUAL
 - WSDOT ROADSIDE POLICY MANUAL
- WSDOT PUBLICATIONS MAY BE FOUND AT THE FOLLOWING LINK:
[HTTPS://WSDOT.WA.GOV/ENGINEERING-STANDARDS/ALL-MANUALS-AND-STANDARDS/MANUALS](https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals)
2. THE APPROVAL OF THESE PLANS BY WSDOT DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO COMPLY WITH LAWS OR REGULATIONS OF OTHER GOVERNING AGENCIES.
3. IF ANY CULTURAL RESOURCES AND/OR HUMAN REMAINS ARE DISCOVERED OVER THE COURSE OF CONSTRUCTING THIS PROJECT, THE NOTIFICATION OF ARCHAEOLOGICAL AND HISTORIC PRESERVATION IN OLYMPIA, WA, LEWIS COUNTY AND WSDOT MUST BE IDENTIFIED IMMEDIATELY.
- A. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY CONSTITUTE A CLASS C FELONY, SUBJECT TO IMPRISONMENT AND/OR FINES.
4. ALL MATERIAL SOURCES MUST BE WSDOT APPROVED IN ADVANCE OF THEIR USE IN THE WORK IN ACCORDANCE WITH THE REQUIREMENTS OF WSDOT STANDARD SPECIFICATIONS, SECTION 1-06, CONTROL OF MATERIAL.
- A. MATERIALS ITEMS THAT HAVE ALREADY GONE THROUGH THE APPROVAL PROCESS CAN BE FOUND ON THE QUALIFIED PRODUCTS LIST (QPL). WSDOT STANDARD SPECIFICATION SECTION 1-06.1(1).
[HTTP://WWW.WSDOT.WA.GOV/BUSINESS/MATERIALSLAB/QPL.HTML](http://www.wsdot.wa.gov/business/materialslab/qpl.html)
- B. FOR MATERIALS NOT LISTED ON THE QPL, A REQUEST FOR APPROVAL OF MATERIAL (RAM) IS SUBMITTED TO REQUEST APPROVAL FOR MATERIALS USED ON STATE CONTRACTS. WSDOT STANDARD SPECIFICATION SECTION 1-06.1(2).
[HTTP://WWW.WSDOT.WA.GOV/BUSINESS/MATERIALSLAB/RAM.HTML](http://www.wsdot.wa.gov/business/materialslab/ram.html)
- C. APPROVED AGGREGATE MATERIALS SOURCES ARE LISTED IN THE AGGREGATE SOURCE APPROVAL (ASA) DATABASE. WSDOT STANDARD SPECIFICATION SECTION 1-06.1(3).
[HTTP://WWW.WSDOT.WA.GOV/BUSINESS/MATERIALSLAB/ASA.HTML](http://www.wsdot.wa.gov/business/materialslab/asa.html)
5. A CURRENT WSDOT APPROVED MIX DESIGN FOR HOT MIX ASPHALT (HMA) AND CONCRETE MUST BE USED ON THIS PROJECT.
6. A CURRENT WSDOT APPROVED MIX DESIGN FOR PORTLAND CEMENT CONCRETE PAVEMENT (PCCP) MUST BE USED ON THIS PROJECT.
7. A PROGRESS SCHEDULE PREPARED IN ACCORDANCE WITH SECTION 1-08.3 OF THE WSDOT STANDARD SPECIFICATIONS MUST BE PROVIDED.
8. A LOCAL LEAD AGENCY APPROVED SPILL PREVENTION, CONTROL, AND COUNTERMEASURES (SPCC) PLAN IN ACCORDANCE WITH SECTION 1-07.15(1) OF THE STANDARD SPECIFICATIONS MUST BE PROVIDED FOR THIS PROJECT.
[HTTP://WWW.WSDOT.WA.GOV/PUBLICATIONS/MANUALS/M41-10.HTML](http://www.wsdot.wa.gov/publications/manuals/m41-10.html)
9. AN APPROVED FIRE PROTECTION, CONTROL, AND COUNTERMEASURES PLAN (FPCC PLAN). SEE SECTION 1-07.3(1)A1 OF THE STANDARD SPECIFICATIONS FOR PLAN ELEMENT REQUIREMENTS THAT MUST BE PROVIDED FOR THIS PROJECT.
10. MUST PROVIDE THE NAME(S) OF PERSON(S) THAT WILL BE SERVING AS THE TRAFFIC CONTROL SUPERVISOR (TCS). REFER TO THE WSDOT STANDARD SPECIFICATIONS SECTION 2-04.3(1)B FOR TCS DUTIES. ALL TRAFFIC CONTROL SUPERVISORS MUST PROVIDE PROOF OF VALID FLAGGER AND TCS CERTIFICATIONS. THE TCS CERTIFICATION MUST BE ISSUED BY A RECOGNIZED WSDOT TRAINING CURRICULUM IN THE STATE OF WASHINGTON.
- THE TRAFFIC CONTROL SUPERVISOR (TCS) SHALL BE CERTIFIED BY ONE OF THE FOLLOWING:
- THE NORTHWEST LABORERS-EMPLOYERS TRAINING TRUST
 - EVERGREEN SAFETY COUNCIL
 - THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION
 - INTEGRITY SAFETY
 - US SAFETY ALLIANCE
 - K & D SERVICES, INC.
- THE CONTACT INFORMATION OF THE PRECEDING COMPANIES MAY BE FOUND IN THE PDF FILE AT THE FOLLOWING WEBSITE:
[HTTPS://WSDOT.WA.GOV/PUBLICATIONS/FULLTEXT/PROJECTDEV/GSP/PDF/2-04.3\(1\).PDF](https://wsdot.wa.gov/publications/fulltext/projectdev/gsp/pdf/2-04.3(1).pdf)
- A) THE FOLLOWING MINIMUM EXPERIENCE REQUIREMENT MAY BE CONSIDERED FOR A PROJECT THAT HAS COMPLEX TRAFFIC CONTROL PLANS, INCREASED RISK OF WORKER SAFETY, OR IMPACTS TO THE PUBLIC:
- 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.
11. PROOF OF FLAGGER CERTIFICATION PER STANDARD SPECIFICATIONS SECTION 2-04.3(4)A IS REQUIRED.
- A. ALL FLAGGERS SHALL POSSESS AND CARRY A CURRENT FLAGGING CARD ISSUED BY THE STATE OF WASHINGTON, OREGON, MONTANA, OR IDAHO, WHILE ON DUTY.
12. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT ALL SURVEY MONUMENTS. CONTACT WSDOT SURVEY DEPT. IF ANY SURVEY MONUMENTS ARE FOUND AND ENDANGERED OF BEING DESTROYED AT 564-888-0573. A PERMIT TO DESTROY SURVEY MONUMENTS WILL NEED TO BE FILED WITH THE WASHINGTON STATE DNR. FOR ANY MONUMENTS DISCOVERED WITHIN THE LIMITS OF WORK.
13. REFER TO WSDOT STANDARD SPECIFICATION ??? FOR DROP-OFF REQUIREMENTS OF WSDOT PROPERTY.
14. SIGN FABRICATION -
- FOR MATERIALS NOT LISTED ON THE QPL, A REQUEST FOR APPROVAL OF MATERIAL (RAM) IS SUBMITTED TO REQUEST APPROVAL FOR MATERIALS USED ON STATE CONTRACTS. REFER TO WSDOT STANDARD SPECIFICATION SECTION 1-06.1(2).
- ALL SIGNS & MATERIALS SHALL MEET THE REQUIREMENTS UNDER SECTION 8-21 OF THE WSDOT STANDARD SPECIFICATIONS.
- MATERIALS SHALL ALSO MEET THE REQUIREMENTS OF THE FOLLOWING SECTIONS:
- ROADSIDE SIGN STRUCTURES 9-06.16; PERMANENT SIGNS 9-28; SIGN SUPPORT STRUCTURES 9-28.14; TEMPORARY CASING 9-36.1(2); SYNTHETIC SLURRY 9-36.2(2); WATER SLURRY 9-36.2(3).
- THE CONTRACTOR SHALL SUBMIT A MANUFACTURER'S CERTIFICATE OF COMPLIANCE FOR ALL PERMANENT SIGNS IN ACCORDANCE WITH SECTION 1-06.3 AND A COPY OF THE MANUFACTURER'S CERTIFICATE OF COMPLIANCE SHALL BE AVAILABLE AT THE FABRICATOR'S PLANT.
- PERMANENT SIGNS WILL BE INSPECTED AT THE FABRICATOR'S PLANT PRIOR TO SHIPMENT TO THE PROJECT UNLESS OTHERWISE ACCEPTED BY THE ENGINEER.
- SIGNS WITHOUT AN APPROVED DECAL SHALL NOT BE INSTALLED ON THE PROJECT WITH THE EXCEPTION OF DOUBLE-FACED SIGNS WHICH DO NOT RECEIVE DECALS OR FABRICATOR'S STICKERS.
- ALL SIGNS SHALL SHOW THE MANUFACTURER'S NAME AND DATE OF MANUFACTURE ON THE BACK OF THE SIGN PER SECTION 9-28.2 OF THE STANDARD SPECS.
- IN ADDITION, THE WIDTH AND HEIGHT DIMENSION, IN INCHES, THE CONTRACT NUMBER, AND THE NUMBER OF THE SIGN AS IT APPEARS IN THE PLANS SHALL BE PLACED USING 3-INCH SERIES C BLACK LETTERS ON THE BACK OF DESTINATION, DISTANCE, AND LARGE SPECIAL.
- SIGNS: HAND PAINTED NUMBERS ARE NOT PERMITTED.
- SIGNS THAT DO NOT MEET THE ABOVE REQUIREMENTS SHALL NOT BE INSTALLED.
15. ALL TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED FROM WSDOT'S RIGHT-OF-WAY (R/W) WHEN NOT APPLICABLE.
16. ONCE ACCEPTED BY WSDOT, NO CHANGES TO THESE PLANS MAY BE MADE WITHOUT CONCURRENCE FROM WSDOT.



DATES	
DESIGN DATE:	6/15/2026
AS-BUILT DATE:	
SCALES	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
CONTACTS	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ

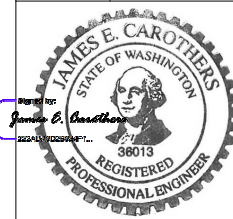


516 NE 4TH AVENUE
CAMAS, WA 98607
PH: (360) 834-3451

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENT

NOTES/LEND

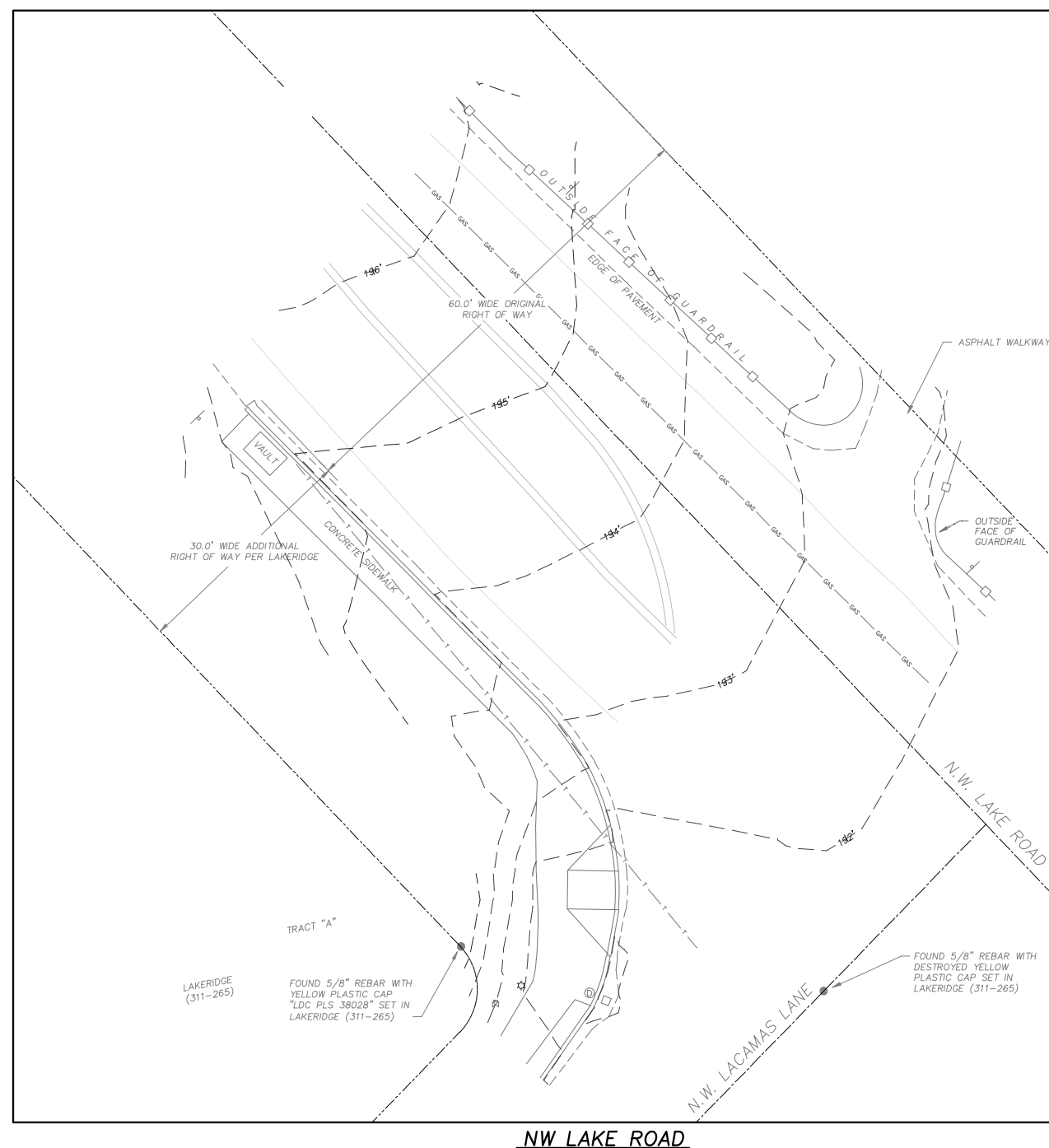
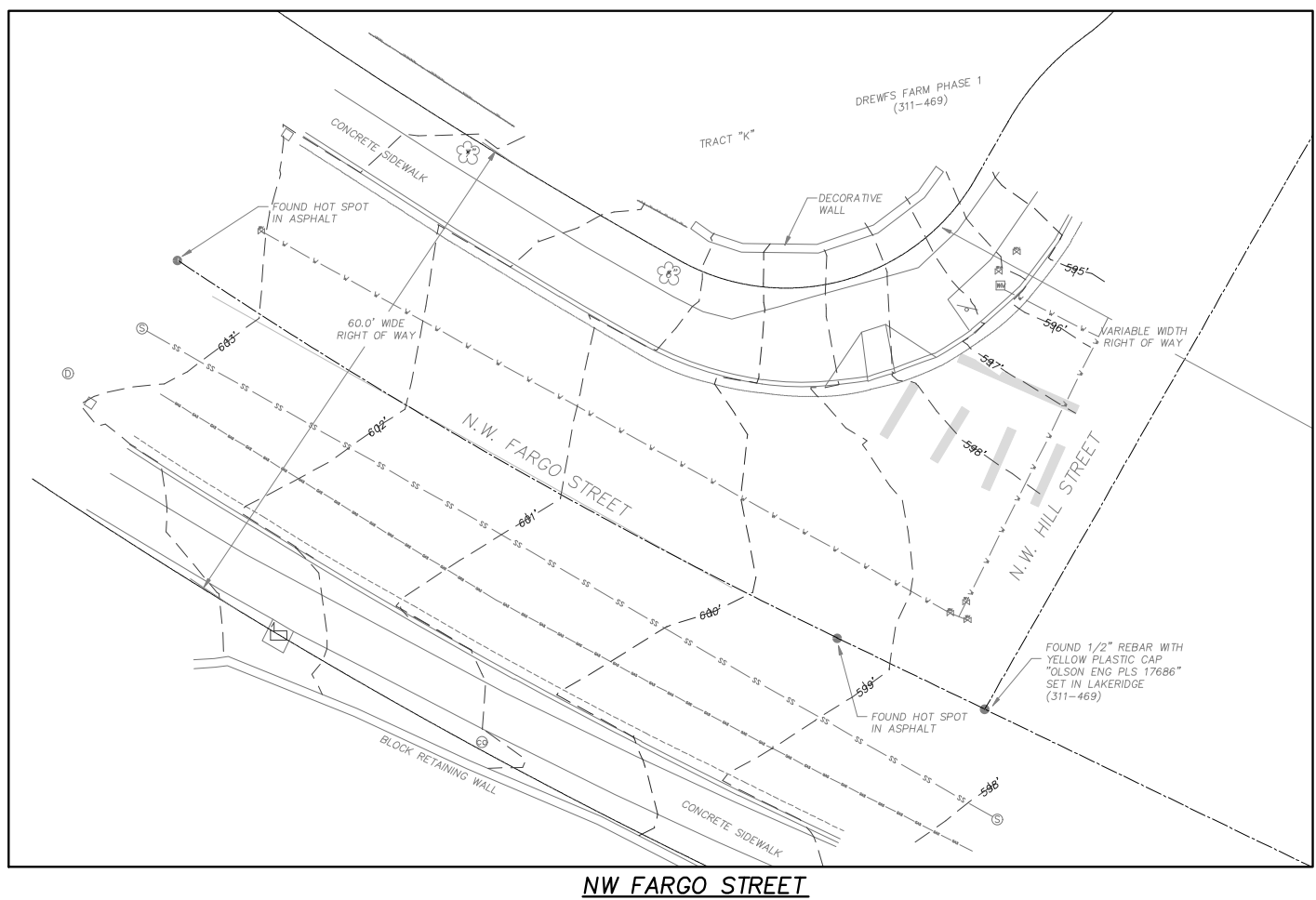
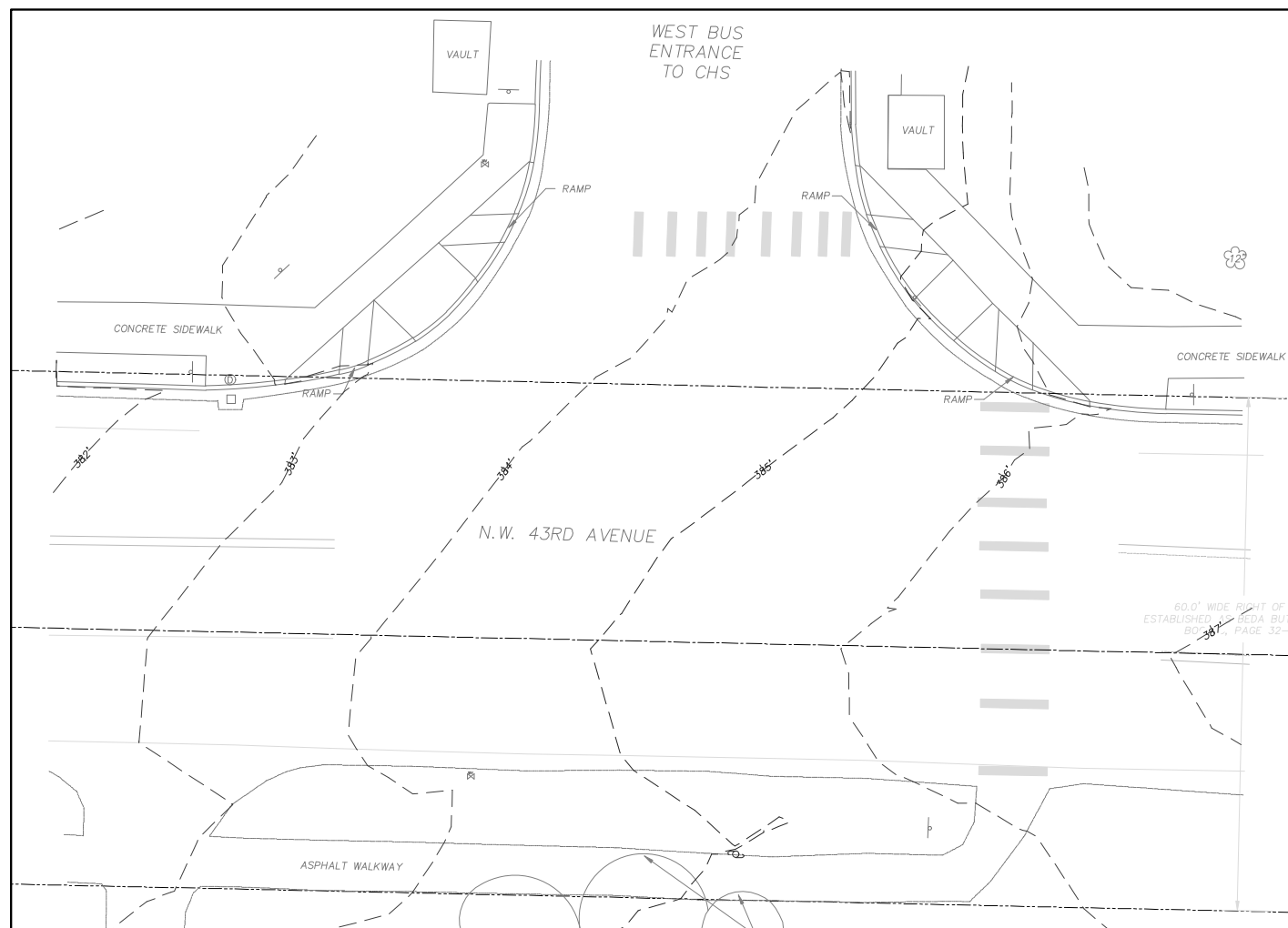


CAMAS PROJECT NUMBER
STR26002

STATUS		PAGE
☐	DRAFT	2 OF 13
☒	CONSTRUCTION	
☐	AS-BUILT	

CAMAS DRAWING NUMBER
600-526

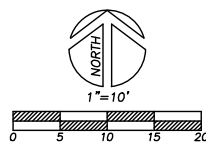
CAMAS CATALOG NUMBER
D1364



PEDESTRIAN SURVEYS

A PORTION OF THE NE 1/4 OF THE NE 1/4 AND
THE NE 1/4 OF THE SE 1/4 OF SECTION 3,
TOWNSHIP 1 NORTH, RANGE 3 EAST, W.M., AND A
PORTION OF THE NW 1/4 OF THE SE 1/4 OF SECTION 35,
TOWNSHIP 2 NORTH, RANGE 3 EAST, W.M.,
CITY OF CAMAS, CLARK COUNTY, WASHINGTON

PREPARED FOR
THE CITY OF CAMAS
MARCH 12, 2026



VERTICAL DATUM
NAVD88 COMPUTED USING GEOID18

LEGEND

- | | | | |
|---|---------------------------------------|-------|---|
| ● | FOUND LOT CORNER AS SHOWN | ----- | RIGHT OF WAY LINE |
| ⊙ | SANITARY SEWER MANHOLE | ----- | UNDERGROUND GAS LINE |
| ⊕ | SANITARY SEWER CLEANOUT | ----- | UNDERGROUND TELEPHONE LINE |
| □ | STORM DRAINAGE CATCH BASIN | ----- | UNDERGROUND WATER LINE |
| ⊕ | STORM DRAINAGE MANHOLE | ----- | UNDERGROUND SEWER LINE |
| ⊙ | FIRE HYDRANT | | NOTE: LOCATE REQUESTS WERE
PART OF THE SCOPE SO UNDERGROUND
ONLY SHOWN IF PAINT WAS PRESENT |
| ⊙ | WATER METER | | |
| ⊙ | WATER VALVE | | |
| ⊙ | IRRIGATION CONTROL VALVE | | |
| ⊙ | UTILITY POLE | | |
| ☆ | LIGHT | | |
| ⊙ | SIGN | | |
| ⊙ | MAILBOX | | |
| ⊙ | DECIDUOUS TREE WITH DIAMETER AS SHOWN | | |



JOB NO.
1.368.26

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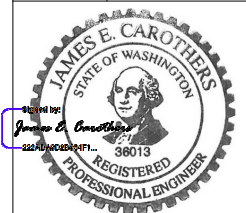
CLARK COUNTY UTILITIES COORDINATING COUNCIL

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DESIGN DATE:	6/15/2026
AS-BUILT DATE:	
<i>SCALES</i>	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
<i>CONTACTS</i>	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR:	C. LOPEZ



PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENTS
EXISTING CONDITIONS

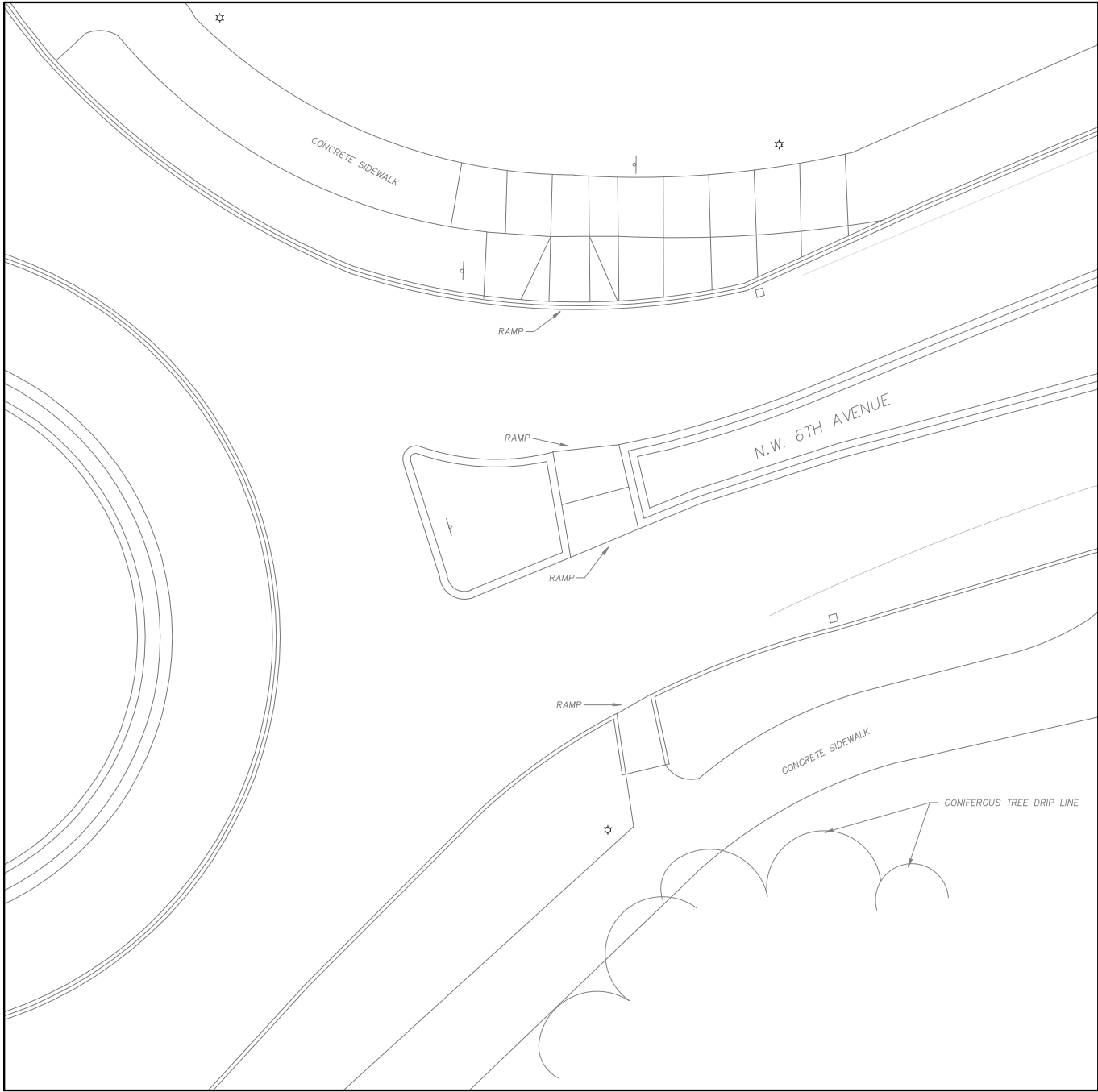


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STR26002

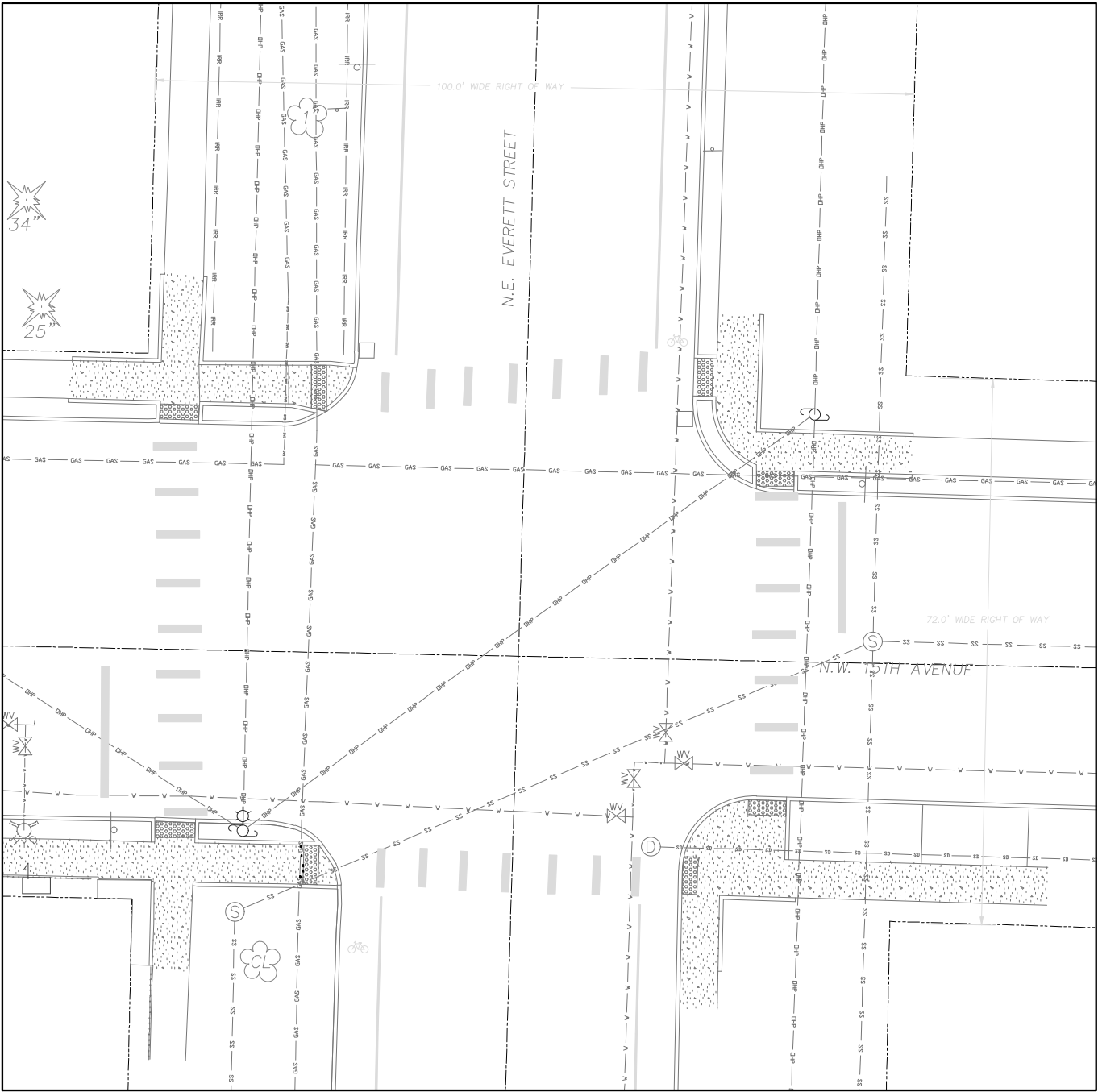
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☒ CONSTRUCTION		3 OF 13
☐ AS-BUILT		

CAMAS DRAWING NUMBER
600-526

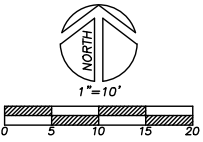
CAMAS CATALOG NUMBER
D1364



NW 6th AVENUE



NE EVERETT ST



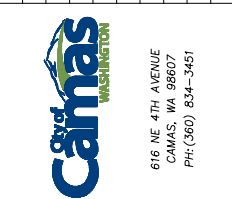
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LINE WORK IS APPROXIMATE FROM FIELD OBSERVATIONS.
LOCATIONS TO BE FIELD VERIFIED.



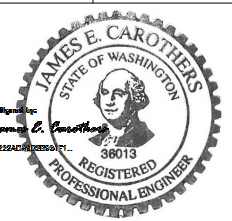
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CLARK COUNTY UTILITIES COORDINATING COUNCIL
PROJ. ENGR.: C. LOPEZ

DESIGN DATE:	6/15/2026
AS-BUILT DATE:	
SCALES:	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
CONTACTS:	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ



PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENTS
EXISTING CONDITIONS

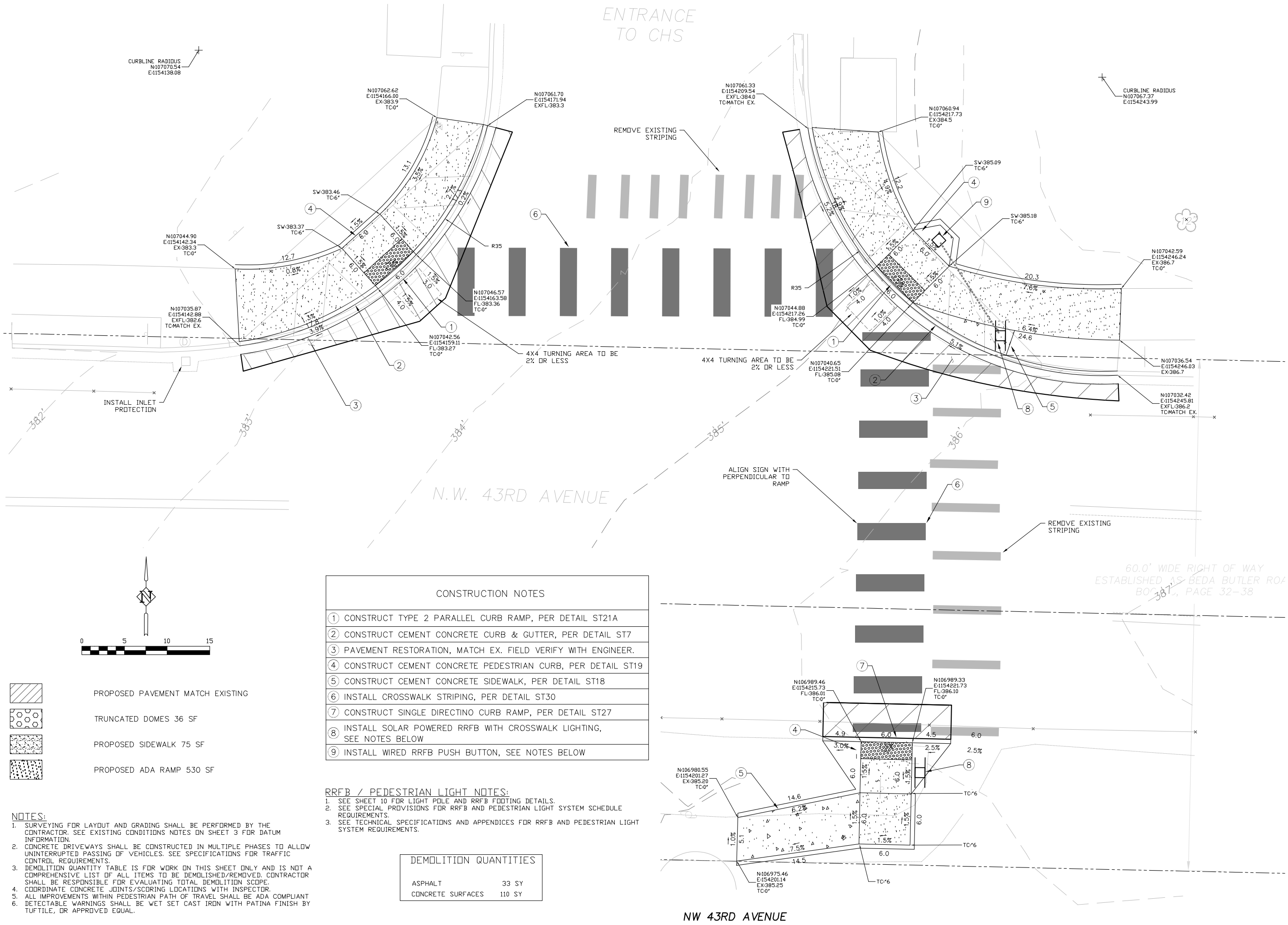


CAMAS PROJECT NUMBER
STR26002

STATUS:	PAGE:
☐ DRAFT	4 OF 13
☒ CONSTRUCTION	
☐ AS-BUILT	

CAMAS DRAWING NUMBER
600-526

CAMAS CATALOG NUMBER
D1364



- PROPOSED PAVEMENT MATCH EXISTING
- TRUNCATED DOMES 36 SF
- PROPOSED SIDEWALK 75 SF
- PROPOSED ADA RAMP 530 SF

NOTES:

- SURVEYING FOR LAYOUT AND GRADING SHALL BE PERFORMED BY THE CONTRACTOR. SEE EXISTING CONDITIONS NOTES ON SHEET 3 FOR DATUM INFORMATION.
- CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED IN MULTIPLE PHASES TO ALLOW UNINTERRUPTED PASSING OF VEHICLES. SEE SPECIFICATIONS FOR TRAFFIC CONTROL REQUIREMENTS.
- DEMOLITION QUANTITY TABLE IS FOR WORK ON THIS SHEET ONLY AND IS NOT A COMPREHENSIVE LIST OF ALL ITEMS TO BE DEMOLISHED/REMOVED. CONTRACTOR SHALL BE RESPONSIBLE FOR EVALUATING TOTAL DEMOLITION SCOPE.
- COORDINATE CONCRETE JOINTS/SCORING LOCATIONS WITH INSPECTOR.
- ALL IMPROVEMENTS WITHIN PEDESTRIAN PATH OF TRAVEL SHALL BE ADA COMPLIANT
- DETECTABLE WARNINGS SHALL BE WET SET CAST IRON WITH PATINA FINISH BY TUF TILE, OR APPROVED EQUAL.

CONSTRUCTION NOTES	
①	CONSTRUCT TYPE 2 PARALLEL CURB RAMP, PER DETAIL ST21A
②	CONSTRUCT CEMENT CONCRETE CURB & GUTTER, PER DETAIL ST7
③	PAVEMENT RESTORATION, MATCH EX. FIELD VERIFY WITH ENGINEER.
④	CONSTRUCT CEMENT CONCRETE PEDESTRIAN CURB, PER DETAIL ST19
⑤	CONSTRUCT CEMENT CONCRETE SIDEWALK, PER DETAIL ST18
⑥	INSTALL CROSSWALK STRIPING, PER DETAIL ST30
⑦	CONSTRUCT SINGLE DIRECTINO CURB RAMP, PER DETAIL ST27
⑧	INSTALL SOLAR POWERED RRFB WITH CROSSWALK LIGHTING, SEE NOTES BELOW
⑨	INSTALL WIRED RRFB PUSH BUTTON, SEE NOTES BELOW

RRFB / PEDESTRIAN LIGHT NOTES:

- SEE SHEET 10 FOR LIGHT POLE AND RRFB FOOTING DETAILS.
- SEE SPECIAL PROVISIONS FOR RRFB AND PEDESTRIAN LIGHT SYSTEM SCHEDULE REQUIREMENTS.
- SEE TECHNICAL SPECIFICATIONS AND APPENDICES FOR RRFB AND PEDESTRIAN LIGHT SYSTEM REQUIREMENTS.

DEMOLITION QUANTITIES	
ASPHALT	33 SY
CONCRETE SURFACES	110 SY

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DESIGN DATE:	6/15/2026
AS-BUILT DATE:	
SCALES:	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
CONTACTS:	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ

616 NE 4TH AVENUE
CAMAS, WA 98607
PH: (360) 834-3451

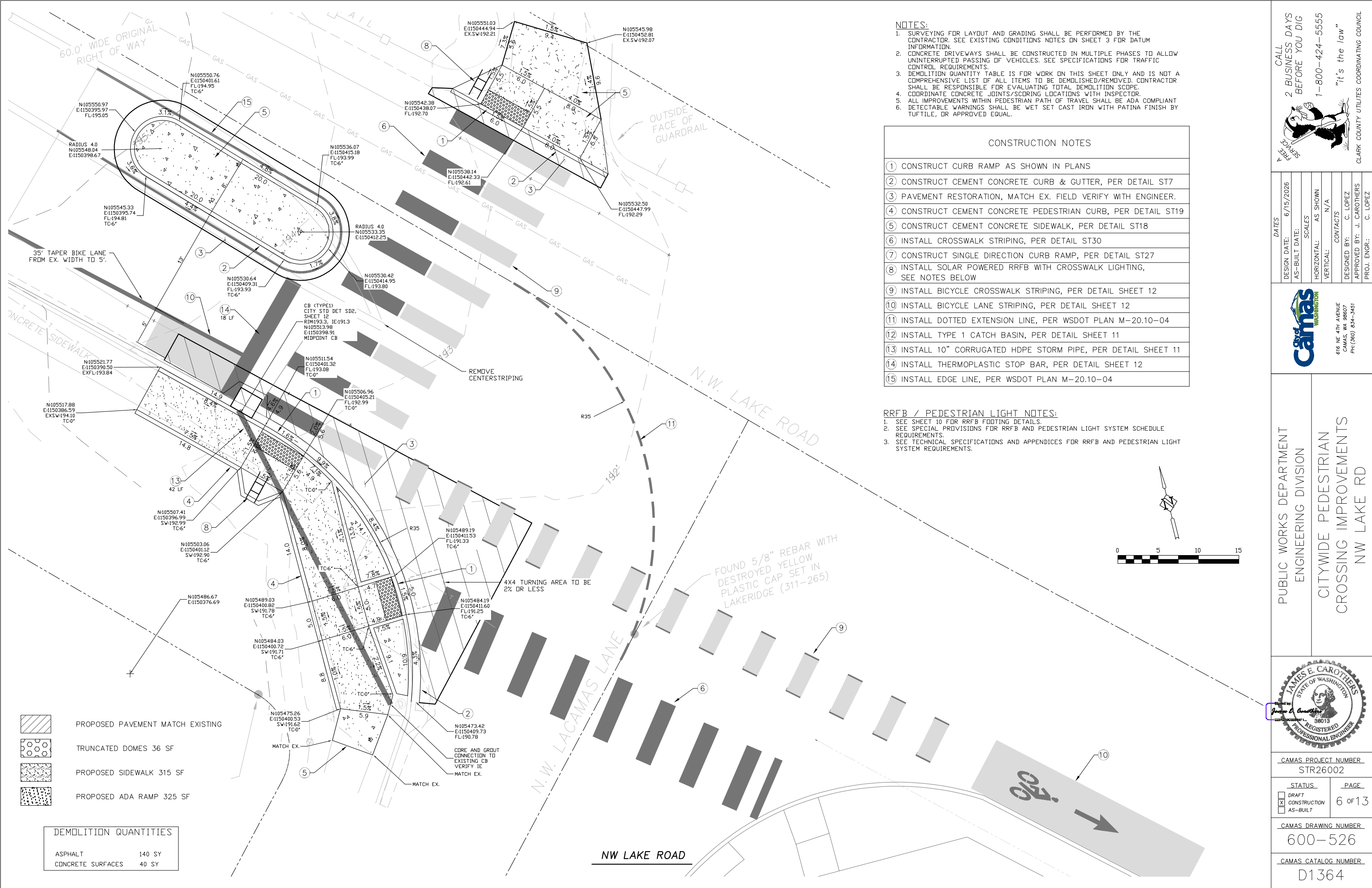
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENTS

NW 43RD AVENUE

James E. Carothers
38013
REGISTERED PROFESSIONAL ENGINEER

CAMAS PROJECT NUMBER STR26002	
STATUS ☐ DRAFT ☒ CONSTRUCTION ☐ AS-BUILT	PAGE 5 OF 13
CAMAS DRAWING NUMBER 600-526	
CAMAS CATALOG NUMBER D1364	



- NOTES:
1. SURVEYING FOR LAYOUT AND GRADING SHALL BE PERFORMED BY THE CONTRACTOR. SEE EXISTING CONDITIONS NOTES ON SHEET 3 FOR DATUM INFORMATION.
 2. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED IN MULTIPLE PHASES TO ALLOW UNINTERRUPTED PASSING OF VEHICLES. SEE SPECIFICATIONS FOR TRAFFIC CONTROL REQUIREMENTS.
 3. DEMOLITION QUANTITY TABLE IS FOR WORK ON THIS SHEET ONLY AND IS NOT A COMPREHENSIVE LIST OF ALL ITEMS TO BE DEMOLISHED/REMOVED. CONTRACTOR SHALL BE RESPONSIBLE FOR EVALUATING TOTAL DEMOLITION SCOPE.
 4. COORDINATE CONCRETE JOINTS/SCORING LOCATIONS WITH INSPECTOR.
 5. ALL IMPROVEMENTS WITHIN PEDESTRIAN PATH OF TRAVEL SHALL BE ADA COMPLIANT.
 6. DETECTABLE WARNINGS SHALL BE WET SET CAST IRON WITH PATINA FINISH BY TUFTILE, OR APPROVED EQUAL.

CONSTRUCTION NOTES	
①	CONSTRUCT CURB RAMP AS SHOWN IN PLANS
②	CONSTRUCT CEMENT CONCRETE CURB & GUTTER, PER DETAIL ST7
③	PAVEMENT RESTORATION, MATCH EX. FIELD VERIFY WITH ENGINEER.
④	CONSTRUCT CEMENT CONCRETE PEDESTRIAN CURB, PER DETAIL ST19
⑤	CONSTRUCT CEMENT CONCRETE SIDEWALK, PER DETAIL ST18
⑥	INSTALL CROSSWALK STRIPING, PER DETAIL ST30
⑦	CONSTRUCT SINGLE DIRECTION CURB RAMP, PER DETAIL ST27
⑧	INSTALL SOLAR POWERED RRFB WITH CROSSWALK LIGHTING, SEE NOTES BELOW
⑨	INSTALL BICYCLE CROSSWALK STRIPING, PER DETAIL SHEET 12
⑩	INSTALL BICYCLE LANE STRIPING, PER DETAIL SHEET 12
⑪	INSTALL DOTTED EXTENSION LINE, PER WSDOT PLAN M-20.10-04
⑫	INSTALL TYPE 1 CATCH BASIN, PER DETAIL SHEET 11
⑬	INSTALL 10" CORRUGATED HDPE STORM PIPE, PER DETAIL SHEET 11
⑭	INSTALL THERMOPLASTIC STOP BAR, PER DETAIL SHEET 12
⑮	INSTALL EDGE LINE, PER WSDOT PLAN M-20.10-04

- RRFB / PEDESTRIAN LIGHT NOTES:
1. SEE SHEET 10 FOR RRFB FOOTING DETAILS.
 2. SEE SPECIAL PROVISIONS FOR RRFB AND PEDESTRIAN LIGHT SYSTEM SCHEDULE REQUIREMENTS.
 3. SEE TECHNICAL SPECIFICATIONS AND APPENDICES FOR RRFB AND PEDESTRIAN LIGHT SYSTEM REQUIREMENTS.

- | | |
|--|----------------------------------|
| | PROPOSED PAVEMENT MATCH EXISTING |
| | TRUNCATED DOMES 36 SF |
| | PROPOSED SIDEWALK 315 SF |
| | PROPOSED ADA RAMP 325 SF |

DEMOLITION QUANTITIES	
ASPHALT	140 SY
CONCRETE SURFACES	40 SY

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CLARK COUNTY UTILITIES COORDINATING COUNCIL

DESIGN DATE:	6/15/2026
AS-BUILT DATE:	
SCALES:	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
CONTACTS:	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ

616 NE 4TH AVENUE
CAMAS, WA 98607
PH: (360) 834-3451

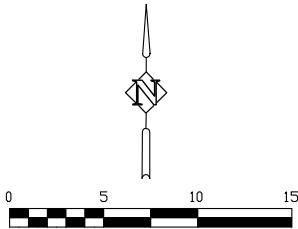
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENTS

NW LAKE RD

James E. Carothers
38013
REGISTERED PROFESSIONAL ENGINEER

CAMAS PROJECT NUMBER STR26002	
STATUS ☐ DRAFT ☒ CONSTRUCTION ☐ AS-BUILT	PAGE 6 OF 13
CAMAS DRAWING NUMBER 600-526	
CAMAS CATALOG NUMBER D1364	



-  PROPOSED PAVEMENT MATCH EXISTING
-  TRUNCATED DOMES 24 SF
-  PROPOSED SIDEWALK 100 SF
-  PROPOSED ADA RAMP 360 SF

NOTES:

1. SURVEYING FOR LAYOUT AND GRADING SHALL BE PERFORMED BY THE CONTRACTOR. SEE EXISTING CONDITIONS NOTES ON SHEET 3 FOR DATUM INFORMATION.
2. DEMOLITION QUANTITY TABLE IS FOR WORK ON THIS SHEET ONLY AND IS NOT A COMPREHENSIVE LIST OF ALL ITEMS TO BE DEMOLISHED/REMOVED. CONTRACTOR SHALL BE RESPONSIBLE FOR EVALUATING TOTAL DEMOLITION SCOPE.
3. COORDINATE CONCRETE JOINTS/SCORING LOCATIONS WITH INSPECTOR.
4. ALL IMPROVEMENTS WITHIN PEDESTRIAN PATH OF TRAVEL SHALL BE ADA COMPLIANT
5. DETECTABLE WARNINGS SHALL BE WET SET CAST IRON WITH PATINA FINISH BY TUF TILE, OR APPROVED EQUAL.

DEMOLITION QUANTITIES

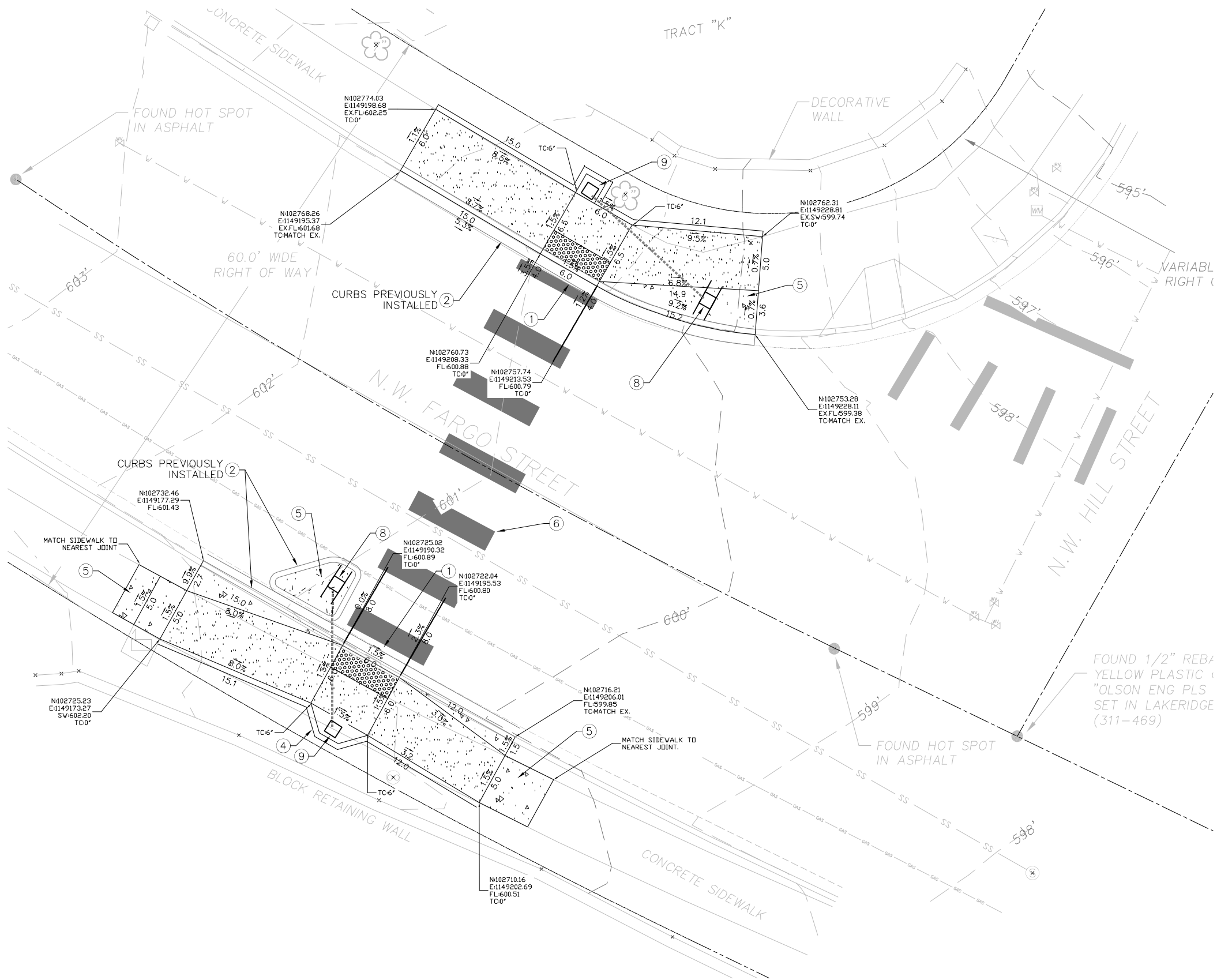
ASPHALT	0 SY
CONCRETE SURFACES	40 SY

CONSTRUCTION NOTES

- ① CONSTRUCT CURB RAMP AS SHOWN IN PLANS
- ② VERIFY ELEVATIONS EX. CEMENT CONCRETE CURB & GUTTER
- ③ PAVEMENT RESTORATION, MATCH EX. FIELD VERIFY WITH ENGINEER.
- ④ CONSTRUCT CEMENT CONCRETE PEDESTRIAN CURB, PER DETAIL ST19
- ⑤ CONSTRUCT CEMENT CONCRETE SIDEWALK, PER DETAIL ST18
- ⑥ INSTALL CROSSWALK STRIPING, PER DETAIL ST30
- ⑦ CONSTRUCT CEMENT CONCRETE CURB, PER DETAIL ST18
- ⑧ INSTALL SOLAR POWERED RRFB WITH CROSSWALK LIGHTING, SEE NOTES BELOW
- ⑨ INSTALL WIRED RRFB PUSH BUTTON, SEE NOTES BELOW

RRFB / PEDESTRIAN LIGHT NOTES:

1. SEE SHEET 10 FOR LIGHT POLE AND RRFB FOOTING DETAILS.
2. SEE SPECIAL PROVISIONS FOR RRFB AND PEDESTRIAN LIGHT SYSTEM SCHEDULE REQUIREMENTS.
3. SEE TECHNICAL SPECIFICATIONS AND APPENDICES FOR RRFB AND PEDESTRIAN LIGHT SYSTEM REQUIREMENTS.



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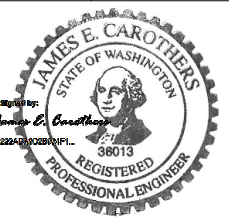
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DATES	6/15/2026
DESIGN DATE:	AS-BUILT DATE:
SCALES	HORIZONTAL: AS SHOWN
VERTICAL: N/A	CONTACTS
DESIGNED BY: J. LOPEZ	APPROVED BY: J. CAROTHERS
PROJ. ENGR.: C. LOPEZ	



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CAMAS, WA 98607
PH: (360) 834-3451

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENTS
NW FARGO

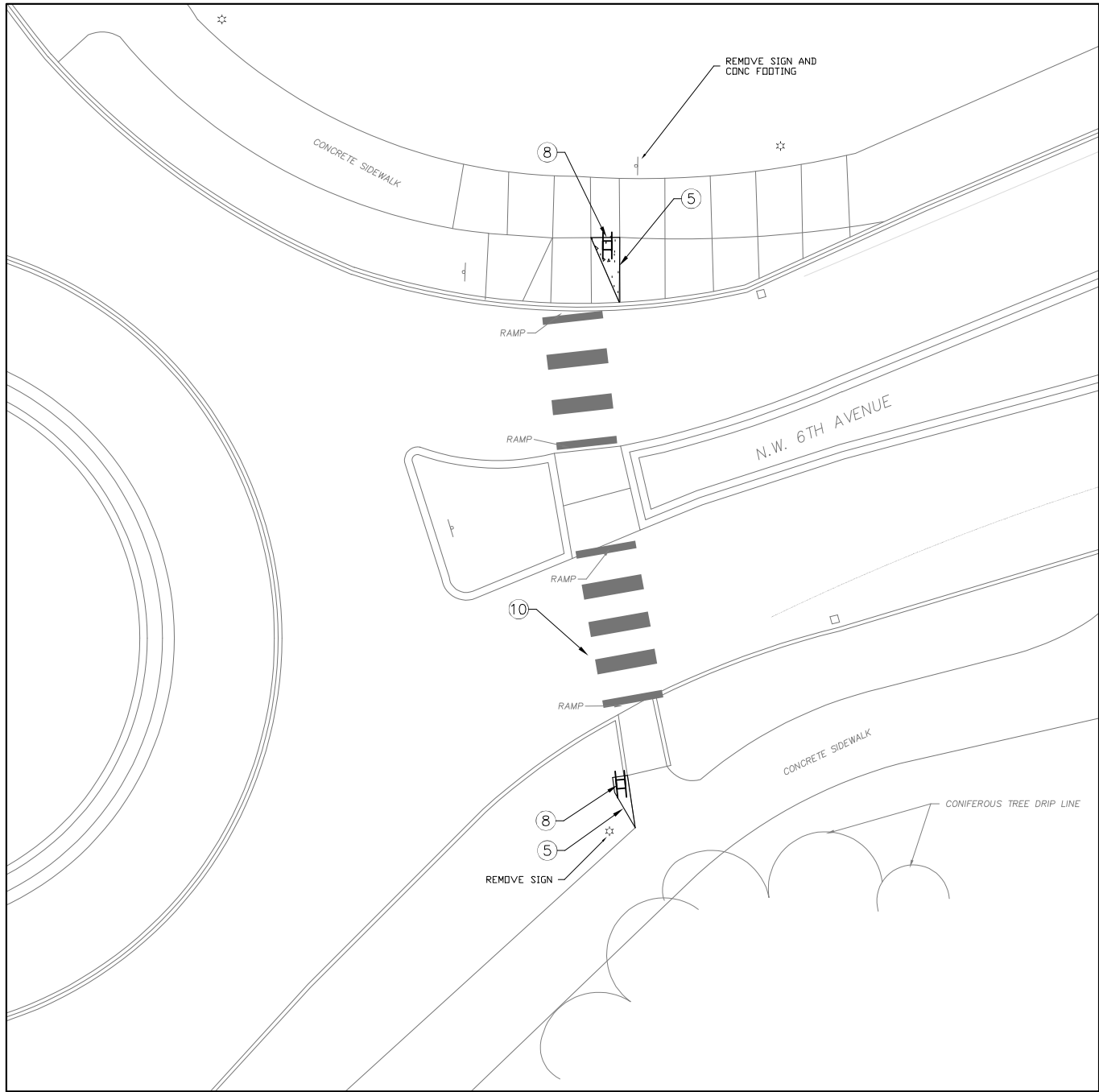


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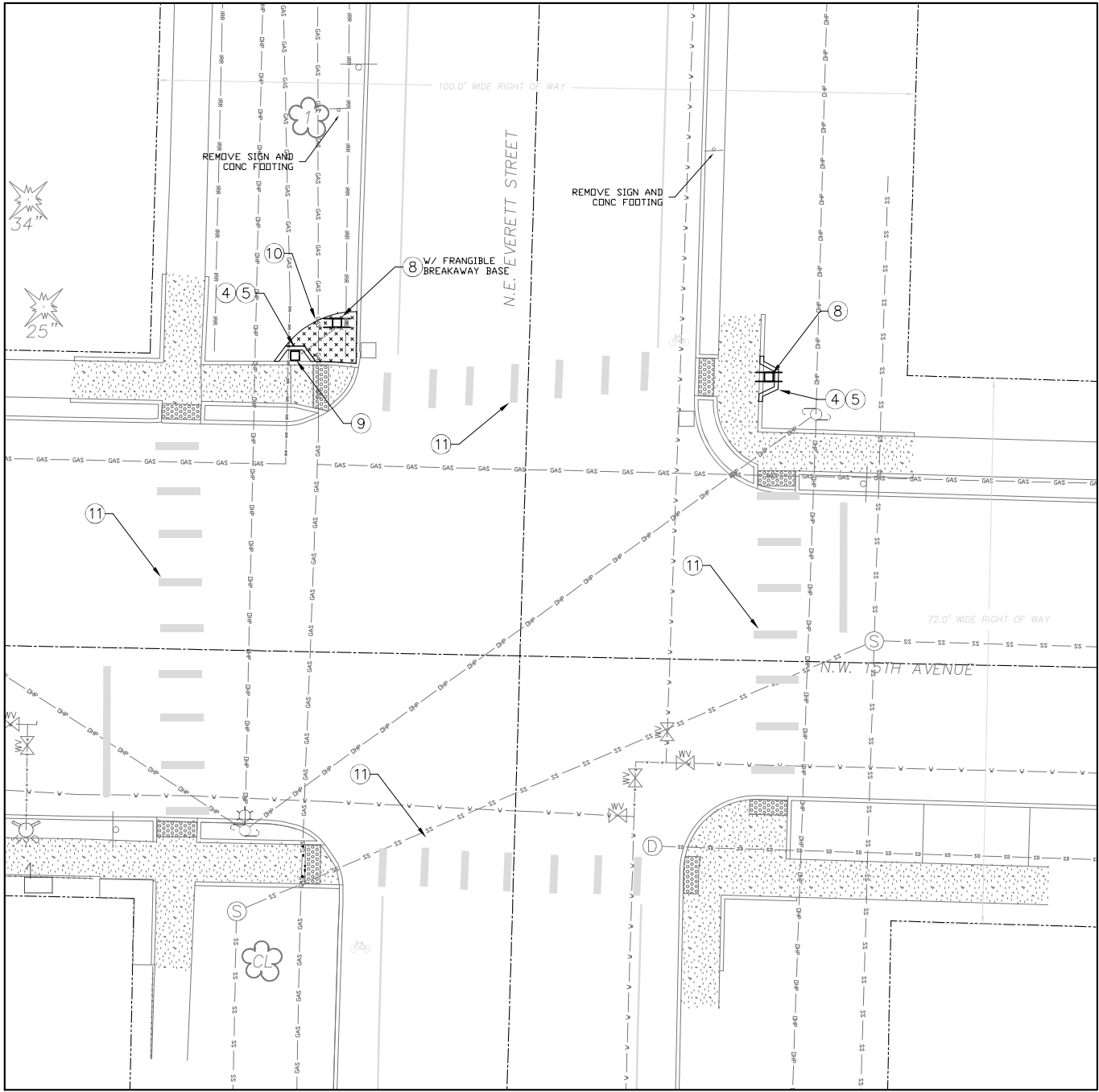
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☐ AS-BUILT	

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600-526

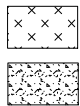
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D1364



NW 6th AVENUE



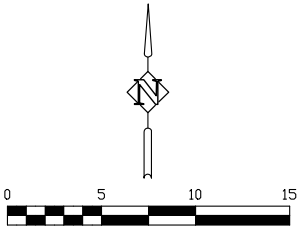
NE EVERETT ST



BARK MULCH 22 SF
PROPOSED SIDEWALK 17 SF

DEMOLITION QUANTITIES

ASPHALT 0 SY
CONCRETE SURFACES 2 SY



CONSTRUCTION NOTES

- 4) CONSTRUCT CEMENT CONCRETE PEDESTRIAN CURB, PER DETAIL ST19
- 5) CONSTRUCT CEMENT CONCRETE SIDEWALK, PER DETAIL ST18
- 8) INSTALL SOLAR POWERED RRFB WITH CROSSWALK LIGHTING, SEE NOTES
- 9) INSTALL WIRED RRFB PUSH BUTTON, SEE NOTES BELOW
- 10) REMOVE AND EDGE EXISTING GRASS. PLACE 6" OF BARK MULCH
- 11) RE-STRIPE PEDESTRIAN CROSSWALK, MATCH EXISTING

NOTES:

1. NO SURVEY INFORMATION AVAILABLE. COORDINATE SIGN LOCATION WITH ENGINEER.
2. RESTORE ALL EXISTING LANDSCAPING

RRFB / PEDESTRIAN LIGHT NOTES:

1. SEE SHEET 10 FOR LIGHT POLE AND RRFB FOOTING DETAILS.
2. POLES AT THIS LOCATION THAT ARE INSIDE WSDOT CLEARZONE WILL REQUIRE FRANGIBLE BREAKAWAY BASES.
3. ATTACH RRFB PUSH BUTTON BOLLARDS TO EXTG CONCRETE WITH CONTRACTOR SUPPLIED ANCHOR BOLTS AND MECHANICAL WEDGE ANCHORS OR HIGH STRENGTH EPOXY. GROUT UNDER BASE AS NECESSARY TO INSTALL PLUMB.
4. SEE SPECIAL PROVISIONS FOR RRFB AND PEDESTRIAN LIGHT SYSTEM SCHEDULE REQUIREMENTS.
5. SEE TECHNICAL SPECIFICATIONS AND APPENDICES FOR RRFB AND PEDESTRIAN LIGHT SYSTEM REQUIREMENTS.

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DESIGN DATE:	6/15/2026
AS-BUILT DATE:	
SCALES	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
CONTACTS	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ



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CAMAS, WA 98607
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PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENTS
NW 6TH / NE EVERETT

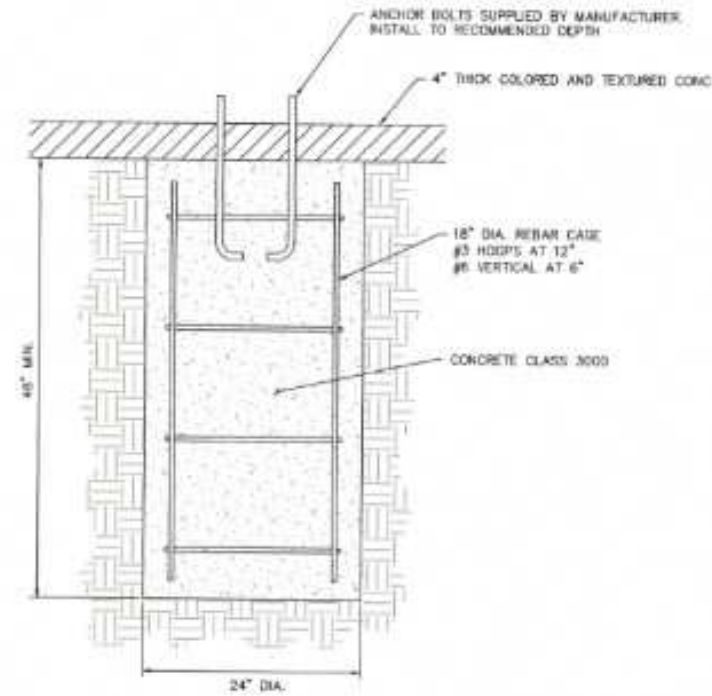


CAMAS PROJECT NUMBER
STR26002

STATUS	PAGE
☐ DRAFT ☒ CONSTRUCTION ☐ AS-BUILT	8 OF 13

CAMAS DRAWING NUMBER
600-526

CAMAS CATALOG NUMBER
D1364



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DATES	
DESIGN DATE:	6/15/2026
AS-BUILT DATE:	
SCALES	
HORIZONTAL:	AS SHOWN
VERTICAL:	N/A
CONTACTS	
DESIGNED BY:	C. LOPEZ
APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ



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PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
CITYWIDE PEDESTRIAN
CROSSING IMPROVEMENT
DETAILS

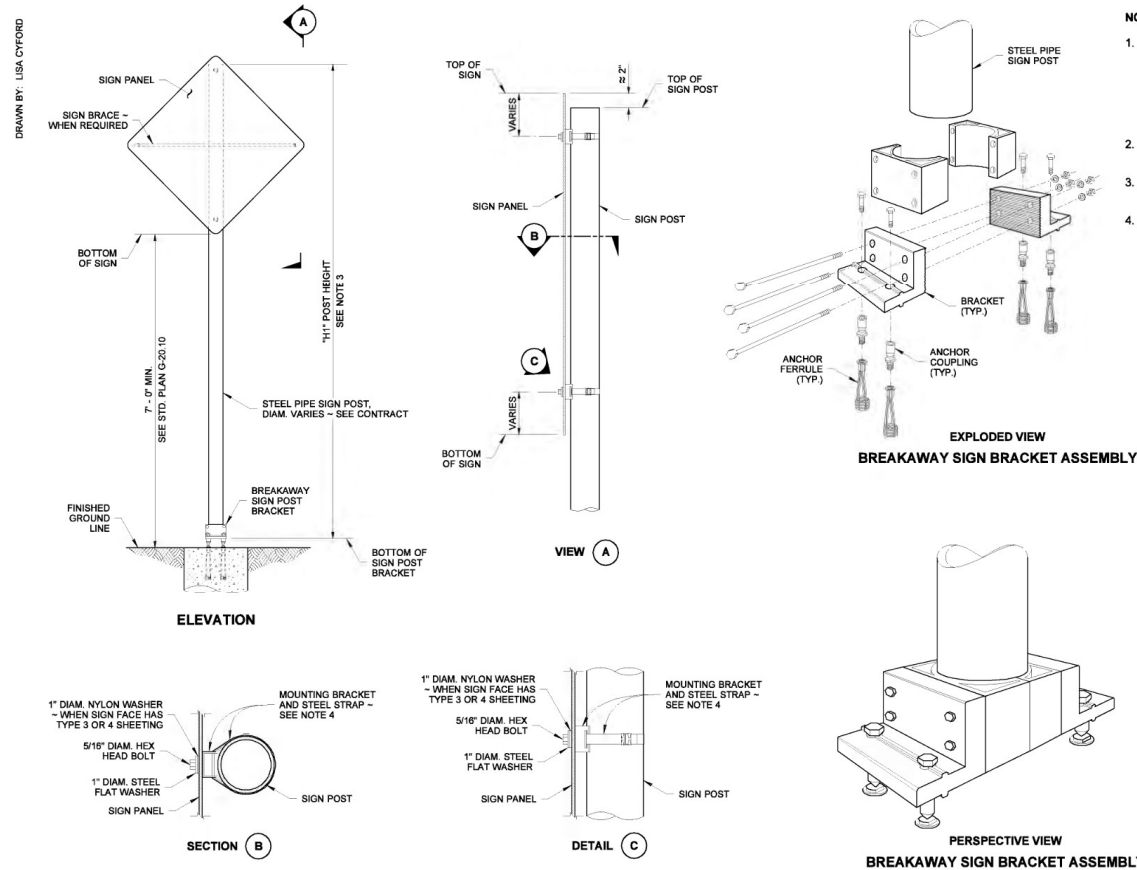


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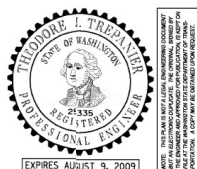
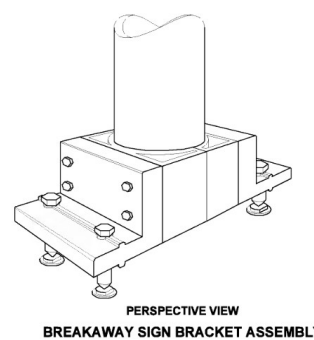
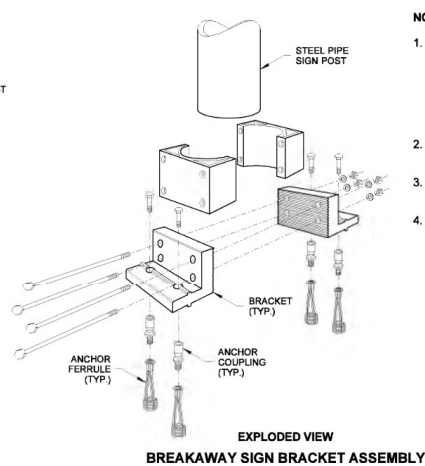
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CAMAS DRAWING NUMBER
600-526

CAMAS CATALOG NUMBER
D1364



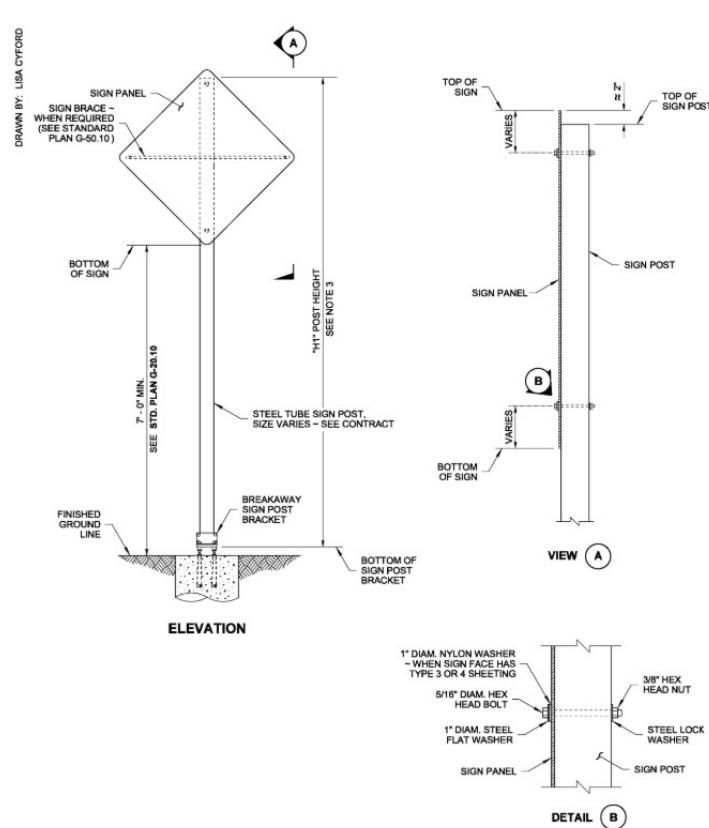
1. Dimensions for the parts used to assemble the base connections are intentionally not shown. Base connections are patented, manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are only shown on this plan to illustrate how the parts are assembled.
2. For Steel Sign Support Foundation, see Standard Plan G-25.10.
3. For "H1" refer to the Sign Specification Sheet in the Contract.
4. Mounting brackets with steel straps shall be the stainless steel one bolt, flared leg bracket and 3/4" wide, 0.030" thick strip "Band-It" products or an approved equal.



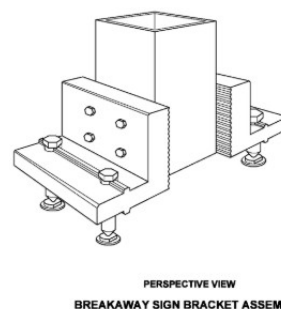
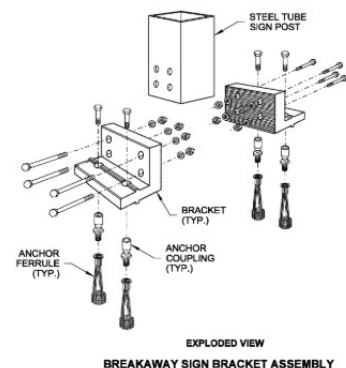
**STEEL SIGN SUPPORT
TYPE AP
INSTALLATION DETAILS
STANDARD PLAN G-24.10-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION	
Pasco Bakotich III STATE DESIGN ENGINEER	11-8-07 DATE
 Washington State Department of Transportation	



1. Dimensions for the parts used to assemble the base connections are intentionally not shown. Base connections are patented manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are only shown on this plan to illustrate how the parts are assembled.
2. For Steel Sign Support Foundations, see **Standard Plan G-25.10**.
3. For "H1" refer to the Sign Specification Sheet in the Contract.



**STEEL SIGN SUPPORT
TYPE AS
INSTALLATION DETAILS
STANDARD PLAN G-24.20-01**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 02-07-12
STATE DESIGN ENGINEER DATE

 Washington State Department of Transportation

GENERAL CONSTRUCTION NOTES:

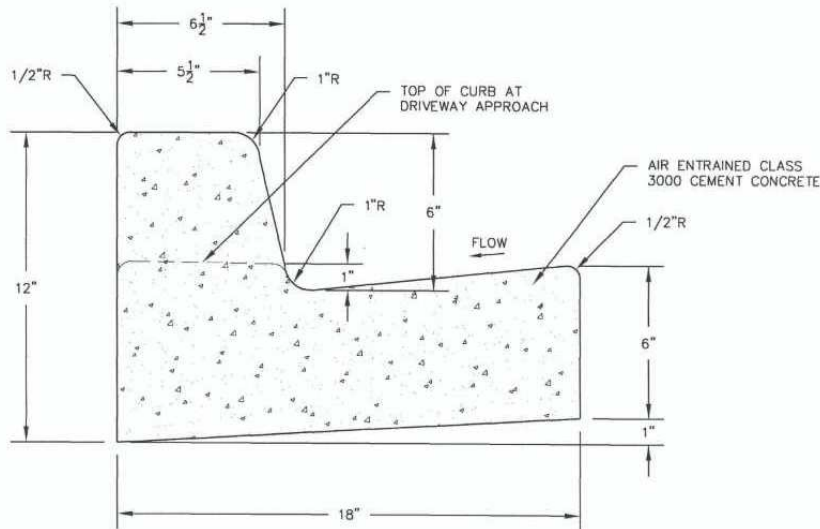
1. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE MOST RECENTLY ADOPTED EDITION OF THE WSDOT/APWA "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION" AND STANDARD DETAIL SHEETS ATTACHED HEREWITH.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES, INCLUDING THE INVERT AND TOP ELEVATIONS AT CROSSING LOCATIONS, PRIOR TO THE START OF CONSTRUCTION AND TO NOTIFY THE CITY ENGINEER OF ANY POTENTIAL CONFLICTS.
3. CONTRACTOR SHALL CONTACT CLARK COUNTY'S 24-HOUR UTILITY NOTIFICATION CENTER AT CALLBEFOREYOU.DIG.ORG OR CALL (800) 424-5555 (OR 811) TO SUBMIT A REQUEST FOR UTILITY LOCATES, A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
4. ALL EXISTING MONUMENTS, PROPERTY CORNERS AND SURVEY MARKERS SHALL BE PROTECTED. REPLACEMENT OF LOST, DESTROYED OR DAMAGED MARKERS SHALL BE DONE BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH RCW 58.09 AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL NOT EXCAVATE OVER FOUR FEET IN DEPTH WITHOUT USING ADEQUATE SAFETY MEASURES. THE CONTRACTOR IS REFERRED TO TITLE 296 WAC, PART N FOR EXCAVATION, TRENCHING AND SHORING REQUIREMENTS.
6. ALL UTILITY TRENCHES SHALL HAVE BEDDING, PRE-COVER AND BACKFILL MATERIAL AS REQUIRED IN GENERAL DETAILS G2 WITHIN PAVED AREAS & G3 WITHIN UNPAVED AREAS.
 - WATER SETTLEMENT OF UTILITY TRENCHES IS NOT ALLOWED.
 - TRENCH LINES LOCATED WITHIN AN EXISTING ROADWAY SHALL BE PLATED OR TOPPED WITH COLD MIX.
 - CRUSHED ROCK BACKFILL OVERNIGHT IS NOT ALLOWED.
 - PLATES SHALL HAVE COLD MIX AROUND ALL EDGES.
7. ALL EROSION/SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE EROSION/SEDIMENT CONTROL PLAN AND CITY OF CAMAS EROSION/SEDIMENT CONTROL DETAILS PRIOR TO ANY CLEARING OR THE START OF ANY CONSTRUCTION.
8. IF THE CITY INSPECTOR OR ENGINEER(S) HAS EVIDENCE OF POOR CONSTRUCTION PRACTICES OR EROSION CONTROL TECHNIQUES, A "STOP WORK" ORDER SHALL BE ISSUED UNTIL PROPER MEASURES HAVE BEEN TAKEN AND APPROVED BY THE CITY ENGINEERING STAFF.
9. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CAMAS ENGINEERING DEPARTMENT. APPROVAL SHALL BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.
10. THE DEVELOPER/CONTRACTOR SHALL REQUEST A PRE-CONSTRUCTION MEETING WITH THE CITY OF CAMAS ENGINEERING DEPARTMENT PRIOR TO COMMENCING ANY WORK.
11. ANY SIGNIFICANT DEVIATIONS FROM THE PLANS WILL REQUIRE A SUBMITTAL FROM THE APPLICANT'S ENGINEER AND APPROVAL FROM THE CITY OF CAMAS ENGINEERING DEPARTMENT.
12. AN EROSION/SEDIMENT CONTROL BOND MAY BE REQUIRED BY THE CITY OF CAMAS PRIOR TO WORK COMMENCING.

	GENERAL DETAIL CONSTRUCTION NOTES DETAIL APPROVED BY: <i>James E. Carothers</i> 8-12-22 DATE	NOT TO SCALE	DETAIL NO. G1
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STREET CONSTRUCTION NOTES:

1. ENGINEERED FILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE W.S.D.O.T STANDARD SPECIFICATIONS SECTION 2-03.3(14). FOR FILL AREAS WITHIN ROADWAYS, METHOD C OF (14)C SHALL BE USED. FOR FILL AREAS OUTSIDE OF ROADWAYS METHOD B SHALL BE USED. ALL FILL PLACED SHALL BE VERIFIED BY GEOTECHNICAL TESTING. TEST RESULTS SHALL BE FORWARDED TO THE CITY OF CAMAS PROJECT ENGINEER.
2. MATERIALS IN SOFT SPOTS WITHIN THE ROADWAY SHALL BE REMOVED TO THE DEPTH REQUIRED TO PROVIDE A FIRM FOUNDATION AND SHALL BE BACKFILLED WITH 1-1/2 INCH MINUS CRUSHED ROCK.
3. ALL SUBGRADE TO BE PROOF ROLLED AND APPROVED BY THE CITY INSPECTOR AND/OR BY A GEOTECHNICAL ENGINEER WITH THE CONSENT OF THE CITY ENGINEER. SUBGRADE FILLS ARE TO BE TESTED USING THE A.A.S.H.T.O. T-180 TEST METHOD.
4. ALL TRENCH LINES, FILL AREAS AND BASE COURSE LOCATED IN THE RIGHT-OF-WAY SHALL BE PER TRENCH DETAIL G2 AND THE STREET SECTION DETAILS AND SHALL MEET 95% OF A.A.S.H.T.O. T-180 COMPACTION. TRENCH LINES LOCATED WITHIN AN EXISTING ROADWAY SHALL BE PLATED OR TOPPED WITH COLD MIX. GRANULAR BACKFILL OVERNIGHT IS NOT ALLOWED. PLATES SHALL HAVE COLD MIX AROUND ALL EDGES.
5. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR A MINIMUM OF 24 HOURS PRIOR TO SUBGRADE PROOF ROLL OR GRADE CHECK INSPECTIONS.
6. THE AGGREGATE ROAD BASE SHALL BE COMPACTED IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE W.S.D.O.T. STANDARD SPECIFICATIONS SECTION 4-04.3. THE CONTRACTOR SHALL SUBMIT TEST RESULTS TO THE ENGINEER AND CITY INSPECTOR. MAXIMUM DENSITY (95%) AS DETERMINED BY A.A.S.H.T.O. T-180 TEST METHOD.
7. ASPHALT CONCRETE PAVEMENT MIX SHALL BE DESIGNED FROM A MIX FORMULA APPROVED BY W.S.D.O.T. FOR MATERIAL USED. CONTRACTOR TO PROVIDE THE CITY WITH CERTIFICATE OF COMPLIANCE FROM THE ASPHALT PAVEMENT PLANT, UNLESS OTHERWISE INDICATED.
8. THE ASPHALT CONCRETE PAVEMENT MIX SHALL BE COMPACTED IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE W.S.D.O.T STANDARD SPECIFICATIONS SECTION 5-04.3(10). CONTRACTOR SHALL SUBMIT TEST RESULTS TO THE ENGINEER AND THE CITY INSPECTOR.
9. ALL STORM SYSTEM IMPROVEMENTS AND STORMWATER DETENTION AND TREATMENT FACILITIES SHALL BE COMPLETED AND PROPERLY FUNCTIONING PRIOR TO ANY PAVING.
10. HALF STREET IMPROVEMENTS SHALL INCLUDE AN ANALYSIS OF THE EXISTING STRUCTURAL SECTION OUT TO CENTERLINE. IF FOUND TO BE SUBSTANDARD, THE DEVELOPER SHALL BE REQUIRED TO PROVIDE AN ADEQUATE STRUCTURAL SECTION TO CENTERLINE. THIS MAY CONSIST OF A STRUCTURAL OVERLAY OR A COMPLETE STREET RECONSTRUCTION AS DETERMINED BY A GEOTECHNICAL ANALYSIS AND AS APPROVED BY THE CITY ENGINEER.
11. ALL SIDEWALK AND CURB RAMPS SHALL COMPLY WITH THE MOST RECENT EDITION OF THE W.S.D.O.T. FIELD GUIDE FOR ACCESSIBLE PUBLIC RIGHTS OF WAY.

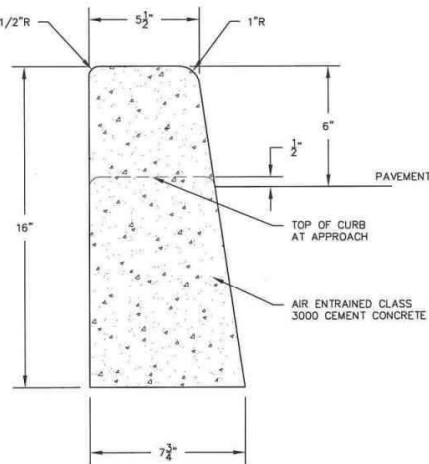
	STREET DETAIL STREET CONSTRUCTION NOTES DETAIL APPROVED BY: <i>James E. Carothers</i> 7-22-18 DATE	NOT TO SCALE	DETAIL NO. ST1
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NOTES:

1. THERE SHALL BE EXPANSION JOINTS EVERY 45' & FALSE JOINTS EVERY 15'
2. STAMP A "W" OR "S" IN FACE OF CURB AT WATER AND SEWER SERVICE LOCATIONS.
3. SEE HIGH SIDE TRAFFIC CURB & GUTTER DETAIL FOR SHED SECTIONS.
4. SEE CURB TRANSITION DETAIL FOR TRANSITION TO TRAFFIC CURB OR ROLLED TRAFFIC CURB AND GUTTER

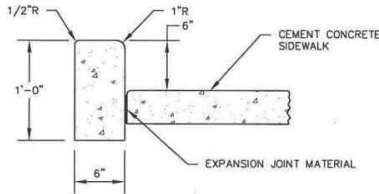
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2	9/18/07	SCD	JC			
3	1/1/11	SCD	JC			



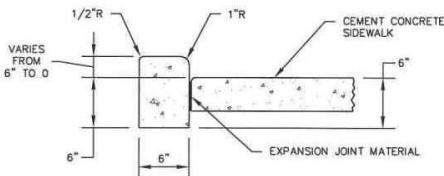
NOTES:

1. THERE SHALL BE EXPANSION JOINTS EVERY 45' & FALSE JOINTS EVERY 15'
2. STAMP A "W" OR "S" IN FACE OF CURB AT WATER AND SEWER SERVICE LOCATIONS.
3. SEE CURB TRANSITION DETAIL FOR TRANSITION TO TRAFFIC CURB & GUTTER

REV. NO.	DATE	BY	APPR.		CITY OF CAMAS ~ STREET DETAIL TRAFFIC CURB DETAIL APPROVED BY: <i>James E. Carothers</i> 1-4-11 DATE	NOT TO SCALE	DETAIL NO. ST12
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2	9/18/07	SCD	JC				
3	1/1/11	SCD	JC				

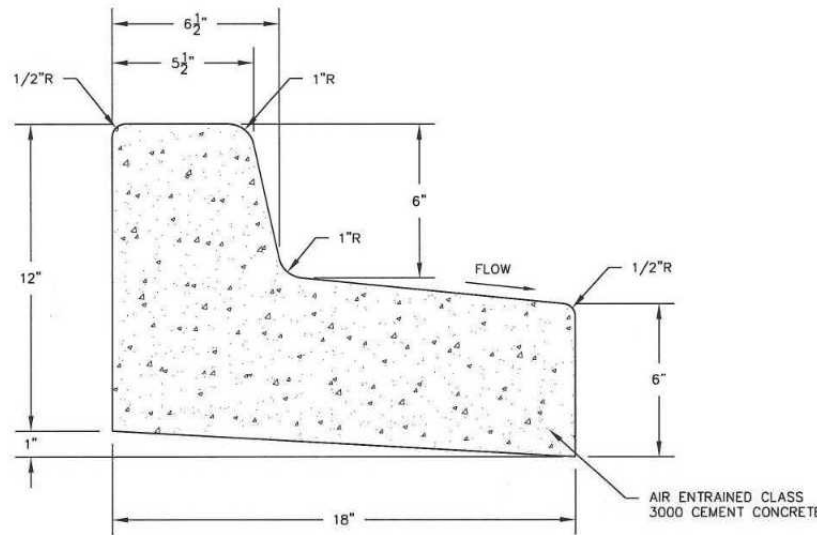


CEMENT CONCRETE
PEDESTRIAN CURB



CEMENT CONCRETE
PEDESTRIAN CURB
AT SIDEWALKS RAMPS & LANDINGS

REV. NO.	DATE	BY	APPR.		CITY OF CAMAS ~ STREET DETAIL PEDESTRIAN CURB DETAIL APPROVED BY: <i>James E. Carothers</i> 1-4-11 DATE	NOT TO SCALE	DETAIL NO. ST19
1	1/1/11	SCD	JC				



NOTES:

1. THERE SHALL BE EXPANSION JOINTS EVERY 45' & FALSE JOINTS EVERY 15'
2. STAMP A "W" OR "S" IN FACE OF CURB AT WATER AND SEWER SERVICE LOCATIONS.
3. SEE TRAFFIC CURB & GUTTER DETAIL FOR CROWN SECTIONS.

REV. NO.	DATE	BY	APPR.		CITY OF CAMAS ~ STREET DETAIL HIGH SIDE TRAFFIC CURB AND GUTTER DETAIL APPROVED BY: <i>James E. Carothers</i> 1-4-11 DATE	NOT TO SCALE	DETAIL NO. ST9
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2	1/1/11	SCD	JC				

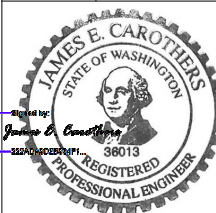
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DESIGN DATE:	6/15/2026
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SCALES:	AS SHOWN
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VERTICAL:	CONTACTS
DESIGNED BY:	J. CAROTHERS
APPROVED BY:	C. LOPEZ
PROJ. ENGR.:	C. LOPEZ



616 NE 4TH AVENUE
CAMAS, WA 98607
PH: (360) 834-3451

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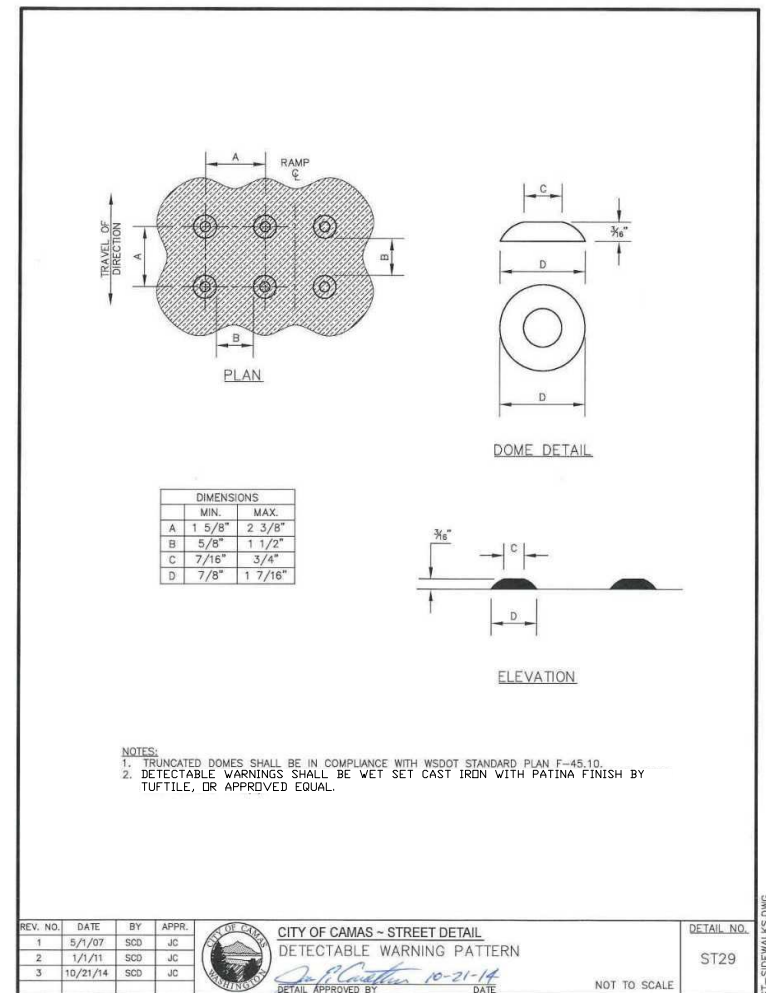
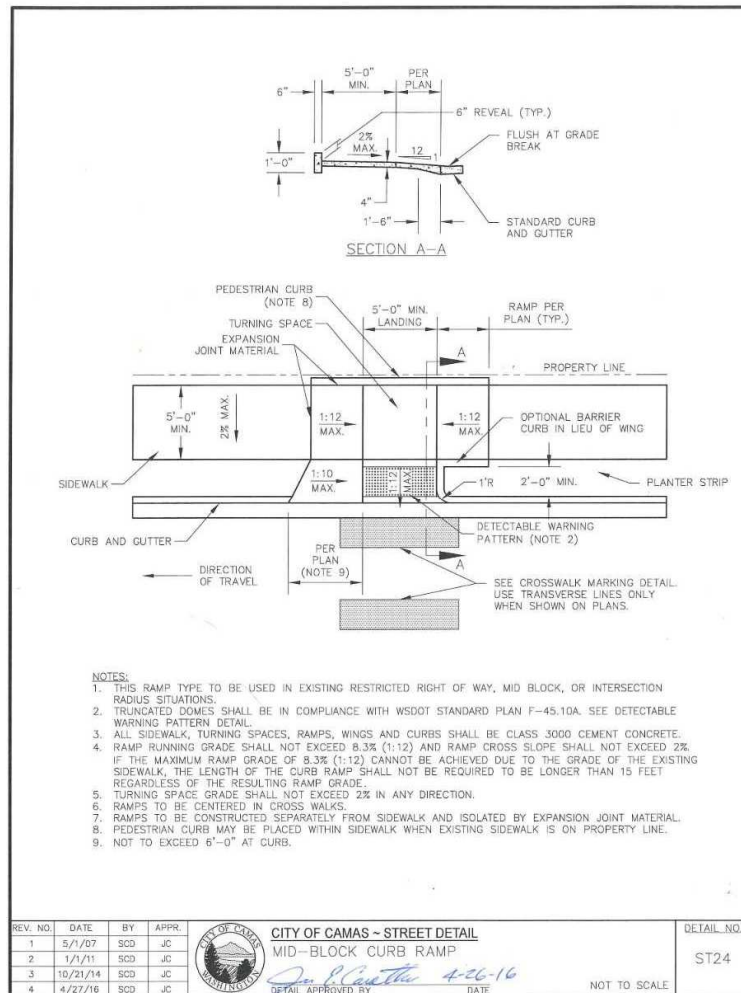
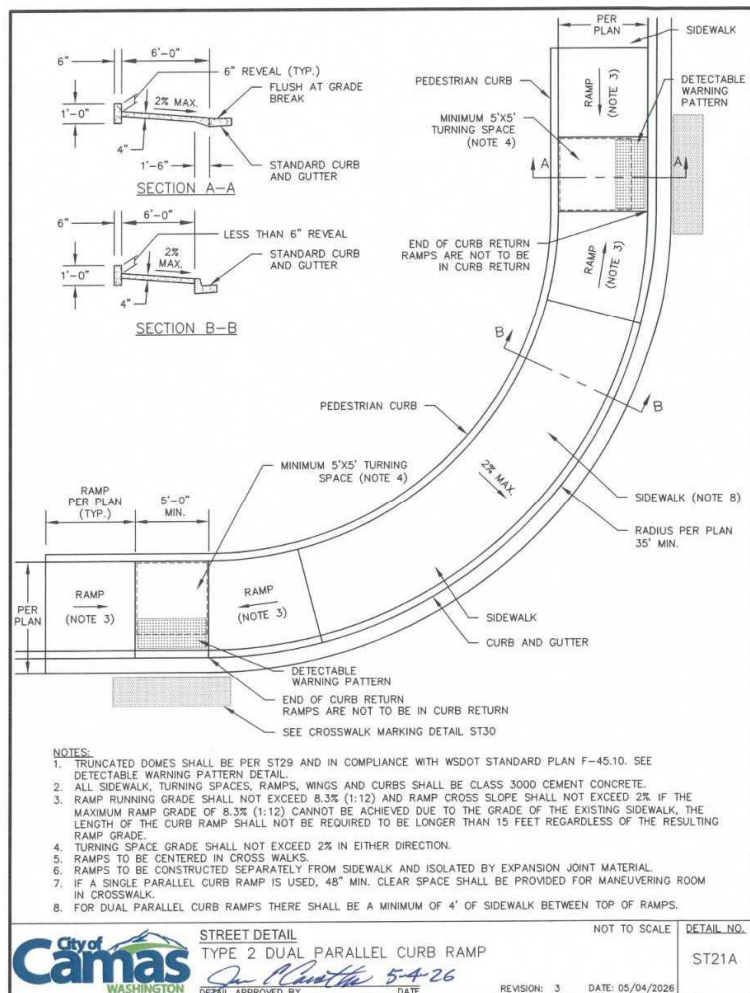


CAMAS PROJECT NUMBER
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PAGE: 10 OF 13

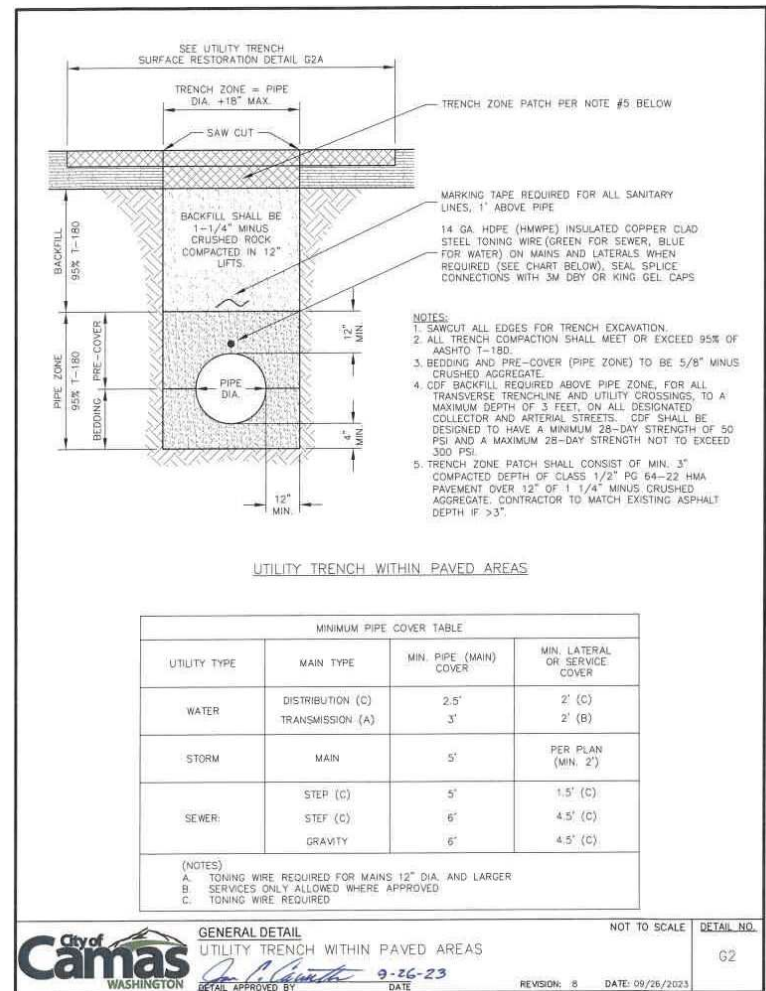
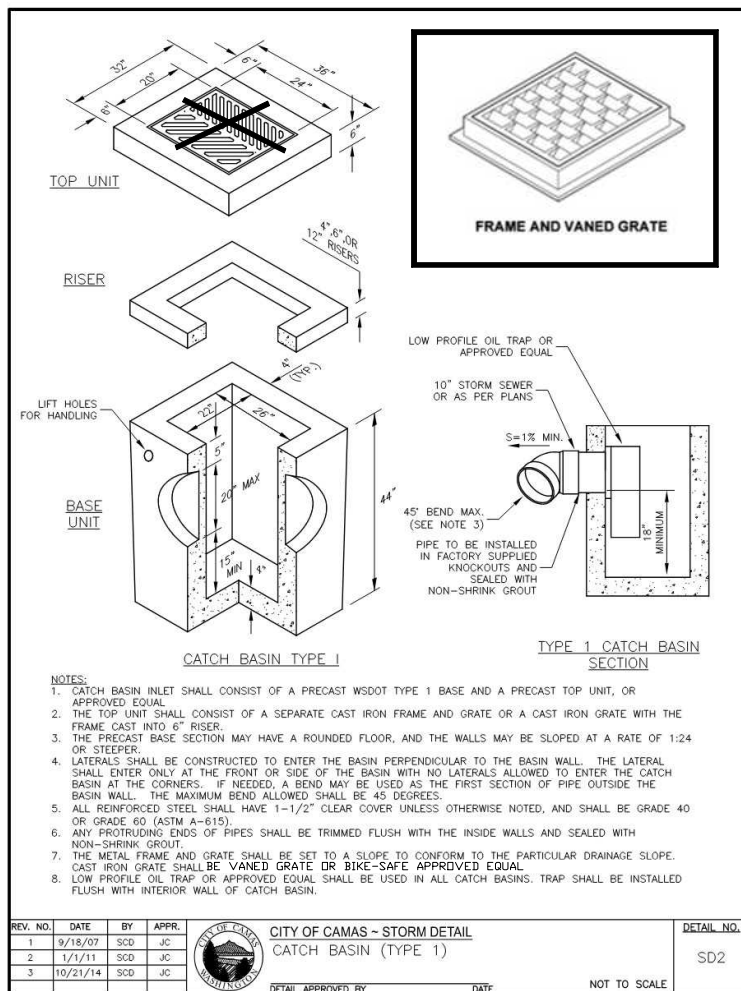
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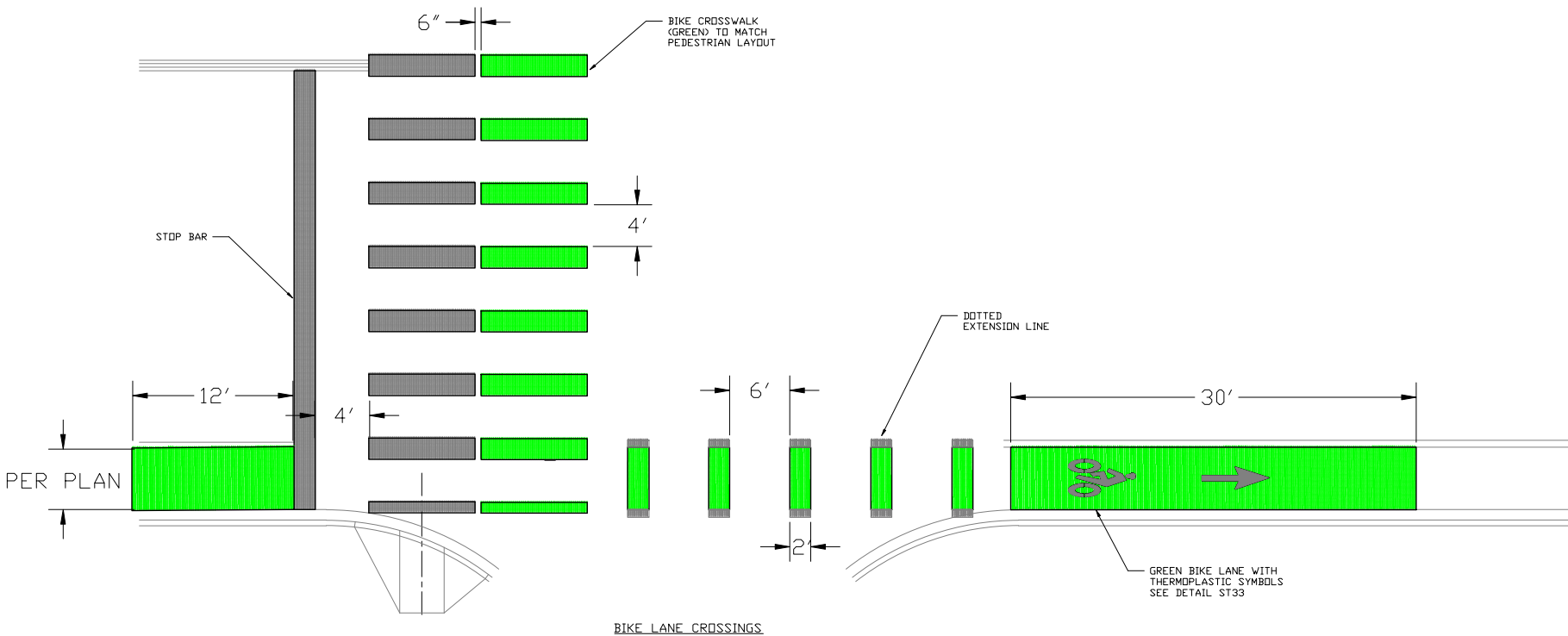
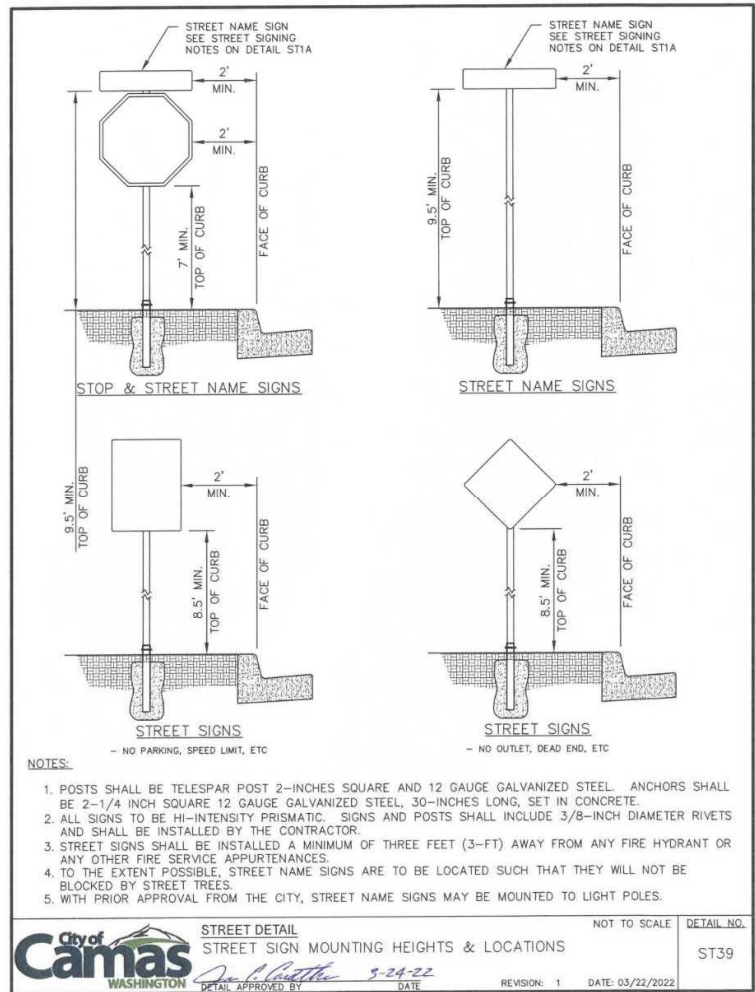
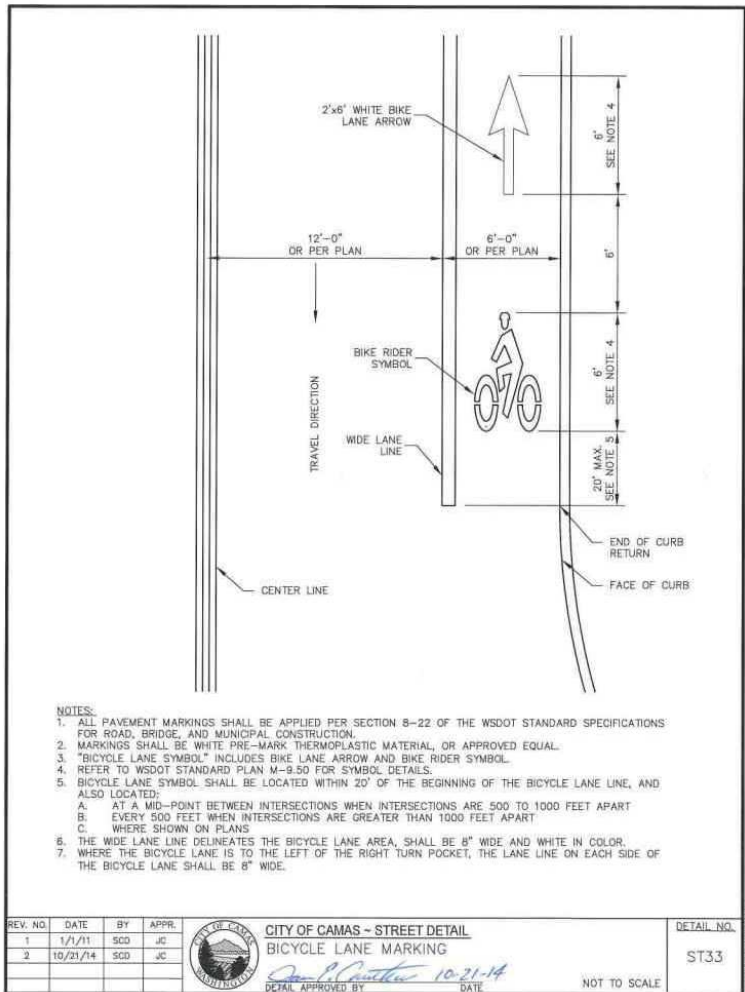
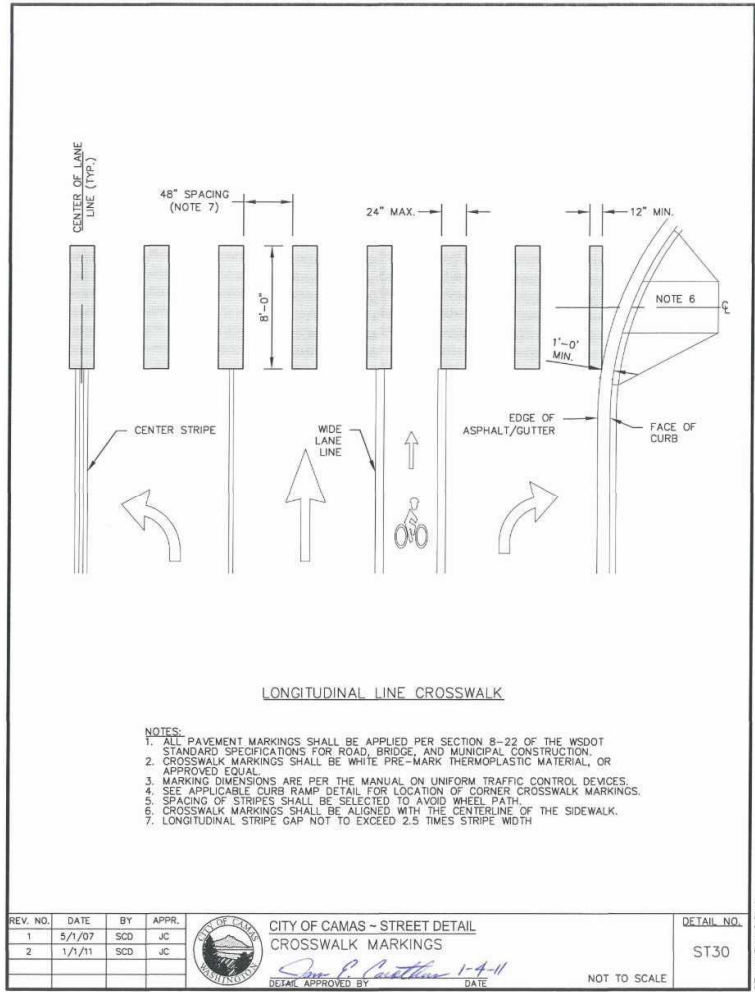
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- STORM CONSTRUCTION NOTES:

1. ALL TRENCH EXCAVATION AND PIPE INSTALLATION SHALL CONFORM TO THE MOST RECENTLY ADOPTEO EDITION OF THE W.S.D.O.T. STANDARD SPECIFICATIONS SECTION 7-08.3(1) AND SECTION 7-08.3(2). ALL EXCESS MATERIAL FROM THE TRENCH EXCAVATION SHALL BE DISPOSED OF ON AN APPROVED SITE.
2. PIPE BEDDING AND PRE-COVER (PIPE ZONE) MATERIAL SHALL BE 5/8 INCH MINUS CRUSHED ROCK.
3. TRENCH BACKFILL MATERIAL SHALL BE 1-1/4 INCH MINUS CRUSHED ROCK.
4. TRENCH COMPACTION SHALL BE PER THE MOST RECENTLY ADOPTEO EDITION OF THE W.S.D.O.T. STANDARD SPECIFICATIONS SECTION 7-08.3(3). CONTRACTOR TO DETERMINE THE TYPE OF EQUIPMENT AND METHOD TO USE TO ACHIEVE THE REQUIRED COMPACTION. EACH LIFT SHALL BE COMPACTED TO A MINIMUM OF 95 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY THE A.A.S.H.T.O. T-180 TEST METHOD.
5. SETTLEMENT OF THE FINISHED SURFACE WITHIN THE WARRANTY PERIOD SHALL BE CONSIDERED AS A RESULT OF IMPROPER COMPACTION AND SHALL BE PROMPTLY REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE CITY.
6. ALL STORM MAIN PIPE SHALL BE A MINIMUM 12 INCHES DIAMETER.
7. ALL STORM PIPE LATERALS SHALL BE A MINIMUM 10 INCHES DIAMETER.
8. STORM PIPE MATERIALS SHALL BE AS INDICATED IN TABLE 7-1 IN THE CAMAS STORMWATER DESIGN STANDARDS MANUAL (CSDSM).
9. STORM PIPE MINIMUM SLOPE SHALL BE AS INDICATED IN TABLE 7-2, AND MAXIMUM SLOPE SHALL BE AS INDICATED IN TABLE 7-3 IN THE CSDSM.
10. ALL MANHOLES LOCATED IN UNIMPROVED EASEMENTS AND RIGHT OF WAYS SHALL BE PROVIDED WITH TAMPER PROOF LIDS AND SHALL BE SET 6 INCHES ABOVE FINISHED GRADE.
11. VIDEO INSPECTION TAPES AND REPORTS MAY BE REQUIRED AT THE CITY'S DISCRETION. MANDREL TESTING MAY BE REQUIRED AT THE CITY'S DISCRETION.
12. INSTALL STORMWATER MEDALLION ON CURB AT EACH CATCH BASIN OR CURB INLET.





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CONTACTS:	
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APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ

Camas WASHINGTON

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CAMAS, WA 98607
PH: (360) 834-3451

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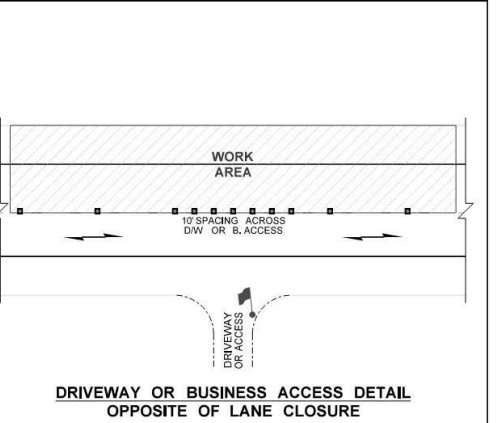
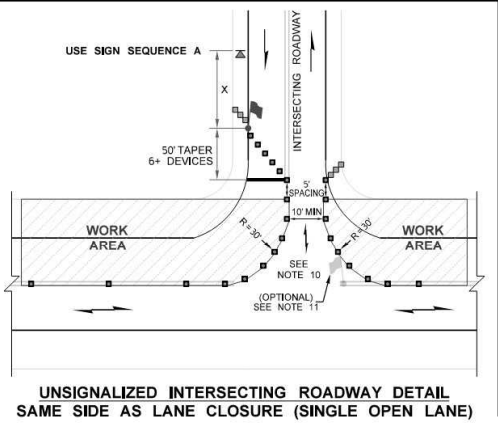
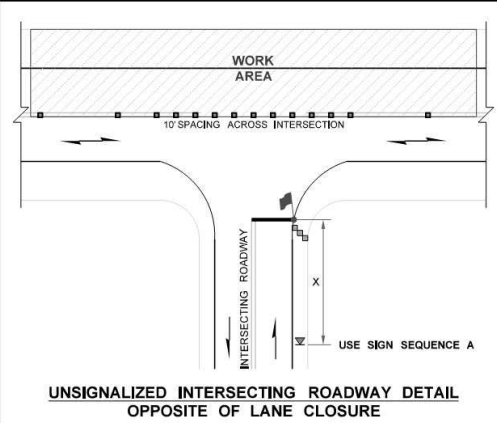
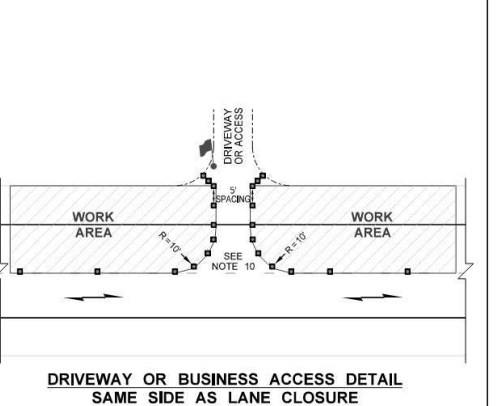
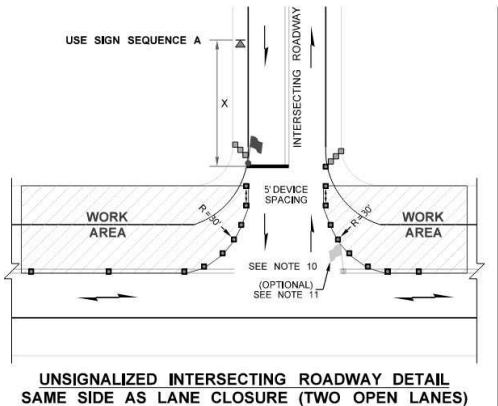
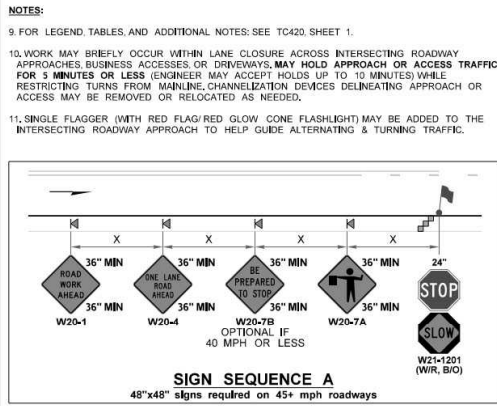
JAMES E. CAROTHERS
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
38013

CAMAS PROJECT NUMBER
STR26002

STATUS: ☐ DRAFT ☒ CONSTRUCTION ☐ AS-BUILT
PAGE: 12 OF 13

CAMAS DRAWING NUMBER
600-526

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D1364



ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (HIGHWAYS, 40 MPH OR LESS)
NOT TO SCALE

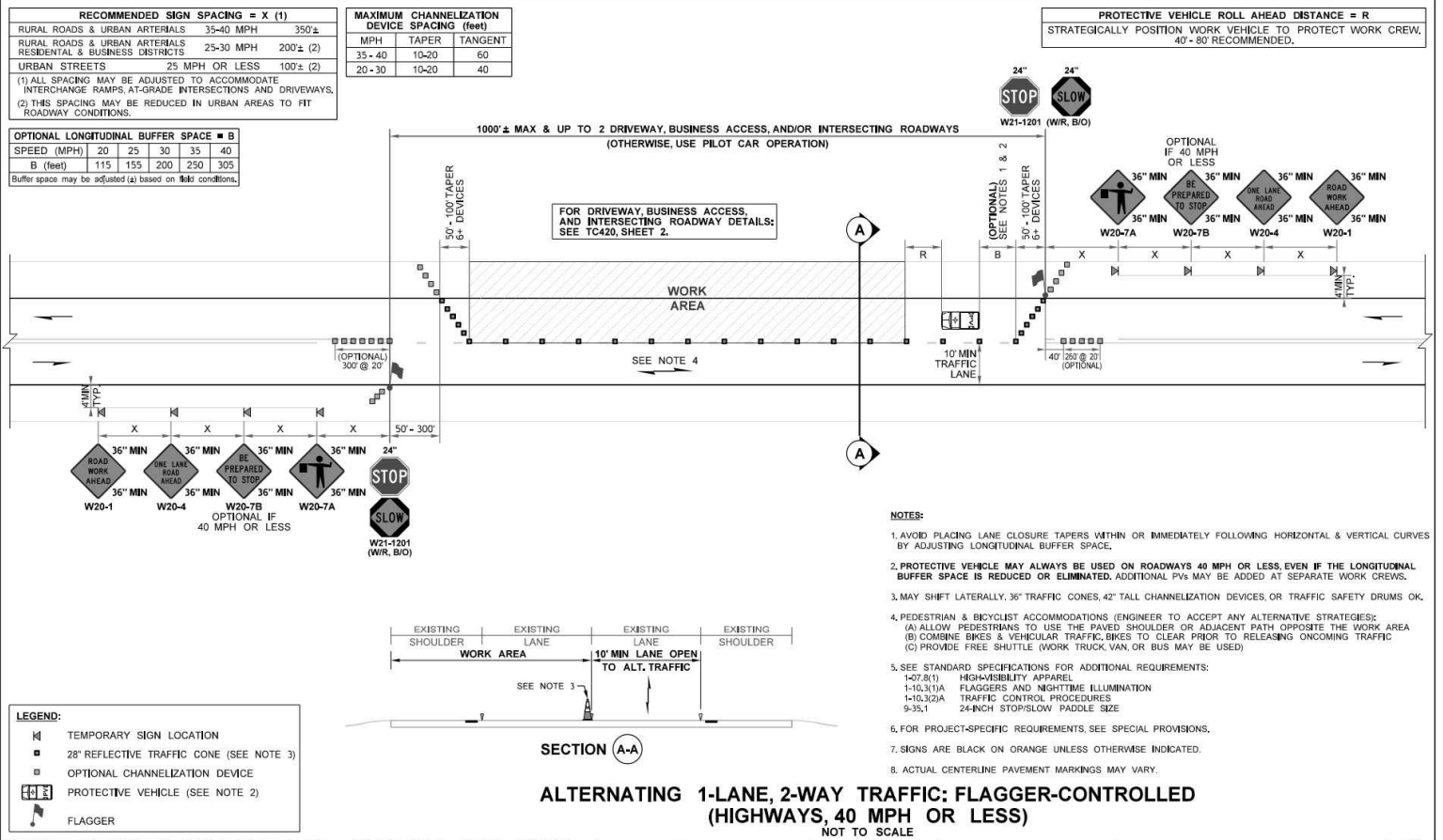
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PLOTTED BY	lntzf	SHEETS	
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ENTERED BY			
CHECKED BY			
PROJ. ENGR.			
REGIONAL ADM.			

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JOB NUMBER		
CONTRACT NO.		
LOCATION NO.		

Washington State
Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS



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PROJ. ENGR.			
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TYPICAL TRAFFIC CONTROL PLANS

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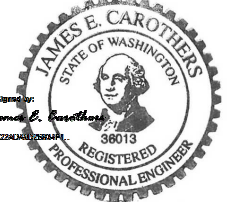
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APPROVED BY:	J. CAROTHERS
PROJ. ENGR.:	C. LOPEZ

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CAMAS, WA 98607
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☐ DRAFT ☒ CONSTRUCTION ☐ AS-BUILT	13 OF 13
CAMAS DRAWING NUMBER	600-526
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PART EIGHT

APPENDICES



LumiWalk

USER MANUAL

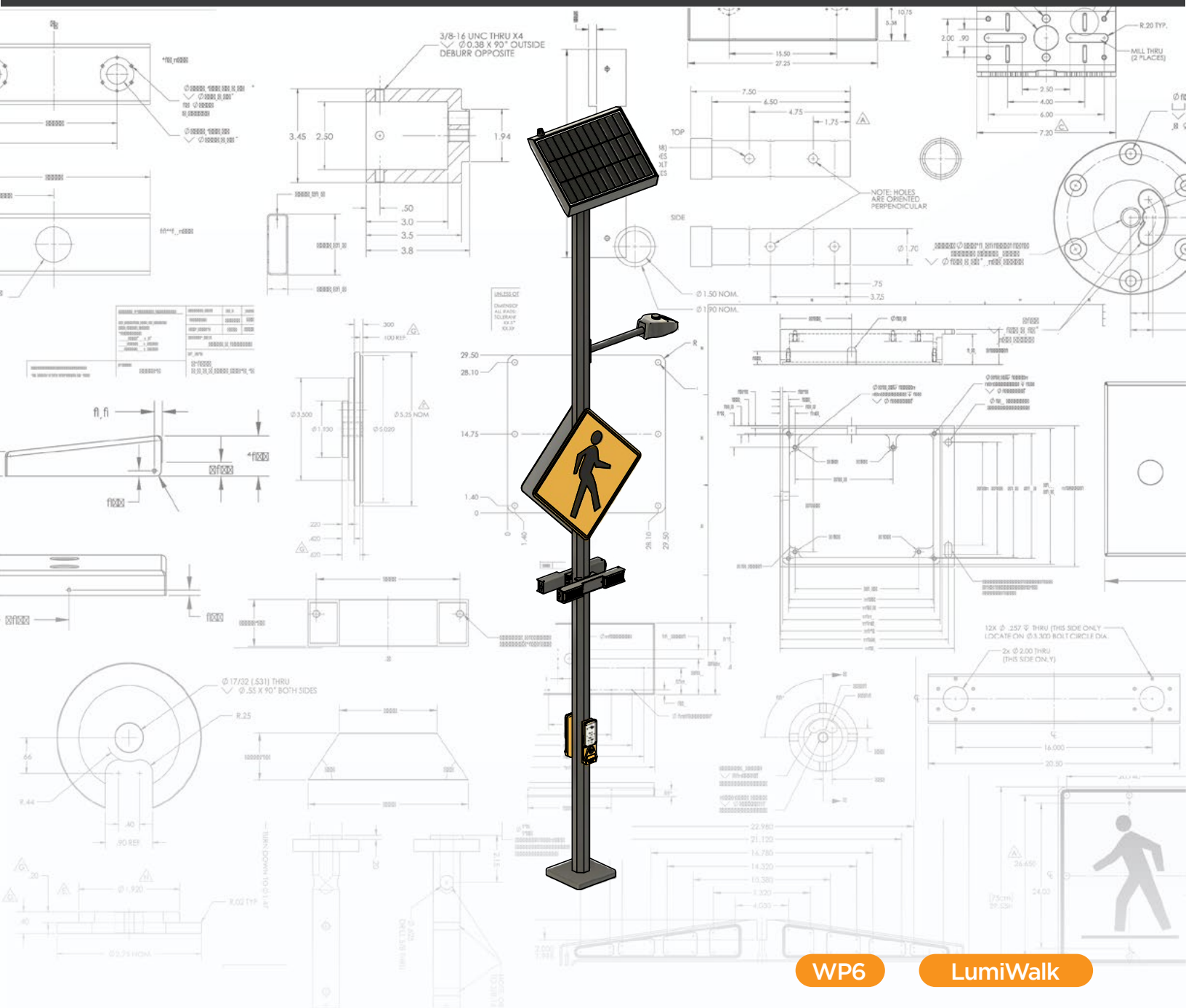


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1. WARNINGS & PRECAUTIONS



BATTERIES: Batteries will be fully charged upon arrival. Use caution when handling batteries as they can generate hazardous short-circuit currents. Remove all conductive jewelry (bracelets, metal-strap watches, etc.) before handling.



POWER: Ensure the equipment is not powered during installation. Inspection of connections and wiring should be made prior to final connection of the Solar Engine and battery.



DESIGN & COMPATIBILITY: All JSF Technologies products are designed for use with specific industry components and may not be compatible with alternative industry parts or products. Please contact JSF Technologies for additional information and guidance prior to any system modification in the field.



WARRANTY: Failure to receive approval or guidance from JSF Technologies prior to system modification or installation of replacement parts could render the system inoperable and void warranty. See warranty details in appendix.



INSPECTION OF GOODS: All JSF Technologies solutions are delivered as installation-ready and do not typically require any preparation or wiring prior to installation. However, JSF Technologies recommends inspection of all shipments upon delivery / acceptance to ensure products arrive undamaged and in good working condition following transit.

2. TOOLS FOR INSTALLATION

THE FOLLOWING TOOLS AND MATERIALS ARE RECOMMENDED FOR INSTALLATION.	
Imperial socket set	Level
Crescent wrench	Drill and drill bits
Tap and die set	Fine-tipped marker
Fish tape	Multi-bit screwdriver
Painter's tape	Hex key set or hex key multi-bit screwdriver

3. SYSTEM OVERVIEW

The JSF Technologies LumiWalk combines on-demand, overhead street lighting with RRFB or round beacon crosswalk/pedestrian marking to provide an effective solution for enhancing pedestrian and vehicle safety in a diverse range of applications. These innovative solutions increase light levels at pedestrian crossings and increase positive contrast on the pedestrian, while providing a system compliant to FHWA, TAC and IES guidelines.

The LumiWalk product line utilizes the JSF WP6 wireless radio/controller for reliable system-to-system communication eliminating any need for trenching or cabling. Upon activation, wireless radio communication initiates a “system on” command to all associated systems within 2,000-meters. LumiWalk systems are designed for activation via Pedestrian Button and Accessible Pedestrian Station (APS) as well as Presence Detection Sensors, Vehicle Radar, and many other third-party devices.

Each system is assembled to the maximum extent prior to shipping, alleviating any need for unnecessary assembly in the field. All beacons and solar engines are designed for rapid deployment and are ready for installation upon delivery. Standard systems are equipped with harnessing and quick-clip connectors, greatly reducing setup and installation times when compared to alternative industry solutions.

4. SYSTEM OPERATION

The LumiWalk operates on the WP6 (Wireless Platform 6) controller for all system functions, inclusive of solar charging, beacon operations, flash duration, and wireless radio communication.

The user-friendly On-Board User Interface (OBUI) facilitates effortless in-field system configuration, enabling adjustment of signal and lighting characteristics, wireless radio frequency network selection, and access to comprehensive System Logging and Reporting data. Alternatively, simplified configuration and access to System Logging and Reporting data is achievable via Android Smart Phone, Tablet, Laptop, or Desktop using the provided USB-C cable. (Note: Compatibility with iOS devices is currently unavailable).

Equipped with multiple light outputs, the WP6 controller accommodates up to three (3) LED combinations, allowing for independent intensity and flash pattern selection. For scenarios requiring tri-beacon or quad-beacon configurations, the WP6 controller supports expansion kits from JSF Technologies, accommodating up to eight (8) beacons or LED modules per system.

Activation of WP6 systems can be triggered via push button, pedestrian detection, or third-party sensors. Upon activation, wireless radio communication initiates a rapid “system on” command to all associated systems within 50-milliseconds. These systems then flash for a user-adjustable duration until the specified period elapses.

Integration with JSF Technologies’ Asset Control & Monitoring System (ACMS) introduces additional functionalities, including localized scheduling via direct Wi-Fi connectivity or remote monitoring and scheduling when connected to cellular networks through Applied Information’s Glance® Smart City Supervisory Platform.

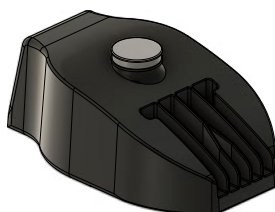
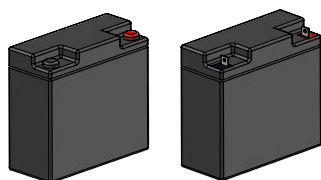
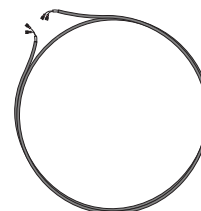
5. SYSTEM COMPONENTS

LUMIWALK

VARYING SIZES AND COLORS

Complete Assembly Includes:

WP6 Series Controller	Ped / APS Station	Ped/APS Cable
18Ah or 22Ah Battery's (4)	NXT Lite LED Luminaire Head	100W Solar Engine

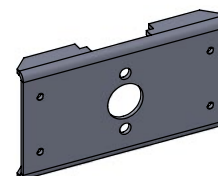
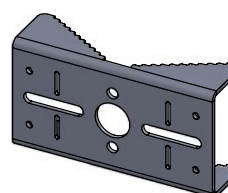
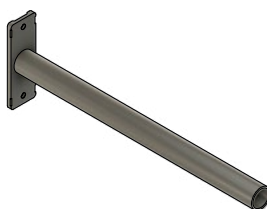
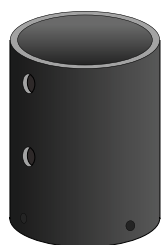


MOUNTS AND HARDWARE

VARYING TYPES, SIZES, AND COLORS

Mount Options:

Lumi Engine Tilt Bracket	Solar Engine Mounting	Luminaire Mount	RRFB Jaw Mount's
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OPTIONAL SYSTEM ENHANCEMENT

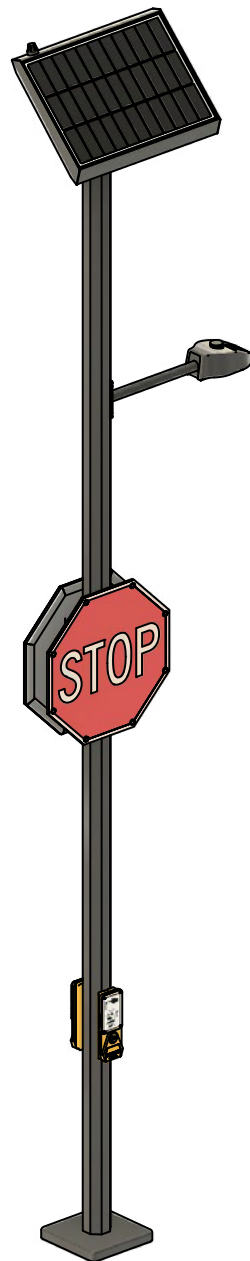
ACTIVATION AND SYSTEM MONITORING

Additional Upgrades Include:

DR-600 Radar	AI-500-030	2-Wire Ped Button
Accessible Pedestrian Station (APS)	MS Sedco Presence Detector	

6. SYSTEM CONFIGURATIONS

A LumiWalk application may be configured in a variety of ways and includes both overhead pedestrian lighting and crosswalk RRFB illumination. The systems can also be configured to include LED embedded signage along with round LED systems, catering to the needs of the city or end user. In standard configuration, the LumiWalk is offered with an overhead LED street light, Single or Dual Rapid Rectangular Flashing Beacon's (RRFB's) with amber LED, and a 100W solar engine with adjustable tilt mount. Additional beacon configurations and mounts are available upon request, please do not hesitate to reach out to JSF for additional information.



LumiWalk-5800-100W



LumiWalk-9407-100W

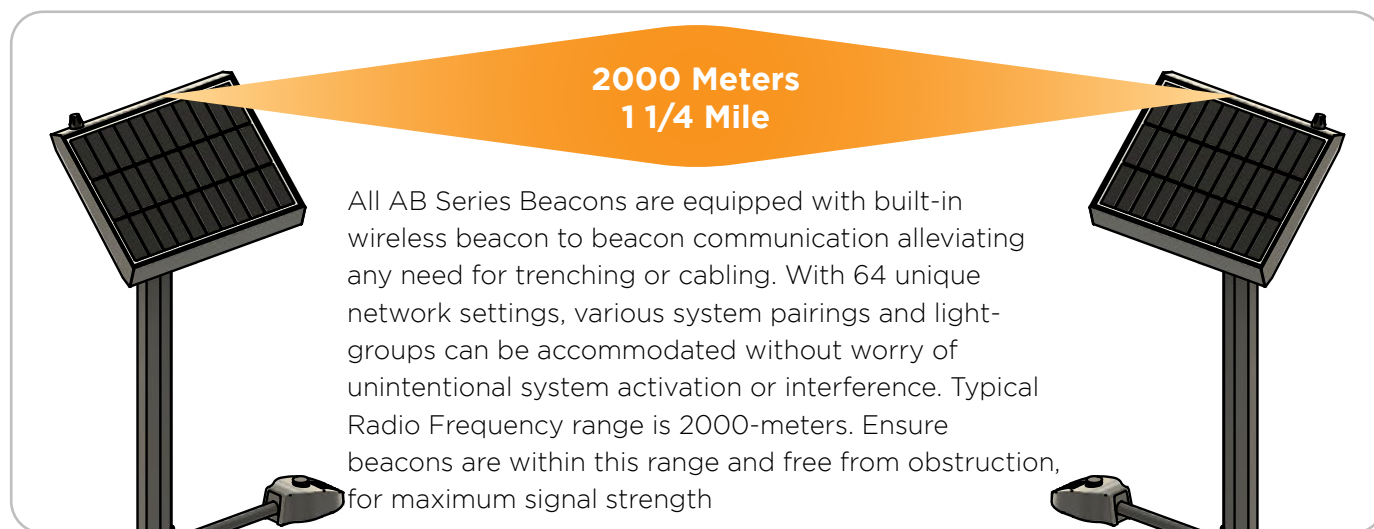
7. PRODUCT ASSEMBLY AND INSTALLATION

All JSF Technologies solutions are delivered as installation-ready and do not typically require any preparation or wiring prior to installation. However, JSF Technologies recommends conducting visual and operational inspection of all systems prior to final installation to ensure integral system components such as Solar Panels, Batteries, Controllers, Radio / Cellular Antennas, and LEDs are functioning as intended.

NOTE

- Batteries will be fully charged upon arrival. However, JSF Technologies recommends testing the battery voltage to be sure it's still within a healthy charging state (12.8V) at the time of installation.
- Should Batteries be stored for extended periods prior to use or installation (3+ months), batteries should be recharged to 12.8V prior to use or system installation.

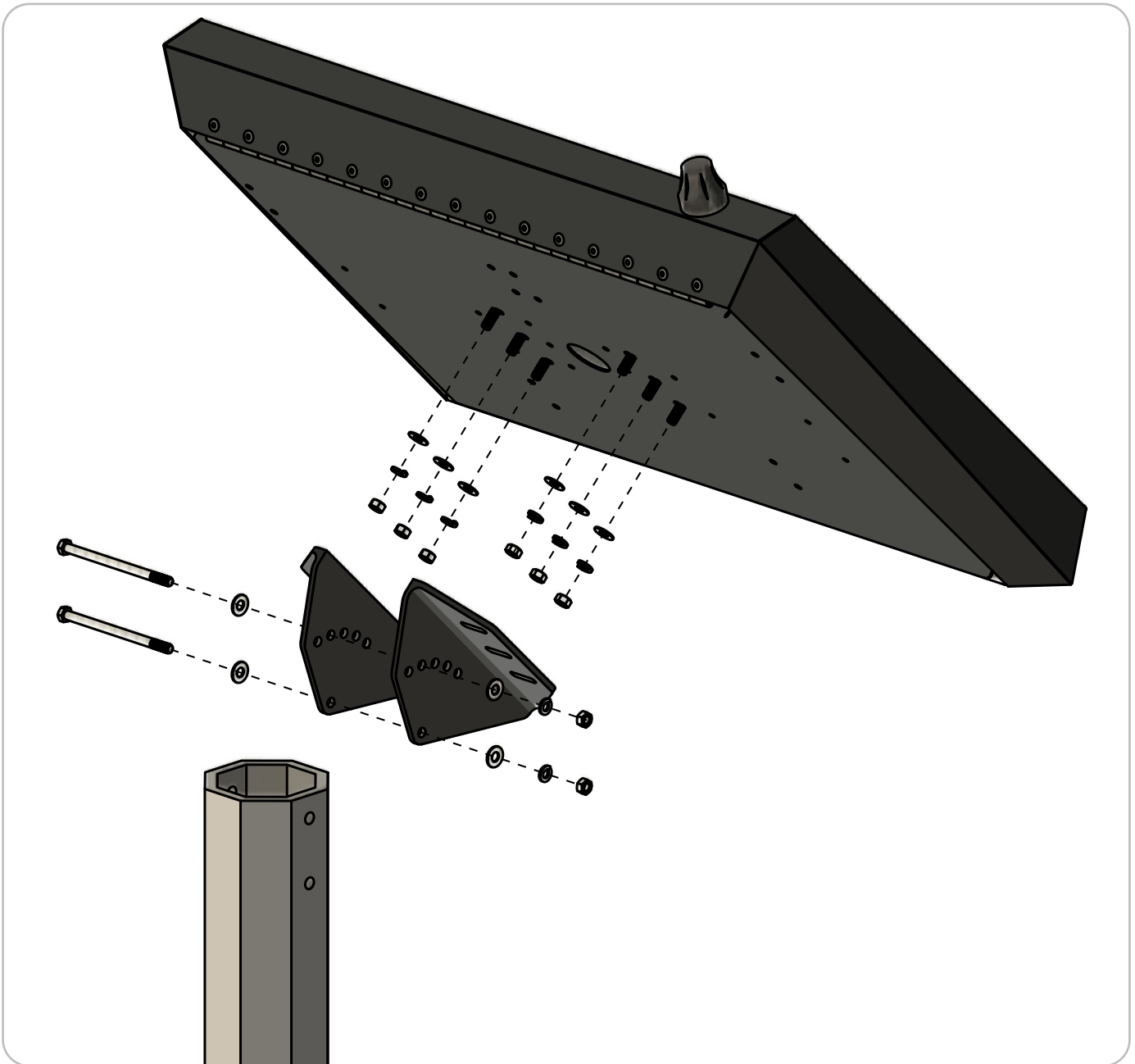
RF COMMUNICATION



POLE SPECIFICATION

For maximum effectiveness on 2-lane roadways, JSFT recommends mounting the Luminaire at 17.5ft (5.3m) above ground level. For solar applications, JSFT recommends mounting the Solar Engine a minimum of 2ft (0.61m) above the Luminaire to allow for angular adjustment and rotation of the Solar Engine. For other applications, consult JSFT for lighting specifications.

7.1 SOLAR ENGINE MOUNTING

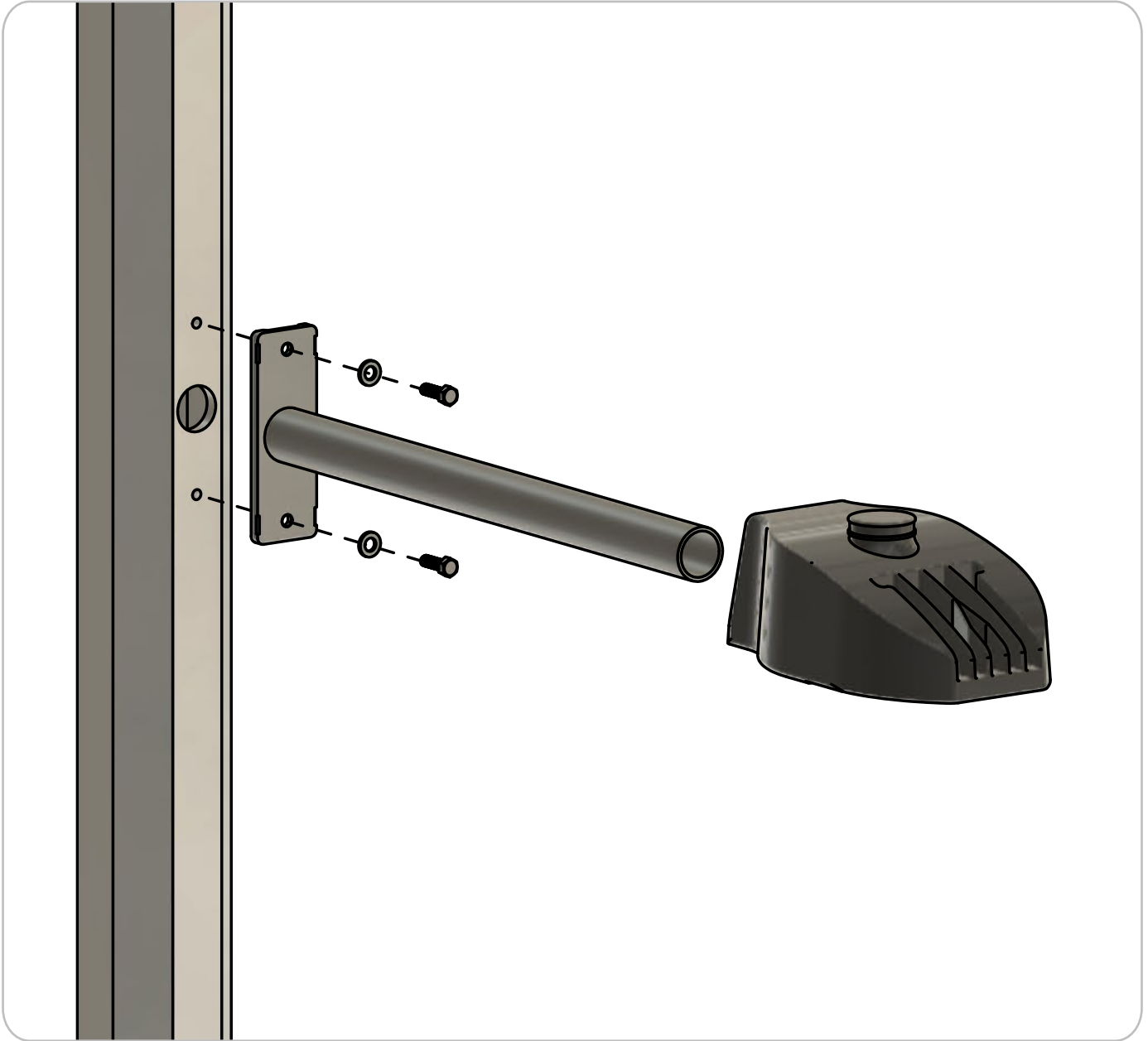


1. Install tilt brackets to LumiWalk engine using provided hardware.
2. Once tilt brackets are installed mark and drill holes for hardware.
3. Using the long bolts, secure LumiWalk engine at desired angle.
4. Once the engine is secured, pass LED harness's and ped button cable through the back of the engine and down the pole

NOTE

For mounting to poles smaller than 5", use the round collar mount included.

7.2 LUMINAIRE MOUNTING

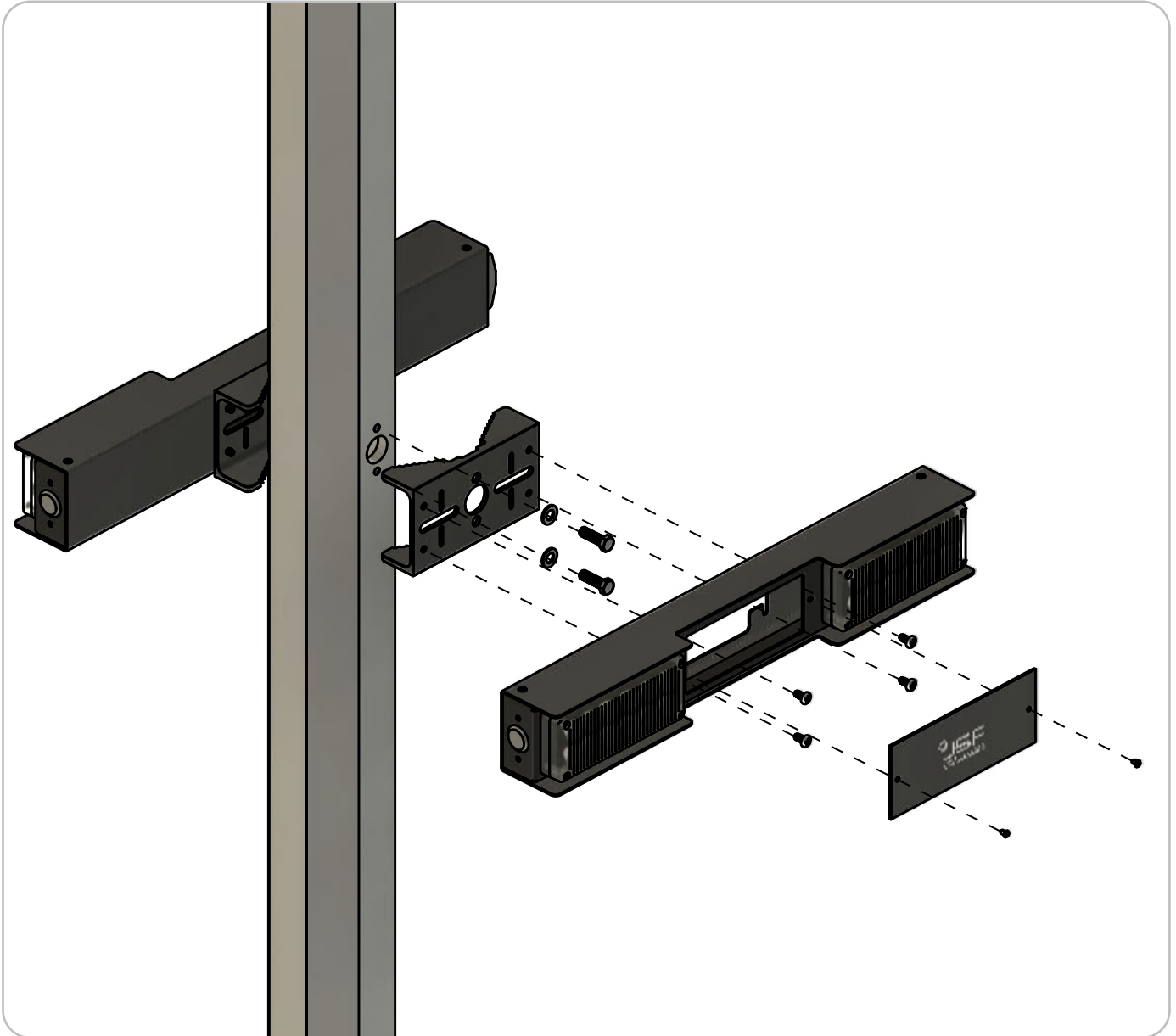


1. Before mounting Luminaire, drill and tap mounting holes and harness pass throughs into pole.
2. Using the harness pass through, feed the LED harness from the engine through the mount.
3. Once holes are tapped, secure mount to pole using provided hardware.
4. Once mount is secured to pole, feed the LED harness into the Luminaire head and make necessary connections.
5. Finally, mount Luminaire head to mount arm using the Luminaire heads clamp by tightening hardware.

NOTE

Guiding harness through LED mount is recommended prior to securing mount too pole.

7.3 RRFB MOUNTING

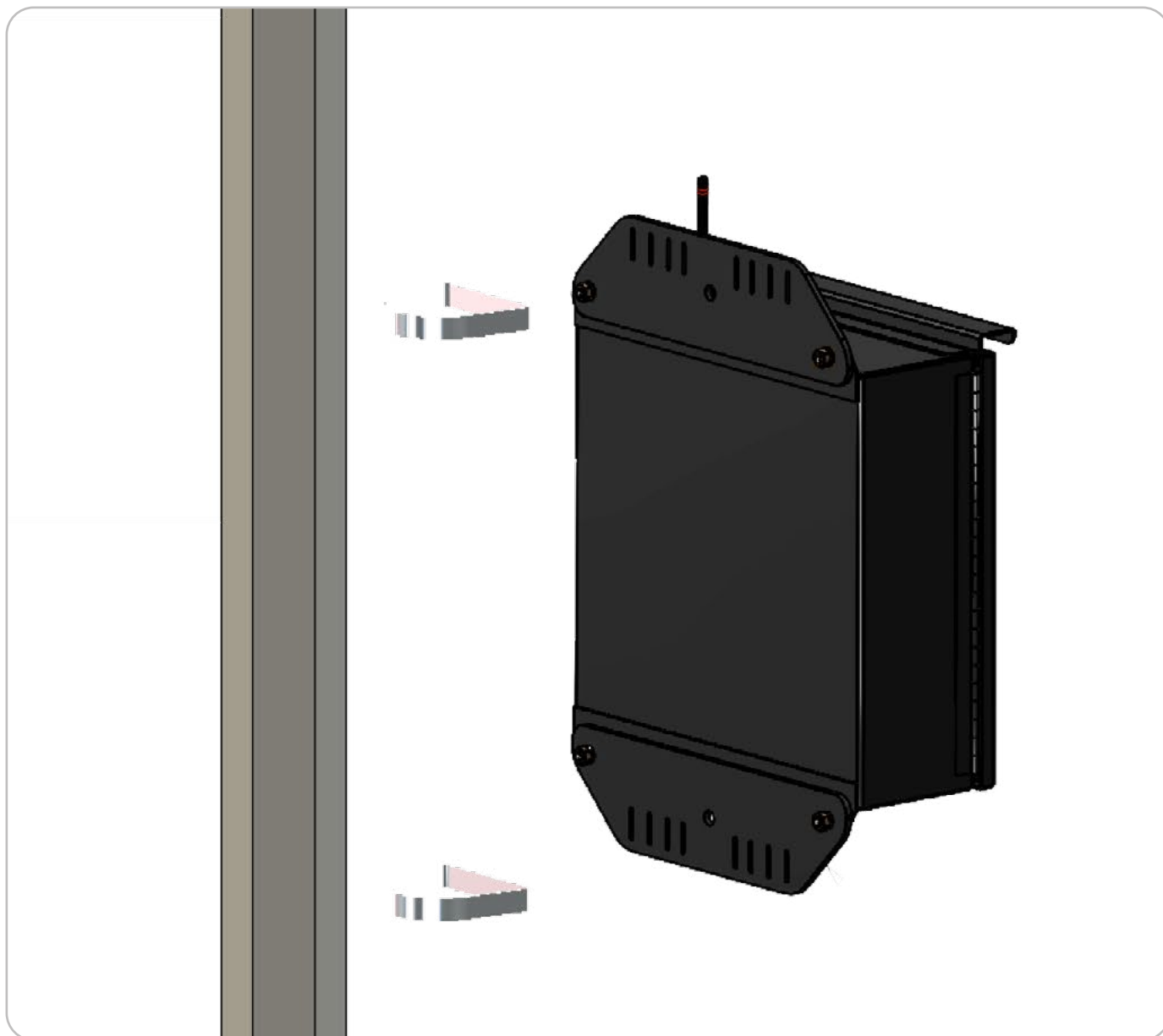


1. Position the beacon with mount in the desired location and use bolts and washers to loosely secure the mount to the pole.
2. Using a level, check positioning of the beacon to ensure the desired level has been achieved.
3. Once positioning has been achieved, firmly secure the bolts using a socket or crescent wrench.

NOTE

Tell tale LED's are meant to face traffic, away from the sidewalk in the direction of the crosswalk.

7.4 NEMA CABINET MOUNTING

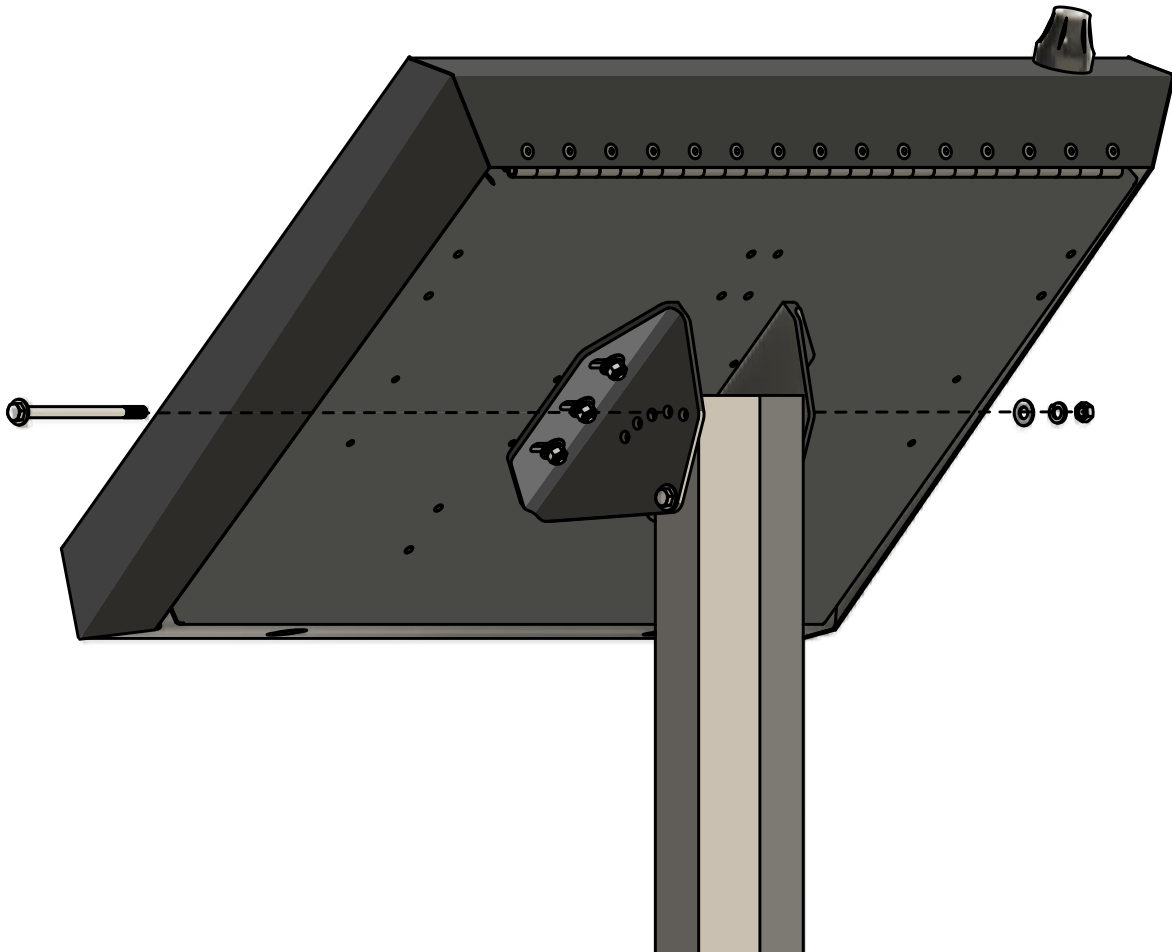


1. Drill harness pass through in the cabinet, as shown by the decal, in the bottom of the cabinet enclosure.
2. If there isn't a pre drilled harness pass through on the pole, one will need to be drilled.
3. Secure cabinet to the pole using straps or hardware.
4. Feed the harness(s) into in the cabinet.
5. See system activation for wiring instructions.

NOTE

Tell tale LED's are meant to face traffic, away from the sidewalk in the direction of the crosswalk.

7.5 ORIENTATION OF SOLAR ENGINE



1. Secure the lower mounting bolt.
2. Before securing the upper mounting bolt, tilt the engine to the best angle for solar charging.
3. Secure the lower of the two bolts and move on to system activation.

NOTE

The ideal angle for solar charging and weather resistance for Canada and the Northern United States is 60° from the vertical axis. For specific applications, contact JSF.

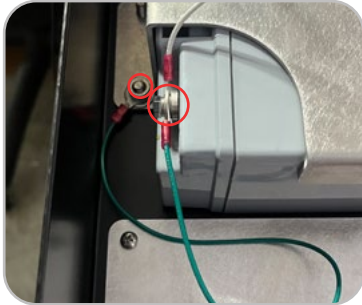
8. SYSTEM ACTIVATION

All Lumiwalk products are pre-wired to the maximum extent prior to delivery and are equipped with quick-clip connectors for ease of installation in the field. System components such as solar panel, battery, LED and controller are pre-wired to terminal strips prior to shipping.

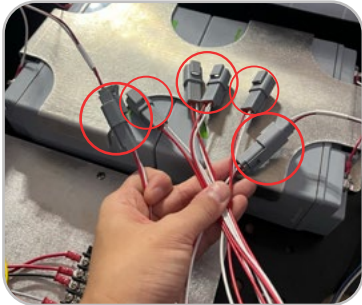
8.1 ACTIVATING THE POWER



1. Before making connections to power, ensure breakers are in the off position.



2. To install batteries into unit, remove battery bracket, then place the batteries in the mounting positions. Connect the bonding strap, green wire attached to the post on the far lefthand side of the engine, to the battery post as shown.



3. Once bonding strap is connected, install the remaining batteries. Once all batteries are in place, connect all the battery harness.



4. Once power leads are connected, turn on power at the breaker.

NOTE

For AC/Hybrid system, power cable will need to be connected inside the Nema cabinet.

8.2 CONTROLLER CONFIGURATION

The WP6 AB Series Controller includes a user-friendly On-Board User Interface (OBUI) which facilitates system configuration of all signal and lighting characteristics, wireless radio frequency network selection, and access to comprehensive System Logging and Reporting data. Alternatively, simplified configuration and access to System Logging and Reporting data is achievable via Android Smart Phone, Tablet, Laptop, or Desktop using the provided USB-C cable. (Note: Compatibility with iOS devices are currently unavailable).



The WP6 AB Series Controller has been pre-configured with default settings to operate the specific system in which it has been installed e.g., RRFBs, Round Beacons or Signals, or LED Luminaire.

Default configuration settings include:

- Recommended Flash Pattern (e.g. MUTCD, RRFB WW+S, Steady-On).
- Recommended Flash Duration (20-seconds)
- Daytime / Nighttime Dimming (Automatic Light Control - On)
- Wireless Radio Network Settings (Radio Network = 0, Network Identifier = A)

Note: During initial configuration, JSFT recommends that users adjust from default Radio Network Settings (Radio Network = 0, Network Identifier = A) to one of sixty-four (64) radio networks available, allowing users to create independent system pairings or light groups

REFER TO JSFT OBUI OR WEB APP USER GUIDE FOR FURTHER INFORMATION

WP6 ON-BOARD USER INTERFACE GUIDE



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TO OPEN
DOCUMENT

WP6 APP GUIDE



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TO OPEN
DOCUMENT

WP6 APP DOWNLOAD (ANDROID)



CLICK HERE
TO OPEN
DOCUMENT

WP6 APP DOWNLOAD (DESKTOP)



CLICK HERE
TO OPEN
DOCUMENT

8.3 CONTROLLER CONFIGURATION FOR LUMIWALK

After you make all your system connections, some additional configuration is required:

1. Set the ALS Source to be “Light Sensor”

To do this, navigate: Configuration->Lights->Brightness->Dimming->ALS Source = Light Sensor

2. Set Bright-Up functionality (Overhead light is dim brightness at night when inactive, full brightness on when button activated) if required

To do this, navigate Configuration->Lights->Brightness->Min/Max->Adjust Brightness “Lumiwalk Min” -> Set to a value greater than zero

3. Adjust ALS Sensitivity (Optional)

To do this, navigate: Configuration->Lights->Brightness->Dimming-> ALS Adjust

- Lots of ambient light = Increase ALS Adjust
- Overly Dim Conditions = Decrease ALS Adjust

8.4 SECURING THE SOLAR ENGINE LID

Once the WP6 Series Controller has been configured and the LED beacon is operating as desired, the solar engine lid may now be closed and secured using the hardware provided. Close and secure the solar engine lid using screwdriver and hardware provided.



9. CARE & MAINTENANCE

The AB Series solar engines are designed to operate maintenance free for up to 5-years.

JSF Technologies recommends routine inspections of the solar panels, to ensure system charging is unimpeded by the following:

- Dirt
- Leaves
- Trees
- Debris

The frequency of the inspections depends on location and local weather patterns. An annual visual inspection of the solar engines and associated systems is typically sufficient.

9.1 BATTERY REPLACEMENT

1. Disable system power by disconnecting the quick-clip connector which connects the battery harness to the WP6 Series Controller.
2. Remove the battery bracket/retainer by removing the four (4) nuts which are used to secure the bracket.
3. Remove the failing battery and disconnect the existing battery harness from the failing battery.
4. Install the existing battery harness on the new JSF Technologies approved 12V battery, being mindful of polarity (red = + / white = -).
5. Install new battery with battery harness and reinstall the battery bracket/retainer.
6. Tighten the four (4) nuts which are used to secure the bracket (do not over-tighten).
7. Once installed, initiate system activation sequence.

10. TROUBLESHOOTING

NOTE

- Use of a multimeter is required for various steps of the troubleshooting process.
- If systems are exhibiting irregular flash patterns/improper light dimming, this could indicate that batteries are in distress and may need to be replaced. Follow the steps below to determine if batteries replacement is needed.

- If initial troubleshooting steps have not resolved the issue, the following steps should be taken.
- Be sure to pause between each phase of the troubleshooting process for verification, only moving to next steps if issue remains unresolved.

LUMINAIRE NOT TURNING ON DURING TESTING

The photocell needs to see low light conditions to allow the luminaire to activate:

1. Cover photocell completely, allowing it to read the low light value
2. Push the button or activate the system, luminaire should turn on. If not, ensure photocell is completely covered or test in dark environment.
3. If luminaire is still not functional, contact JSF

LUMINAIRE TURNING ON TOO EARLY/LATE IN THE DAY

The ALS (Automatic Light Sensor) detects the level of light. This value can be adjusted to allow the LumiWalk to turn on at a specific light value defined by the user to adjust this value:

1. Power on the WP6 controller and navigate to Configuration > Brightness > Dimming > ALS Adjust.
2. If the system is activating too early, decrease this number
3. If the system is activating too late, increase this number
4. Test the system in dark conditions at the light level desired for LumiWalk to activate. Ensure system is a functional.
5. If system is still not functioning as desired, contact JSF.

Contact JSF Technologies' Customer Service Department for further support and troubleshooting:

support@JSFTech.com | 1-800-990-2454 EXT. 2 | www.JSFTech.com

11. SERVICE & SUPPORT

All products manufactured by JSF Technologies are covered with a 5-year Limited Warranty with the exception of JSF Technologies Asset Control & Monitoring System (ACMS), which includes a 1-year limited warranty. Extended ACMS Warranty & Support available for up to 5-years.

Prior to contacting JSF Technologies Customer Service Department, please have the following information available:

- Tracking Number - located on the outside of the solar engine. This will be the 13 digit code with a bar code.
- Location of the installation (city or town)
- A brief description of the issue and troubleshooting steps taken.

Contact JSF Technologies Customer Service Department for support and troubleshooting steps to determine if the issue can be resolved in the field or if an RMA (Return Material Authorization) needs to be issued.

- JSF Technologies will open a case file on the issue and will collect all necessary information.
- Using the information and serial number provided, JSF Technologies will immediately inform the customer if the parts or product is still within the warranty period.
- If the issue cannot be resolved in the field, an RMA number will be assigned for return of the defective parts.
- Should the parts or products fail to be within the warranty period, the customer will be assessed a minimum fee of \$60.00/hour, for inspection and testing purposes.
- Any returning items MUST be packaged appropriately to ensure protection of goods during transit, and all packaging MUST be clearly marked with the assigned RMA number. JSF Technologies reserves the right to refuse any returning goods that have not been packaged appropriately and have incurred damaged while in transit. Shipping costs for the return of goods will be the sole responsibility of the customer.

Once the goods have been received by JSF Technologies, a physical inspection and diagnostic testing of the product will be conducted to determine the cause of failure.

- JSF Technologies will compile a comprehensive report detailing the results of the tests conducted and determine if warranty applies, which will be provided to the customer.
- In the event the failure is deemed to be covered under warranty, the customer will receive replacement parts or products, with shipping to be paid for by JSF Technologies.
- In the event the failure is not covered under warranty, the customer can choose from the following options:
 - a) Procure new or refurbished (if available) replacement parts or products through JSF Technologies or designated JSF Technologies Distributor.
 - b) If the failed parts or products can be renewed to function and perform to the standards of the original product purchased, JSF Technologies will provide a quote for the necessary parts, labor, and testing required for refurbishment, which will be expensed to the customer. Associated shipping costs will apply.
- In the event no failure is found after conducting physical and diagnostic inspection and the parts or products pass standard testing and quality assurance procedures, JSF Technologies reserves the right to charge the customer with associated labor and testing expenses incurred at a minimum fee of \$60.00/hour, after which the customer may choose to accept all associated costs with shipping expenses included, and have all parts or products returned to them for future use.
- If JSF Technologies is not notified of the customers' decision to accept all associated costs and shipping expenses within 60-days of notification, all parties agree that the parts or products will become property of JSF Technologies.

12. ADDITIONAL DOCUMENTATION

12.1 JSF TECHNOLOGIES TERMS, CONDITIONS & WARRANTY BOOKLET



CLICK HERE
TO OPEN
DOCUMENT

12.2 ACMS & GLANCE GUIDE



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12.3 WP6 ON-BOARD USER INTERFACE (OBUI) GUIDE



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12.4 WP6 APP GUIDE



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12.5 WP6 APP DOWNLOAD



ANDROID

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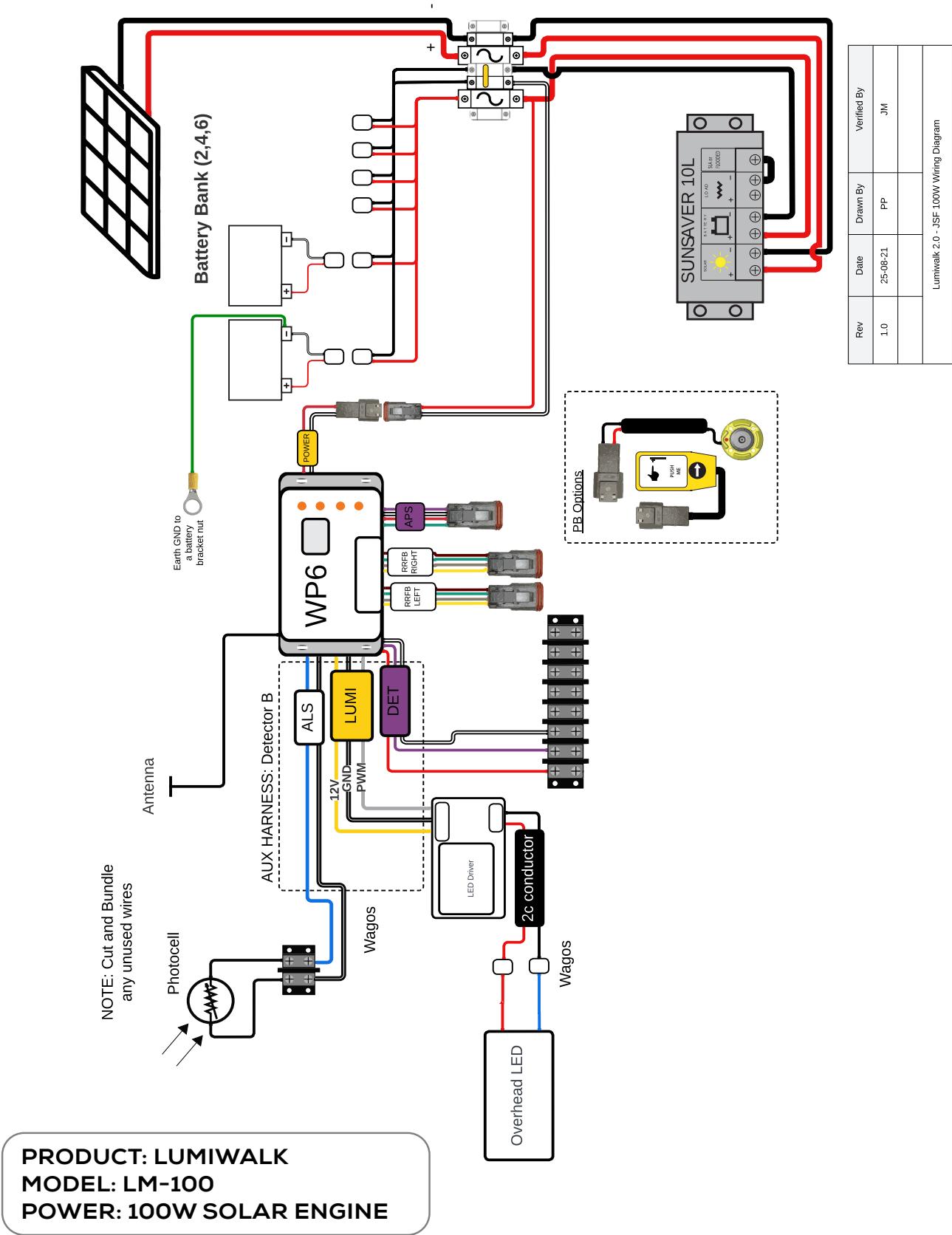


DESKTOP

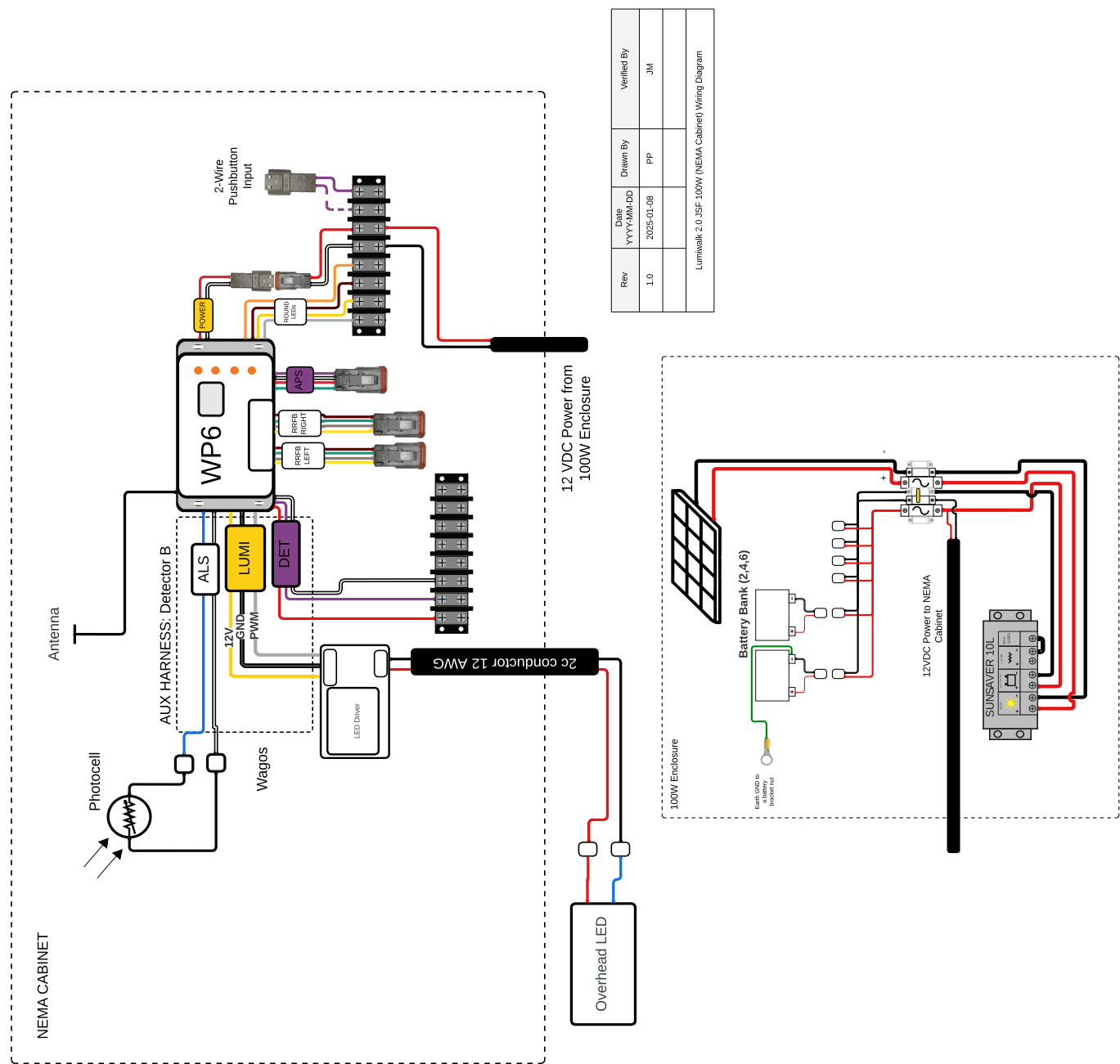
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13. APPENDICES

A. LUMIWALK WIRING DIAGRAM

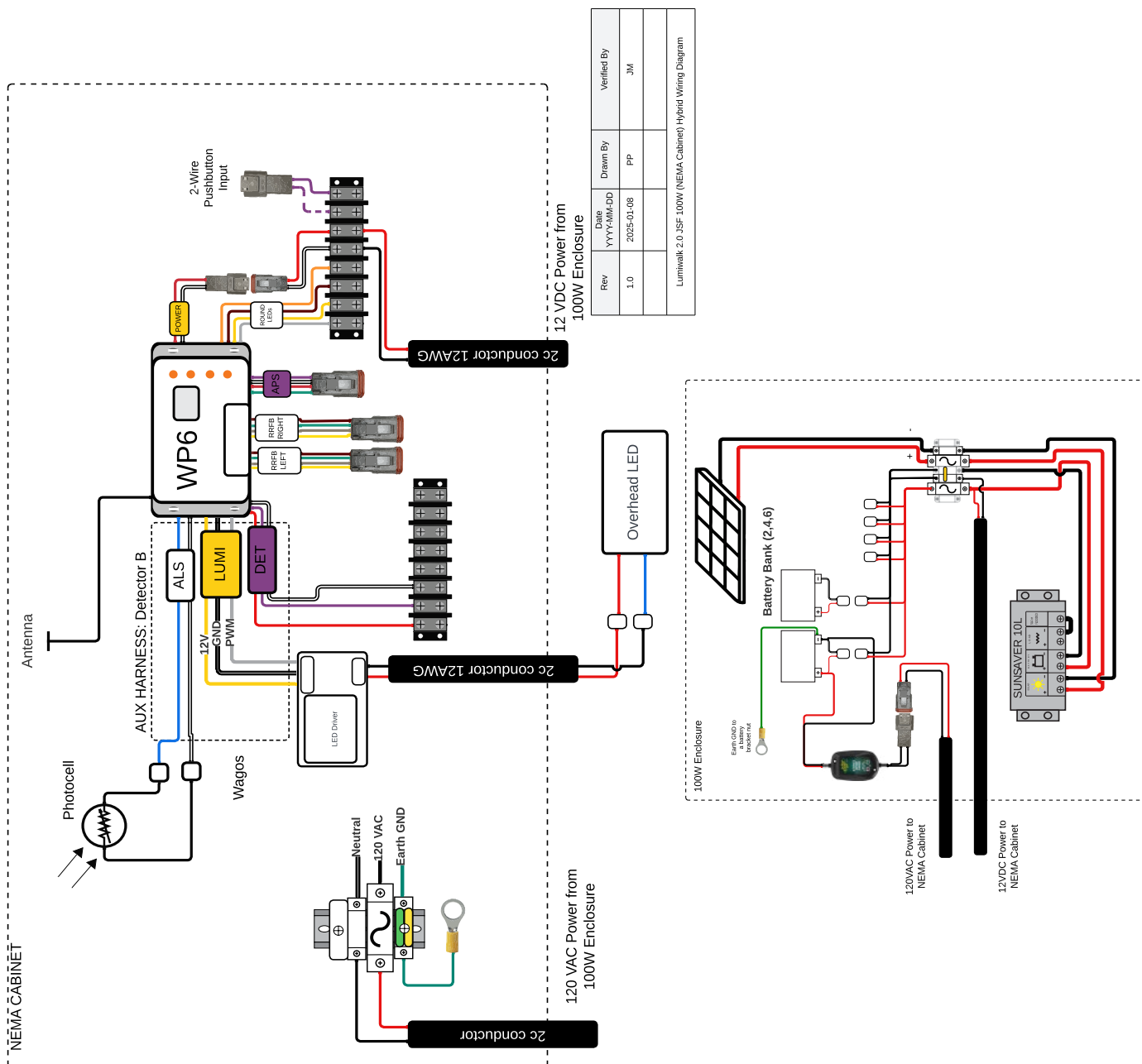


B. LUMIWALK NEMA CABINET WIRING DIAGRAM - AC



PRODUCT: LUMIWALK
MODEL: LM-100-AC
POWER: 120VAC

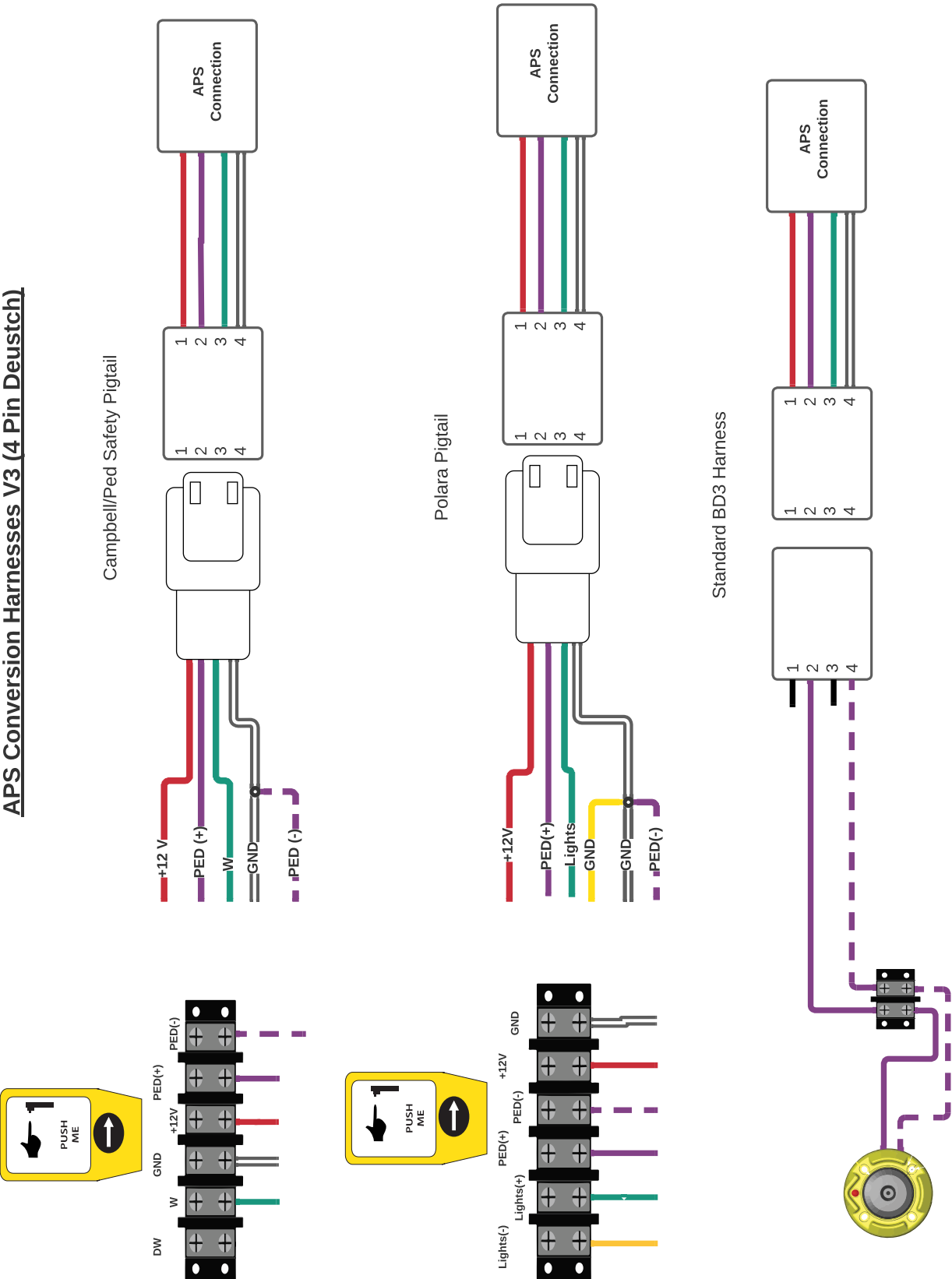
C. LUMIWALK NEMA CABINET WIRING DIAGRAM - HYBRID



PRODUCT: LUMIWALK
MODEL: LM-100-HYBRID
POWER: 100W SOLAR + 120VAC

D. PED BUTTON WIRING

APS Conversion Harnesses V3 (4 Pin Deutsch)



E. WP6 CONTROLLER SPECIFICATIONS



AB SERIES WP6 CONTROLLER



Introducing Wireless Platform-6 (WP6). Industry's new best-in-class Signal & Lighting Controller for intelligent traffic and illumination systems by JSF Technologies.



WP6 Controller

WP6

Experience the future of intelligent traffic and illumination systems with Wireless Platform-6 (WP6) – where innovation meets reliability for unparalleled performance.

JSF Technologies' WP6 stands as a comprehensive Signal & Lighting Controller tailored for an extensive range of AB Series product line applications.

Key features of the WP6 include an Advanced On-Board User Interface (OBUI), integrated Energy Management System (EMS), and Built-in Wireless Radio Communication boasting enhanced range and reliability.

- **On-Board User Interface (OBUI):** Equipped with a user-friendly menu and four intuitive action buttons for effortless operation.
- **USB-C Connectivity:** Seamlessly connect to the JSFT Configuration App for streamlined system configuration and management.
- **In-Field Firmware Updates:** Stay up-to-date with the latest enhancements through convenient firmware updates via the USB-C connection.
- **Extended Wireless Range:** Experience unparalleled wireless communication reliability with a range of over 2,000 meters.
- **Integration Capabilities:** Benefit from five GPIO ports for seamless integration with third-party devices, enhancing system functionality.
- **Dedicated AUX Input:** Facilitate RS232 interface integration with a dedicated AUX input for enhanced connectivity and compatibility.

SALES
Toll-Free 1 800 990 2454
Sales@jsftech.com

SUPPORT
Toll-Free 1 800 990 2454
Support@jsftech.com

ADDRESS
6582 Bryn Rd
Victoria, BC V8M 1X6

WP6 CONFIGURATION METHODS	
On-Board User Interface (OBUi)	Unit can be configured using the OLED Screen and 4 action buttons.
USB-C Connection	Configuration via USB-C connection to JSFT configuration app.
In Field Updated	In field v updates via USB-C connection.
WP6 CONFIGURATION SETTINGS	
LED Outputs	- Accommodates up to eight (8) LED modules. - Accommodates up to three (3) LED combinations with independent intensity and flash pattern selections. - RRFBs (Rectangular Rapid Flashing Beacons) - Round Beacons (200mm & 300mm) - LED Embedded Signs - LED Luminaires
Auxiliary	- Five (5) GPIO (2 x Low/3 x High) for integration with 3rd party devices. - One external photocell. - Dedicated AUX input for RS232 interface
Flash Patterns	- RRFB1 (WW+S) - RRFB2 (WSDOT) - MUTCD - MUTCD Wig-Wag (WW) - JSF Strobe - JSF Strobe Wig-Wag (WW) - Steady-On - Custom Flash Patterns Available
Flash Duration	1 sec. to 99 Days
LED Intensity	- MUTCD Compliant: 10% to 100% - ITE Compliant: VTCSH-LED Circular Signal Supplement Compliance.
LED Dimming	10% to 100% (User-Adjustable for Daytime & Nighttime) - Automatic Light Control (ALC) - On/Off - Ambient Auto Adjustment with Min/Max Intensity Thresholds.
WP6 SYSTEM LOGGING & REPORTING	
System Data Collection and Storage (90-days)	- System Activations - System Activity - Configuration Changes - System Health & Diagnostics

WIRELESS SYSTEM COMMUNICATION	
WP6 Wireless Radio (LoRa)	128b AES Encrypted Wireless Radio (915 MHz) - Wireless Range of 2,000+ meters (6,560 ft) or further with clear line of sight - Rapid Activation and RF Communication within 50-milliseconds. 64 independent network address settings - System-to-system Flash Synchronization - Compatible with all AB Series systems
WP5 Legacy Compatible Wireless Radio (FSK)	- Proprietary Wireless Radio Protocol (915 MHz) - Range: 400+ meters (1,310 ft) or further with clear line of sight 16 unique network address settings - Compatible with legacy AB Series systems
ENVIRONMENTAL	
Operating Temperature	-40°F to +176°F (-40°C to +80°C)
SYSTEM POWER	
Input Voltage	12-24 VDC
Output Voltage	11-16 VDC
SYSTEM OPTIONS	
Solar Collection	MPPT - Maximum Power Point Tracking ensures optimal power collection and delivery in all environments.
Solar Charging	Charge current = 6 Amps.
WARRANTY	
Warranty Period	5-Year Limited Warranty



WP6 APP CONFIGURATION

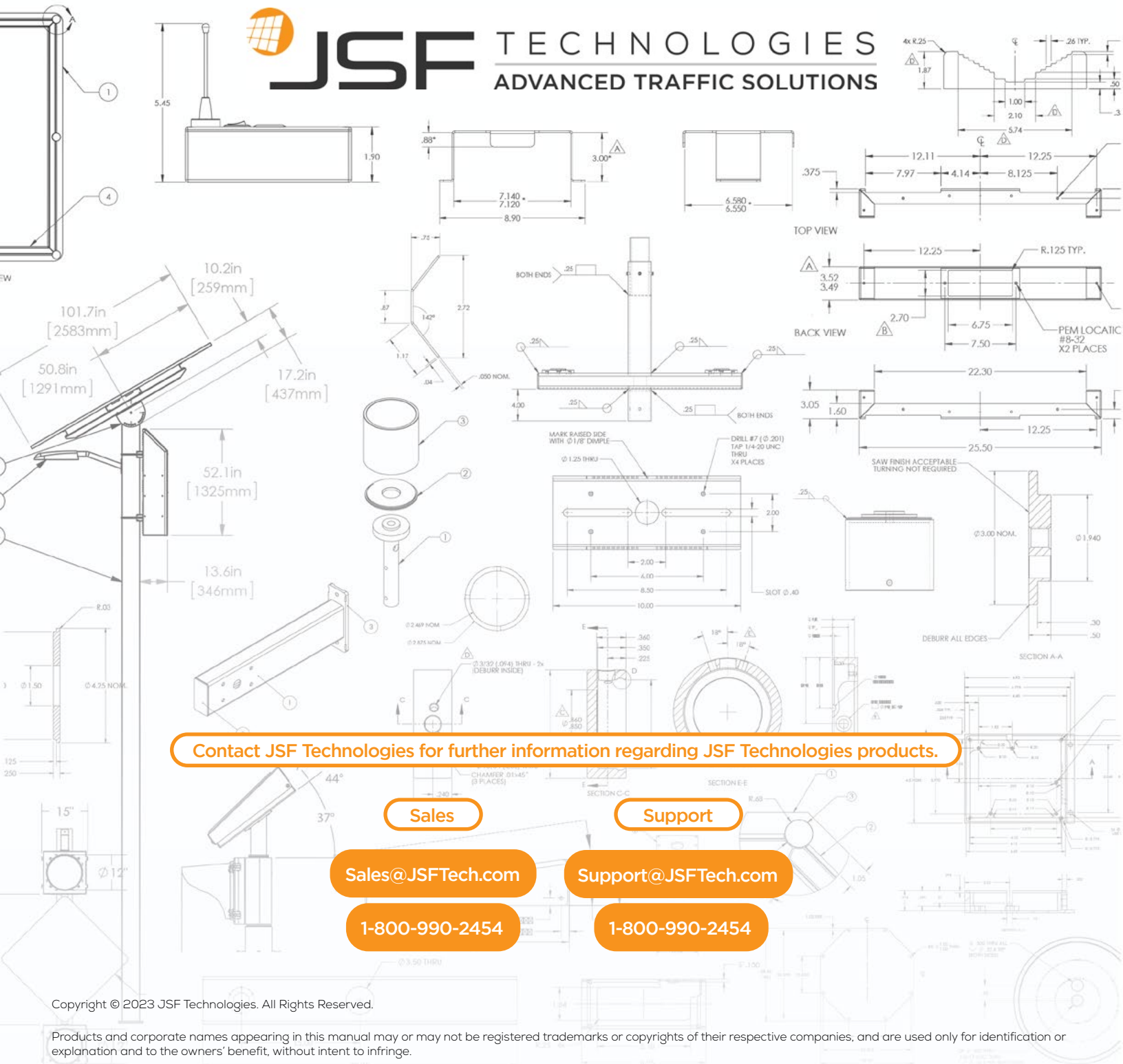
Seamlessly connect to the JSFT WP6 Configuration App for streamlined configuration and system management.





JSF TECHNOLOGIES

ADVANCED TRAFFIC SOLUTIONS



Contact JSF Technologies for further information regarding JSF Technologies products.

Sales

Support

Sales@JSFTech.com

Support@JSFTech.com

1-800-990-2454

1-800-990-2454

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V7 04/09/2025

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