



Pavement Preservation and Rehabilitation Program

2019 Overlays and Curb Ramps Project

Bid #3080

Addendum #2

May 02, 2019

ATTENTION: All Bidders and Plan Holders

You are hereby notified of the following changes, deletions, additions, corrections, and clarifications to the Plans, Specifications and other documents comprising the Contract Documents for the above noted City of Lynnwood project.

The following formatting has been used to note deletions (to the original text) and changes/additions to the Contract Documents.

- Deletions are formatted as stricken through (~~example~~).
- Changes/additions to project manual are formatted as underlined (example).
- Changes/additions to plans are clouded (example).

I. CONTRACT (Bid Proposal Form; Section 4):

- a. The Bid Schedule, Page 4-6, shall be DELETED and REPLACED with the Bid Schedule page attached with this Addendum. The REVISED Bid Schedule includes the following revisions:
 - a. Bid Item #78 Material Transfer Device/Vehicle – This Bid Item in its entirety has been ADDED, with the quantity and unit cost as shown per the attached sheet.
 - b. Bid Item #79 Schedule A Storm Sewer Pipe 12 In. Diam.– This Bid Item in its entirety has been ADDED, with the quantity and unit cost as shown per the attached sheet.
 - c. Bid Item #80 Concrete Inlet – This Bid Item in its entirety has been ADDED, with the quantity and unit cost as shown per the attached sheet.
 - d. Bid Item #81 Connection to Drainage Structure – This Bid Item in its entirety has been ADDED, with the quantity and unit cost as shown per the attached sheet.
- b. Appendix B has been ADDED containing the Construction Stormwater General Permit (CSWGP) coverage letter. The coverage letter is attached.

II. SPECIFICATIONS:

- a. Special Provisions – Section 1-08.4 ORDER OR WORK, Page 9-31. The following has been ADDED after the last paragraph:

Weekend Work required at 68th Ave. W. and 200th St. SW shall be completed so that the cement concrete sidewalks, curb ramps, and curbs and gutters are removed and replaced concurrently with pavement preparation and paving operations throughout the weekend, as approved by the Engineer.

- b. Special Provisions – City of Lynnwood GSP Section 1-10.3(1)B Other Traffic Control Labor, Page 9-39, has been REVISED with the following:

~~The Contractor shall use City of Lynnwood police enforcement at \$70.00 per hour for daytime work (until 6:00 PM) and \$75.00 per hour for night time work (after 6:00 PM) unless it is unable to respond to a request for assistance. Off-duty police officers must be paid a minimum of four (4) hours for any shift worked. Coordinate off-duty police assignments through the City of Lynnwood Off-duty Police Officer Coordinator at jwoldstad@lynnwoodwa.gov. Requests must be made at least 48 hours prior to the desired time. The off-duty police officer shall be in addition to all other personnel required for flagging according to the approved traffic control plan.~~

The Contractor shall use City of Lynnwood police enforcement unless it is unable to respond to a request for assistance. The following rates will apply:

<u>Daytime work</u>	<u>\$70.00 per hour</u>
<u>Nighttime work (after 6:00 PM)</u>	<u>\$75.00 per hour</u>
<u>Holiday rate</u>	<u>\$90.00 per hour</u>

Off-duty police officers must be paid a minimum of four (4) hours for any shift worked, and will be paid for all hours scheduled. When the majority of a shift is at night (after 6:00 PM), the higher rate will apply for the entire shift. Details cancelled within 24 hours of planned date/time will be billed for four (4) hours. Coordinate off-duty police assignments through the City of Lynnwood Off-duty Police Officer Coordinator at jwoldstad@lynnwoodwa.gov or the alternate coordinator at mbrinkman@lynnwoodwa.gov. Requests must be made at least five (5) working days prior to the desired time. Lynnwood Police Department will respond within three (3) working days of receipt of a properly completed request as to the availability of Uniformed Police Officer(s). If a negative response is received, or no response is received within three (3) working days, the Contractor may seek assistance from other area police departments. The off-duty police officer shall be in addition to all other personnel required for flagging according to the approved traffic control plan.

- c. Special Provisions – APWA GSP Section 5-04.3(3)D Material Transfer Device or Material Transfer Vehicle (7/18/2018), has been REVISED with the following:

1. Page 9-49, Section 5-04.3(3)D Material Transfer Device or Material Transfer Vehicle. The first paragraph was REVISED with the following:

(*****)

APWA GSP Section 5-04.3(3)D the first paragraph shall be deleted and replaced with the following:

~~A Material Transfer Device/Vehicle (MTD/V) shall only be used with the Engineer's approval, unless other wise required by the contract.~~

A Material Transfer Device/Vehicle (MTD/V) shall be required for all paving Work, unless other-wise approved by the Engineer.

2. Page 9-68, Section 5-04.4 Measurement. The last paragraph was REVISED with the following:

APWA GSP Section 5-04.4 is supplemented with the following:

(*****)

Material Transfer Device/Vehicle (MTD/V) will be measured by the ton of HMA transferred through the Material Transfer Device/Vehicle and placed. Measurement will not be made for Material Transfer Device/Vehicle for placed HMA not transferred through the Material Transfer Device/Vehicle.

3. Page 9-70, Section 5-04.5 Payment. The last paragraph was REVISED with the following:

“Material Transfer Device/Vehicle”, per ton.

The unit Contract price per ton for “Material Transfer Device/Vehicle” shall include all costs for the Work required to place HMA though the Material Transfer Device/Vehicle. All costs for the Material Transfer Device/Vehicle not included in “Material Transfer Device/Vehicle” Bid item shall be considered incidental to other Bid items, and no separate or additional payments will be made.

- d. Special Provisions – Section 8-04.3, Page 9-80, the following paragraph has been ADDED after the second paragraph:

Where curbs and gutters constructed at the intersection of 68th Ave W. and 200th St. SW are required to be constructed during weekend hours, the curbs and gutters shall be constructed with Class 4000 PSI cement concrete, as approved by the Engineer.

- e. Special Provisions – Section 8-14.3(3) Placing and Finishing Concrete, Page 9-84, the following has been ADDED to the end of the first paragraph:

Where cement concrete sidewalks and curb ramps of any type are constructed at the intersection of 68th Ave W. and 200th St. SW are required to be constructed during weekend hours, the cement concrete sidewalks and curb ramps shall be constructed with Class 4000 PSI cement concrete, as approved by the Engineer.

III. PLANS:

- A. Sheets 41-48 (Drawing Nos. DT1-DT8) – Detour Plans
- Replace in its entirety with the revised sheets, sheets 41-48, which are included as attachments to this addendum.
- B. Sheets 49-53 (Drawing Nos. TC1-TC5) – Traffic Control Plans and Details
- Replace in its entirety with the revised sheets, sheets 49-53, which are included as attachments to this addendum.
- C. Drawing No. CRD5 – Curb Ramp Details
- Drawing No. CRD5 has been added to the Plans to provide additional curb ramp information, pavement removal information, and additional drainage item installation information, which is included as an attachment to this addendum.

IV. QUESTIONS AND ANSWERS:

This informational section is issued as part of the Invitation to Bid in order to document responses to questions raised during the bidding process received via email. In the event of a conflict between information in the Questions and Answers below and the bidding documents, the terms of the bidding documents shall apply.

- I did not see a quantity of detectable warning on the **2019 Overlay and Curb Ramp, Pavement Preservation and Rehabilitation Program, City of Lynnwood, WA #3080** and was hoping you could provide me with it.
 - The Contract Documents only provide quantities for Bid Items included with the project, as detailed in the Bid Schedule. Refer to the Special Provisions in section 8-14 for work related to “Detectable Warning Surface”.

Attachments:

Replacement Contract Sheets 4-6 and the Contract Documents Sections Table of Contents

Replacement Special Provision Sheets 9-31, 9-39, 9-49, 9-68, 9-70, 9-80, 9-84

Replace Plans Drawing Nos. DT1-8, TC1-5.

Add Plans Drawing No. CRD5

End Revisions for Addendum No. 2

Addendum No. 2 is hereby made a part of these contract documents, and its terms and conditions are fully binding on the planholder and contractor.

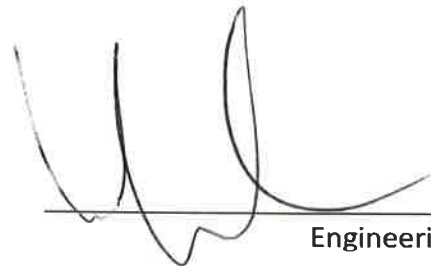
PERTEET INC.

Jerome J. Didier, P.E.

Issued May 02, 2019



Bidders shall furnish the City with evidence of the receipt of this addendum. This addendum will be incorporated in the contract when awarded and when formally executed.


Engineering Manager

CONTRACT DOCUMENTS
2019 Overlay and Curb Ramp Project
May 9, 2019

1		
2		
3		
4		
5		
6		
7	SECTION 1 INVITATION FOR BID	1-1 to 1-2
8		
9	SECTION 2 BIDDER'S CHECKLIST	2-1 to 2-15
10	INSTRUCTIONS TO BIDDERS	
11		
12	SECTION 3 GENERAL PROVISIONS	3-1 to 3-25
13		
14	SECTION 4 BID PROPOSAL FORM	4-1 to 4-19
15		
16	SECTION 5 CONTRACT	5-1 to 5-3
17		
18	SECTION 6 PAYMENT AND PERFORMANCE BONDS,	6-1 to 6-9
19	INSURANCE CERTIFICATE	
20		
21	SECTION 7 PREVAILING WAGE RATES	Attached
22		
23	SECTION 8 AMENDMENTS TO STANDARD SPECIFICATIONS	8-1 to 8-141
24		
25	SECTION 9 SPECIAL PROVISIONS	9-1 to 9-96
26		
27	SECTION 10 STANDARD PLANS	Attached
28		
29	APPENDIX A – GEOTECHNICAL REPORT	Attached
30		
31	<u>APPENDIX B – CSWGP COVERAGE LETTER</u>	<u>Attached</u>
32		
33		
34		



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47600 • Olympia, WA 98504-7600 • 360-407-6000

711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

April 29, 2019

Amie Hanson
City of Lynnwood
PO Box 5008
Lynnwood, WA 98046-5008

RE: Coverage under the Construction Stormwater General Permit (CSWGP)

Permit number: WAR307726
Site Name: 2019 Overlay and Curb Ramp Project
Location: 68th Avenue West
Lynnwood, WA County: Snohomish
Disturbed Acres: 2.5

Dear Amie Hanson:

The Washington State Department of Ecology (Ecology) received your Notice of Intent for coverage under Ecology's Construction Stormwater General Permit (CSWGP). This is your permit coverage letter. Your permit coverage is effective April 29, 2019. **Please retain this permit coverage letter as the official record of permit coverage for your site.**

Ecology has approved use of electronic formats as long as they are easily produced on your construction site. A mobile friendly copy of the CSWGP permit, permit forms, and information related to your permit can be viewed and downloaded at www.ecology.wa.gov/eCoverage-packet. Please contact your Permit Administrator, listed below, if you would like to receive a hard copy of the CSWGP.

Please take time to read the entire permit and contact Ecology if you have any questions.

Electronic Discharge Monitoring Reports (WQWebDMR)

This permit requires that Permittees submit monthly discharge monitoring reports (DMRs) for the full duration of permit coverage (from issuance date to termination). DMRs must be submitted electronically using Ecology's secure online system, WQWebDMR. To sign up for WQWebDMR go to www.ecy.wa.gov/programs/wq/permits/paris/webdmr.html. If you have questions, contact the portal staff at (360) 407-7097 (Olympia area), or (800) 633-6193/option 3, or email WQWebPortal@ecy.wa.gov.



Appeal Process

You have a right to appeal coverage under the general permit to the Pollution Control Hearing Board (PCHB). Appeals must be filed within 30 days of the date of receipt of this letter. Any appeal is limited to the general permit's applicability or non-applicability to a specific discharger. The appeal process is governed by chapter 43.21B RCW and chapter 371-08 WAC. "Date of receipt" is defined in RCW 43.21B.001(2). For more information regarding your right to appeal, go to <https://fortress.wa.gov/ecy/publications/SummaryPages/1710007.html> to view Ecology's Focus Sheet: *Appeal of General Permit Coverage*.

Ecology Field Inspector Assistance

If you have questions regarding stormwater management at your construction site, please contact Evan Dobrowski of Ecology's Northwest Regional Office in Bellevue at evan.dobrowski@ecy.wa.gov, or (425) 649-7276.

Questions or Additional Information

Ecology is committed to providing assistance. Please review our web page at www.ecology.wa.gov/constructionstormwaterpermit. If you have questions about the Construction Stormwater General Permit, please contact your Permit Administrator, Jess Eakens at jess.eakens@ecy.wa.gov or (360) 407-6442.

Sincerely,



Vincent McGowan, P.E., Manager
Program Development Services Section
Water Quality Program

Item No.	Spec. Sect.	Description	Est. Qty.	Unit	Unit Price	Amount
65.	8-20 SP	Traffic Signal System Modifications (188 th St SW and 52 nd Ave W)	1	LS	\$	\$
66.	8-20 SP	Traffic Signal System Modifications (68 th Ave W and 200 th St SW)	1	LS	\$	\$
67.	8-20 SP	Flashing Beacon (68 th Ave W Midblock Crossing)	1	LS	\$	\$
68.	8-20 SP	Flashing Beacon (68 th Ave W and 202 nd St SW)	1	LS	\$	\$
69.	8-21	Permanent Signing	1	LS	\$	\$
70.	8-22	Paint Line	210	LF	\$	\$
71.	8-22	Removing Plastic Crosswalk Line	100	SF	\$	\$
72.	8-22	Plastic Crosswalk Line	1,700	SF	\$	\$
73.	8-22	Plastic Bicycle Lane Symbol	48	EA	\$	\$
74.	8-22	Plastic Stop Line	280	LF	\$	\$
75.	8-22	Plastic Traffic Arrow	36	EA	\$	\$
76.	8-22	Painted Wide Lane Line	10,190	LF	\$	\$
77.	8-23 SP	Temporary Pavement Marking	21,620	LF	\$	\$
<u>78.</u>	<u>5-04 SP</u>	<u>Material Transfer Device/Vehicle</u>	<u>7,300</u>	<u>TON</u>	<u>\$</u>	<u>\$</u>
<u>79.</u>	<u>7-04</u>	<u>Schedule A Storm Sewer Pipe 12 In. Diam.</u>	<u>12</u>	<u>LF</u>	<u>\$</u>	<u>\$</u>
<u>80.</u>	<u>7-05</u>	<u>Concrete Inlet</u>	<u>1</u>	<u>EA</u>	<u>\$</u>	<u>\$</u>
<u>81.</u>	<u>7-05</u>	<u>Connection to Drainage Structure</u>	<u>1</u>	<u>EA</u>	<u>\$</u>	<u>\$</u>

1
2
3
4
5

****Department of Revenue Rule 171 applies to this project****

TOTAL CONSTRUCTION COST \$ _____

1
2 The following areas of Work may be completed at any time:

- 3 • Installation of signs

4
5 Weekend Work required at 68th Ave. W. and 200th St. SW shall be completed so that the
6 cement concrete sidewalks, curb ramps, and curbs and gutters are removed and
7 replaced concurrently with pavement preparation and paving operations throughout the
8 weekend, as approved by the Engineer.

9
10 **1-08.5 Time for Completion**

11 *(March 13, 1995 WSDOT GSP)*

12 Section 1-08.5 is supplemented with the following:

13
14 This project shall be physically completed within *** 60 *** working days.

15
16 *(November 30, 2018 APWA GSP, Option B)*

17 Revise the third and fourth paragraphs to read:

18
19 Contract time shall begin on the first working day following the tenth calendar day after
20 the Notice to Proceed date. If the Contractor starts work on the project at an earlier date,
21 then contract time shall begin on the first working day when onsite work begins.

22
23 Each working day shall be charged to the contract as it occurs, until the contract work is
24 physically complete. If substantial completion has been granted and all the authorized
25 working days have been used, charging of working days will cease. Each week the
26 Engineer will provide the Contractor a statement that shows the number of working days:
27 (1) charged to the contract the week before; (2) specified for the physical completion of
28 the contract; and (3) remaining for the physical completion of the contract. The statement
29 will also show the nonworking days and any partial or whole day the Engineer declares
30 as unworkable. Within 10 calendar days after the date of each statement, the Contractor
31 shall file a written protest of any alleged discrepancies in it. To be considered by the
32 Engineer, the protest shall be in sufficient detail to enable the Engineer to ascertain the
33 basis and amount of time disputed. By not filing such detailed protest in that period, the
34 Contractor shall be deemed as having accepted the statement as correct. If the
35 Contractor is approved to work 10 hours a day and 4 days a week (a 4-10 schedule) and
36 the fifth day of the week in which a 4-10 shift is worked would ordinarily be charged as a
37 working day, then the fifth day of that week will be charged as a working day whether or
38 not the Contractor works on that day.

39
40 Revise the sixth paragraph to read:

41
42 The Engineer will give the Contractor written notice of the completion date of the contract
43 after all the Contractor's obligations under the contract have been performed by the
44 Contractor. The following events must occur before the Completion Date can be
45 established:

- 46 1. The physical work on the project must be complete; and
- 47 2. The Contractor must furnish all documentation required by the contract and required
48 by law, to allow the Contracting Agency to process final acceptance of the contract.
49 The following documents must be received by the Project Engineer prior to
50 establishing a completion date:
 - 51 a. Certified Payrolls (per Section 1-07.9(5)).

1 **1-10.3 Traffic Control Labor, Procedures and Devices**

2
3 **1-10.3(1) Traffic Control Labor**

4
5 **1-10.3(1)B Other Traffic Control Labor**

6 (June 1, 2018 Lynnwood GSP)

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

8
9 **Uniformed Police Officer**

10 The Contractor shall arrange for off-duty uniformed police officers to be present for the
11 following:

- 12 1. For all activities within 250 feet of signalized intersections where the operation
- 13 of the signal will be adversely affected.
- 14 2. Countermanding a traffic signal indication at a signalized intersection.
- 15 3. Directing vehicle and pedestrian traffic when a traffic signal indication is turned
- 16 off or is inoperative.
- 17 4. For all other conditions where the Engineer deems it necessary for safety,
- 18 including work during hours of darkness.

19
20 ~~The Contractor shall use City of Lynnwood police enforcement at \$70.00 per hour for~~
21 ~~daytime work (until 6:00 PM) and \$75.00 per hour for night time work (after 6:00 PM)~~
22 ~~unless it is unable to respond to a request for assistance. Off duty police officers must~~
23 ~~be paid a minimum of four (4) hours for any shift worked. Coordinate off duty police~~
24 ~~assignments through the City of Lynnwood Off-duty Police Officer Coordinator at~~
25 ~~jwoldstad@lynnwoodwa.gov. Requests must be made at least 48 hours prior to the~~
26 ~~desired time. The off duty police officer shall be in addition to all other personnel~~
27 ~~required for flagging according to the approved traffic control plan.~~

28
29 The Contractor shall use City of Lynnwood police enforcement unless it is unable to
30 respond to a request for assistance. The following rates will apply:

<u>Daytime work</u>	<u>\$70.00 per hour</u>
<u>Nighttime work (after 6:00 PM)</u>	<u>\$75.00 per hour</u>
<u>Holiday rate</u>	<u>\$90.00 per hour</u>

31
32
33 Off-duty police officers must be paid a minimum of four (4) hours for any shift worked,
34 and will be paid for all hours scheduled. When the majority of a shift is at night (after
35 6:00 PM), the higher rate will apply for the entire shift. Details cancelled within 24 hours
36 of planned date/time will be billed for four (4) hours. Coordinate off-duty police
37 assignments through the City of Lynnwood Off-duty Police Officer Coordinator at
38 jwoldstad@lynnwoodwa.gov or the alternate coordinator at
39 mbrinkman@lynnwoodwa.gov. Requests must be made at least five (5) working days
40 prior to the desired time. Lynnwood Police Department will respond within three (3)
41 working days of receipt of a properly completed request as to the availability of
42 Uniformed Police Officer(s). If a negative response is received, or no response is
43 received within three (3) working days, the Contractor may seek assistance from other
44 area police departments. The off-duty police officer shall be in addition to all other
45 personnel required for flagging according to the approved traffic control plan.

46
47 The Contractor must obtain prior approval for use of uniformed police officers through
48 their Approved Traffic Control Plan and approved amendments to the Plan.

1 further improvement to the line, grade, cross-section, and smoothness can best be
2 achieved without the use of the reference line, a mat referencing device may be
3 substituted for the reference line. Substitution of the device will be subject to the
4 continued approval of the Engineer. A joint matcher may be used subject to the approval
5 of the Engineer. The reference line may be removed after the completion of the first
6 course of HMA when approved by the Engineer. Whenever the Engineer determines that
7 any of these methods are failing to provide the necessary vertical control, the reference
8 lines will be reinstalled by the Contractor.
9

10 The Contractor shall furnish and install all pins, brackets, tensioning devices, wire, and
11 accessories necessary for satisfactory operation of the automatic control equipment.
12

13 If the paving machine in use is not providing the required finish, the Engineer may
14 suspend Work as allowed by Section 1-08.6. Any cleaning or solvent type liquids spilled
15 on the pavement shall be thoroughly removed before paving proceeds.
16

17 **5-04.3(3)D Material Transfer Device or Material Transfer Vehicle**

18 ~~(*****)~~

19 APWA GSP Section 5-04.3(3)D the first paragraph shall be deleted and replaced with the
20 following:
21

22 ~~A Material Transfer Device/Vehicle (MTD/V) shall only be used with the Engineer's~~
23 ~~approval, unless other-wise required by the contract.~~
24

25 A Material Transfer Device/Vehicle (MTD/V) shall be required for all paving Work, unless
26 other-wise approved by the Engineer.
27

28 Where an MTD/V is required by the contract, the Engineer may approve paving without
29 an MTD/V, at the request of the Contractor. The Engineer will determine if an equitable
30 adjustment in cost or time is due.
31

32 When used, the MTD/V shall mix the HMA after delivery by the hauling equipment and
33 prior to laydown by the paving machine. Mixing of the HMA shall be sufficient to obtain a
34 uniform temperature throughout the mixture. If a windrow elevator is used, the length of
35 the windrow may be limited in urban areas or through intersections, at the discretion of
36 the Engineer.
37

38 To be approved for use, an MTV:

- 39 1. Shall be self-propelled vehicle, separate from the hauling vehicle or paver.
- 40 2. Shall not be connected to the hauling vehicle or paver.
- 41 3. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
- 42 4. Shall mix the HMA after delivery by the hauling equipment and prior to
- 43 placement into the paving machine.
- 44 5. Shall mix the HMA sufficiently to obtain a uniform temperature throughout the
- 45 mixture.
46

47
48 To be approved for use, an MTD:

- 49 1. Shall be positively connected to the paver.
- 50 2. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
- 51 3. Shall mix the HMA after delivery by the hauling equipment and prior to
- 52 placement into the paving machine.
53

1 e. Number of sublots to be placed, sequencing of density testing, and other
2 sampling and testing.
3

4 **5-04.3(15) Sealing Pavement Surfaces**

5 Apply a fog seal where shown in the plans. Construct the fog seal in accordance with
6 Section 5-02.3. Unless otherwise approved by the Engineer, apply the fog seal prior to
7 opening to traffic.
8

9 **5-04.3(16) HMA Road Approaches**

10 HMA approaches shall be constructed at the locations shown in the Plans or where
11 staked by the Engineer. The Work shall be performed in accordance with Section 5-04.
12

13
14 **5-04.4 Measurement**

15 HMA Cl. ___ PG ___, HMA for ___ Cl. ___ PG ___, and Commercial HMA will
16 be measured by the ton in accordance with Section 1-09.2, with no deduction being made
17 for the weight of asphalt binder, mineral filler, or any other component of the mixture. If
18 the Contractor elects to remove and replace mix as allowed by Section 5-04.3(11), the
19 material removed will not be measured.
20

21 Roadway cores will be measured per each for the number of cores taken.
22

23 Preparation of untreated roadway will be measured by the mile once along the centerline
24 of the main line Roadway. No additional measurement will be made for ramps, Auxiliary
25 Lanes, service roads, Frontage Roads, or Shoulders. Measurement will be to the nearest
26 0.01 mile.
27

28 Soil residual herbicide will be measured by the mile for the stated width to the nearest
29 0.01 mile or by the square yard, whichever is designated in the Proposal.
30

31 Pavement repair excavation will be measured by the square yard of surface marked prior
32 to excavation.
33

34 Asphalt for prime coat will be measured by the ton in accordance with Section 1-09.2.
35

36 Prime coat aggregate will be measured by the cubic yard, truck measure, or by the ton,
37 whichever is designated in the Proposal.
38

39 Asphalt for fog seal will be measured by the ton, as provided in Section 5-02.4.
40

41 Longitudinal joint seals between the HMA and cement concrete pavement will be
42 measured by the linear foot along the line and slope of the completed joint seal.
43

44 Planing bituminous pavement will be measured by the square yard.
45

46 Temporary pavement marking will be measured by the linear foot as provided in Section
47 8-23.4.
48

49 Water will be measured by the M gallon as provided in Section 2-07.4.
50

51 APWA GSP Section 5-04.4 is supplemented with the following:
52

53 **(*****)**

1 Material Transfer Device/Vehicle (MTD/V) will be measured by the ton of HMA
2 transferred through the Material Transfer Device/Vehicle and placed. Measurement will
3 not be made for Material Transfer Device/Vehicle for placed HMA not transferred through
4 the Material Transfer Device/Vehicle.

6 **5-04.5 Payment**

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

9
10 "HMA Cl. ___ PG ___", per ton.

11
12 "HMA for Approach Cl. ___ PG ___", per ton.

13
14 "HMA for Preleveling Cl. ___ PG ___", per ton.

15
16 "HMA for Pavement Repair Cl. ___ PG ___", per ton.

17
18 "Commercial HMA", per ton.

19
20 The unit Contract price per ton for "HMA Cl. ___ PG ___", "HMA for Approach Cl. ___ PG
21 ___", "HMA for Preleveling Cl. ___ PG ___", "HMA for Pavement Repair Cl. ___ PG ___",
22 and "Commercial HMA" shall be full compensation for all costs, including anti-stripping
23 additive, incurred to carry out the requirements of Section 5-04 except for those costs
24 included in other items which are included in this Subsection and which are included in
25 the Proposal.

26
27 "Preparation of Untreated Roadway", per mile.

28
29 The unit Contract price per mile for "Preparation of Untreated Roadway" shall be full pay
30 for all Work described under 5-04.3(4) , with the exception, however, that all costs
31 involved in patching the Roadway prior to placement of HMA shall be included in the unit
32 Contract price per ton for "HMA Cl. ___ PG ___" which was used for patching. If the
33 Proposal does not include a Bid item for "Preparation of Untreated Roadway", the
34 Roadway shall be prepared as specified, but the Work shall be included in the Contract
35 prices of the other items of Work.

36
37 "Preparation of Existing Paved Surfaces", per mile.

38
39 The unit Contract Price for "Preparation of Existing Paved Surfaces" shall be full pay for
40 all Work described under Section 5-04.3(4) with the exception, however, that all costs
41 involved in patching the Roadway prior to placement of HMA shall be included in the unit
42 Contract price per ton for "HMA Cl. ___ PG ___" which was used for patching. If the
43 Proposal does not include a Bid item for "Preparation of Untreated Roadway", the
44 Roadway shall be prepared as specified, but the Work shall be included in the Contract
45 prices of the other items of Work.

46
47 "Crack Sealing", by force account.

48
49 "Crack Sealing" will be paid for by force account as specified in Section 1-09.6. For the
50 purpose of providing a common Proposal for all Bidders, the Contracting Agency has
51 entered an amount in the Proposal to become a part of the total Bid by the Contractor.

52
53 "Pavement Repair Excavation Incl. Haul", per square yard.

1 The Contractor's costs for all other Work associated with the coring (e.g., traffic control)
2 shall be incidental and included within the unit Bid price per each and no additional
3 payments will be made.
4

5 "Cyclic Density Price Adjustment", by calculation.
6

7 "Cyclic Density Price Adjustment" will be calculated and paid for as described in Section
8 5-04.3
9

10 APWA GSP Section 5-04.5 is supplemented with the following:
11

12 **(*****)**

13 All costs necessary to construct Asphalt Thickened Edge shall be included in the Unit
14 Contract price for "HMA Cl. ___ PG ___", per ton.
15

16 "Material Transfer Device/Vehicle", per ton.
17

18 The unit Contract price per ton for "Material Transfer Device/Vehicle" shall include all
19 costs for the Work required to place HMA though the Material Transfer Device/Vehicle.
20 All costs for the Material Transfer Device/Vehicle not included in "Material Transfer
21 Device/Vehicle" Bid item shall be considered incidental to other Bid items, and no
22 separate or additional payments will be made.
23

24 ***(January 2, 2018 WSDOT GSP)***

25 ***Asphalt Cost Price Adjustment***

26 The Contracting Agency will make an Asphalt Cost Price Adjustment, either a credit or a
27 payment, for qualifying changes in the reference cost of asphalt binder. The adjustment
28 will be applied to partial payments made according to Section 1-09.9 for the following Bid
29 items when they are included in the Proposal:
30

31 "HMA Cl. ___ PG ___"

32 "HMA for Approach Cl. ___ PG ___"

33 "HMA for Preleveling Cl. ___ PG ___"

34 "HMA for Pavement Repair Cl. ___ PG ___"

35 "Commercial HMA"
36

37 The adjustment is not a guarantee of full compensation for changes in the cost of asphalt
38 binder. The Contracting Agency does not guarantee that asphalt binder will be available
39 at the reference cost.
40

41 The Contracting Agency will establish the asphalt binder reference cost twice each month
42 and post the information on the Agency website at:
43

44 <http://www.wsdot.wa.gov/Business/Construction/EscalationClauses.htm>

45 The reference cost will be determined using posted prices furnished by Poten & Partners,
46 Inc. If the selected price source ceases to be available for any reason, then the
47 Contracting Agency will select a substitute price source to establish the reference cost.
48

49 The base cost established for this Contract is the reference cost posted on the Agency
50 website with an effective date immediately preceding the Bid Opening Date.
51

52 Adjustments will be based on the most current reference cost for Western Washington or
53 Eastern Washington as posted on the Agency website, depending on where the Work is

1 For curb and gutter replacements where the Plans do not include curb return information,
2 the Contractor shall be responsible to record existing gutter line information (radius and
3 elevation), and replace with new curb and gutter in the same location.
4

5 Where curbs and gutters constructed at the intersection of 68th Ave W. and 200th St. SW
6 are required to be constructed during weekend hours, the curbs and gutters shall be
7 constructed with Class 4000 PSI cement concrete, as approved by the Engineer.
8

9 **8-04.4 Measurement**

10 Section 8-04.4 is supplemented with the following:

11 Cement Conc. Buffer Curb and Gutter will be measured by the linear foot.

12 Cement Conc. Valley Curb and Gutter will be measured by the linear foot.
13

14 **8-04.5 Payment**

15 Section 8-04.5 is supplemented with the following:

16 "Cement Conc. Buffer Curb and Gutter", per linear foot.

17 "Cement Conc. Valley Curb", per linear foot.
18

19 The unit Contract price per linear foot for "Cement Conc. Buffer Curb and Gutter" and
20 "Cement Conc. Valley Curb" shall be full pay for all labor, equipment, materials, forms, and
21 incidentals necessary to perform the Work.
22

23 **8-05 Adjustment of Gas Valve Box**

24 Section 8-05, including title, is replaced with the following:
25

26 **8-05.1 Description**

27 This Work consists of adjusting existing gas valve box top section, ring and cover by lowering
28 prior to planning operations and by raising to finished grade following paving operations in
29 accordance with the Plans and these Specifications at the locations shown in the Plans.
30

31 **8-05.2 Vacant**

32 **8-05.3 Construction Requirements**

33 Adjustment operations shall be conducted to prevent damage to the valve, valve box top
34 section, ring or cover. All parts or materials damaged as a result of the Contractor's operations
35 shall be replaced at no expense to the Contracting Agency or utility owner.
36

37 Per the pipeline safety regulations contained in WAC 480-93, valves must be maintained during
38 construction and the corrosion protection for steel gas piping must be periodically monitored. It
39 is essential to coordinate the adjustment of valve boxes and cathodic protection test lead boxes.
40 PSE (Gas) requires a representative/Inspector on-site when any Work is being performed where
41 PSE gas facilities are known to exist.
42
43
44
45
46
47

1 Where cement concrete sidewalks and curb ramps of any type are constructed at the
2 intersection of 68th Ave W. and 200th St. SW are required to be constructed during
3 weekend hours, the cement concrete sidewalks and curb ramps shall be constructed
4 with Class 4000 PSI cement concrete, as approved by the Engineer.
5
6

7 **8-14.4 Measurement**

8 Section 8-14.4 is supplemented with the following:
9

10 Cement concrete curb ramps of all types will be measured by the square yard of completed
11 curb ramp installed and includes the installation of the detectable warning surface.
12

13 Cement Conc. Buffer Sidewalk will be measured by the square yard of completed sidewalk
14 installed, exclusive of adjacent traffic curbs and/or curb and gutter.
15

16 **8-14.5 Payment**

17 Section 8-14.5 is supplemented with the following:
18

19 “Cement Conc. Curb Ramp Type ___”, per square yard.

20 The unit Contract price per square yard for “Cement Conc. Curb Ramp Type ___” shall be
21 full compensation for installing the curb ramp as specified, including the “Detectable Warning
22 Surface”.
23

24 “Cement Conc. Buffer Sidewalk”, per square yard.

25 The unit Contract price per square yard for “Cement Conc. Buffer Sidewalk” shall be full
26 pay for all labor, equipment, materials, forms, and incidentals necessary to perform the
27 Work.
28

29 Payment for “Cement Conc. Sidewalk”, “Cement Conc. Buffer Sidewalk”, and “Cement Conc.
30 Curb Ramp Type ___” as specified, shall be contingent upon finished concrete meeting all
31 slopes, lines and grades in compliance with the Contract documents. All Work not in
32 compliance with the Contract documents shall be considered defective and shall be removed
33 and replaced solely at the Contractor’s expense. At the discretion of the Engineer, any
34 damage done to existing sidewalk or curb ramps noted to remain as a result of the
35 Contractor’s Work, shall be repaired to the satisfaction of the Engineer, at no additional
36 expense to the Contracting Agency.
37

38 **8-20 Illumination, Traffic Signal Systems, Intelligent Transportation Systems, 39 and Electrical**

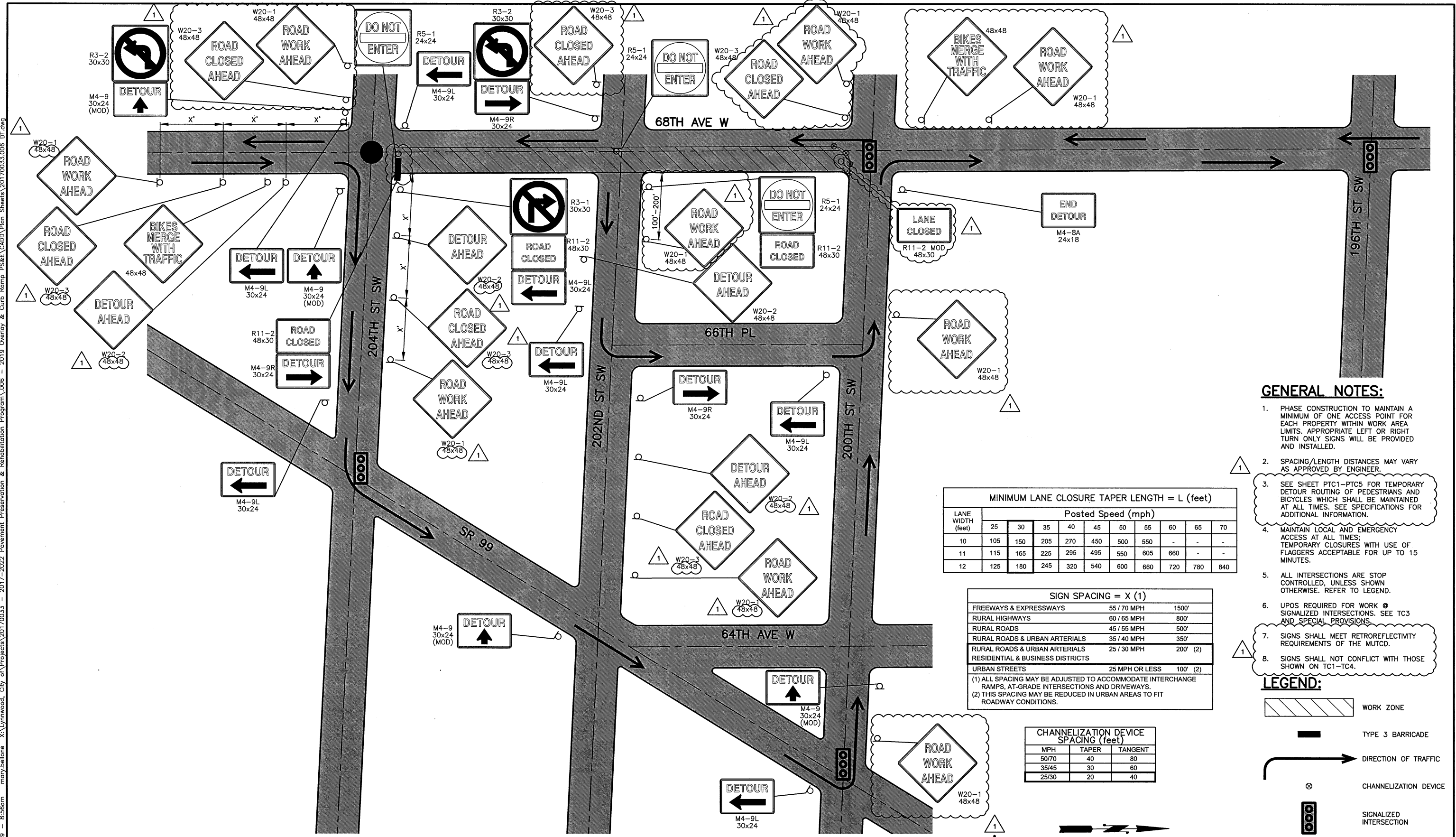
40 **8-20.1 Description**

41 **8-20.1(1) Regulations and Code**

42 The first sentence of the first paragraph of Section 8-20.1(1) is deleted and replaced with the
43 following:
44

45 All electrical equipment shall conform to the standards of the National Electrical
46 Manufacturers Association (NEMA), FHWA IP-78-16, the Radio Manufacturers
47 Association, the American Society for Testing and Materials (ASTM), the American
48
49

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GENERAL NOTES:

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2. SPACING/LENGTH DISTANCES MAY VARY AS APPROVED BY ENGINEER.
3. SEE SHEET PTC1-PTC5 FOR TEMPORARY DETOUR ROUTING OF PEDESTRIANS AND BICYCLES WHICH SHALL BE MAINTAINED AT ALL TIMES. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
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8. SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON TC1-TC4.

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)

LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	560	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

SIGN SPACING = X (1)

	55 / 70 MPH	1500'
FREeways & EXPRESSWAYS	60 / 65 MPH	800'
RURAL HIGHWAYS	45 / 55 MPH	500'
RURAL ROADS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' (2)
RESIDENTIAL & BUSINESS DISTRICTS	25 MPH OR LESS	100' (2)
URBAN STREETS		

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CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

LEGEND:

- WORK ZONE
- TYPE 3 BARRICADE
- DIRECTION OF TRAFFIC
- CHANNELIZATION DEVICE
- SIGNALIZED INTERSECTION
- EXISTING ROUNDABOUT

No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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PROFESSIONAL ENGINEER
 J. DIDIER
 50429
 5/2/19

Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
G. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
DETOUR PLAN

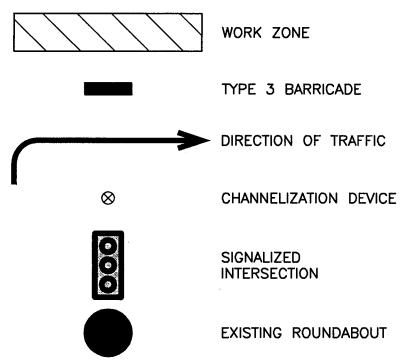
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Sheet No.	41
of Total	58

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LEGEND:



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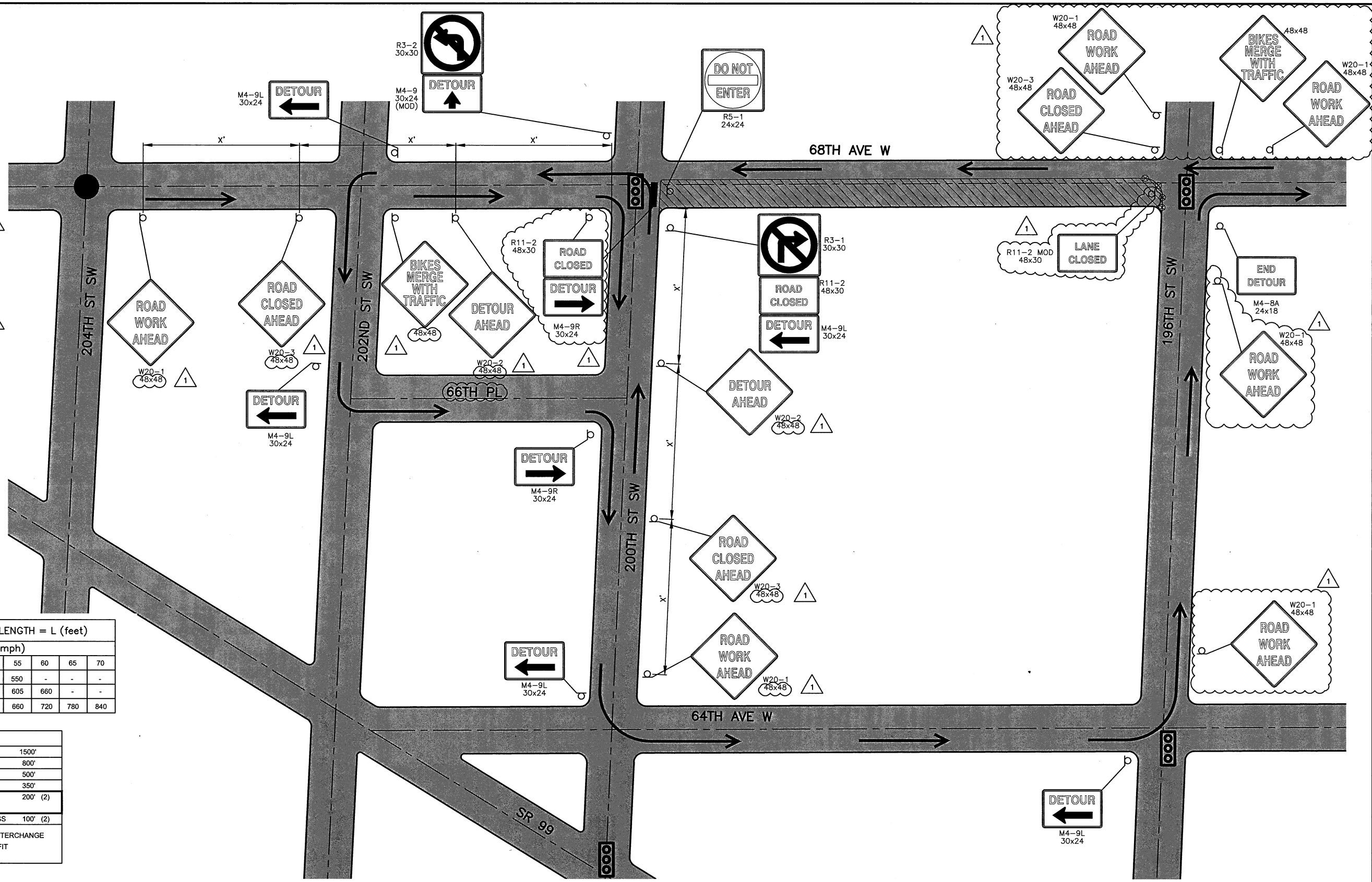
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No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		



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Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

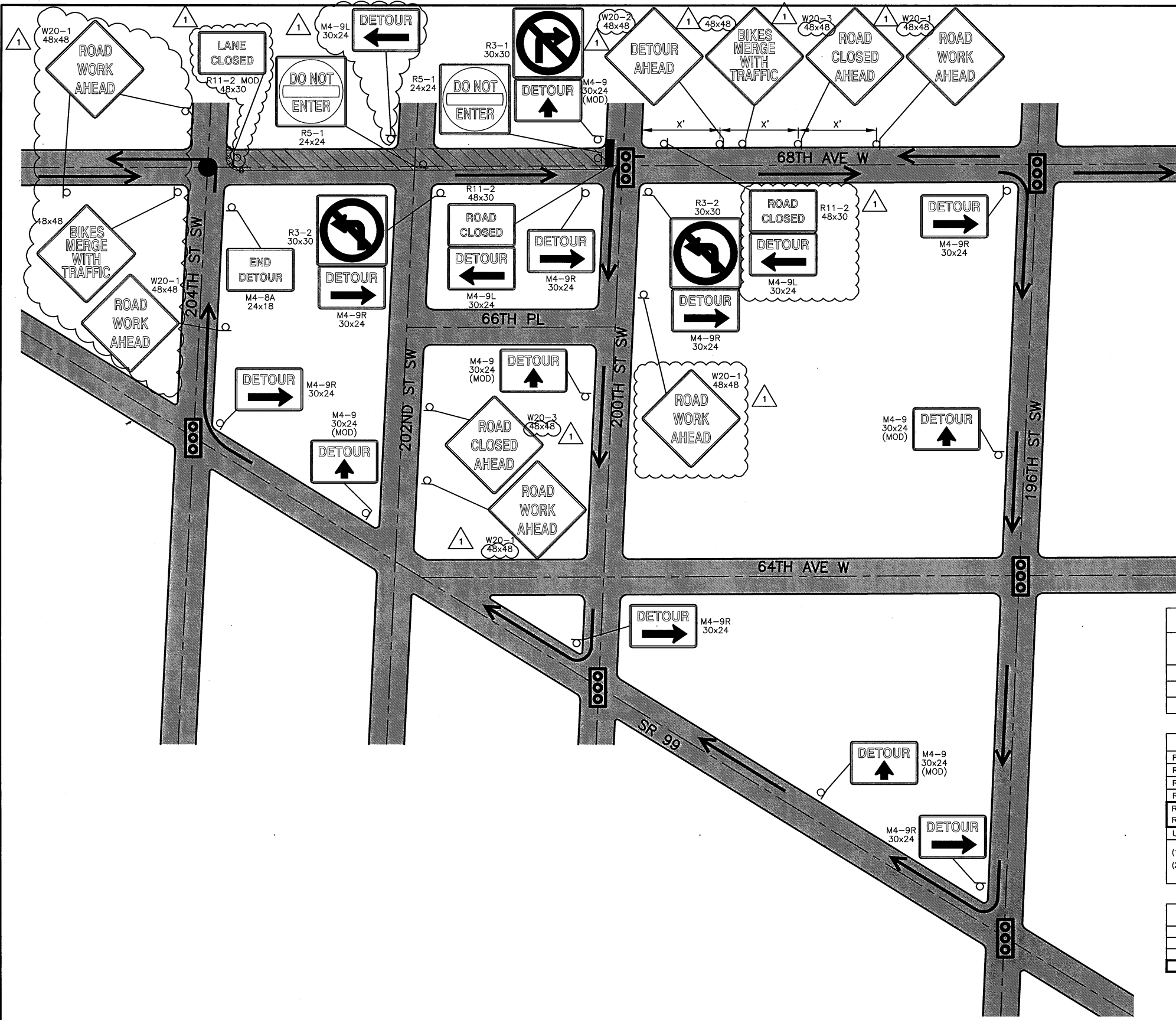
Project Number: 20170033.006

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
DETOUR PLAN

Drawing No.
DT2

Sheet No.	of Total
42	58

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50/70	40	80
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LEGEND:

- WORK ZONE
- TYPE 3 BARRICADE
- DIRECTION OF TRAFFIC
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No.	Date	Revision	By	Appr.
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PROF. J. DIDIER
 STATE OF WASHINGTON
 30425
 REGISTERED PROFESSIONAL ENGINEER
 5121A

Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

Project Number: 20170033.006

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
DETOUR PLAN

Drawing No. **DT3**
 Sheet No. 43 of 58

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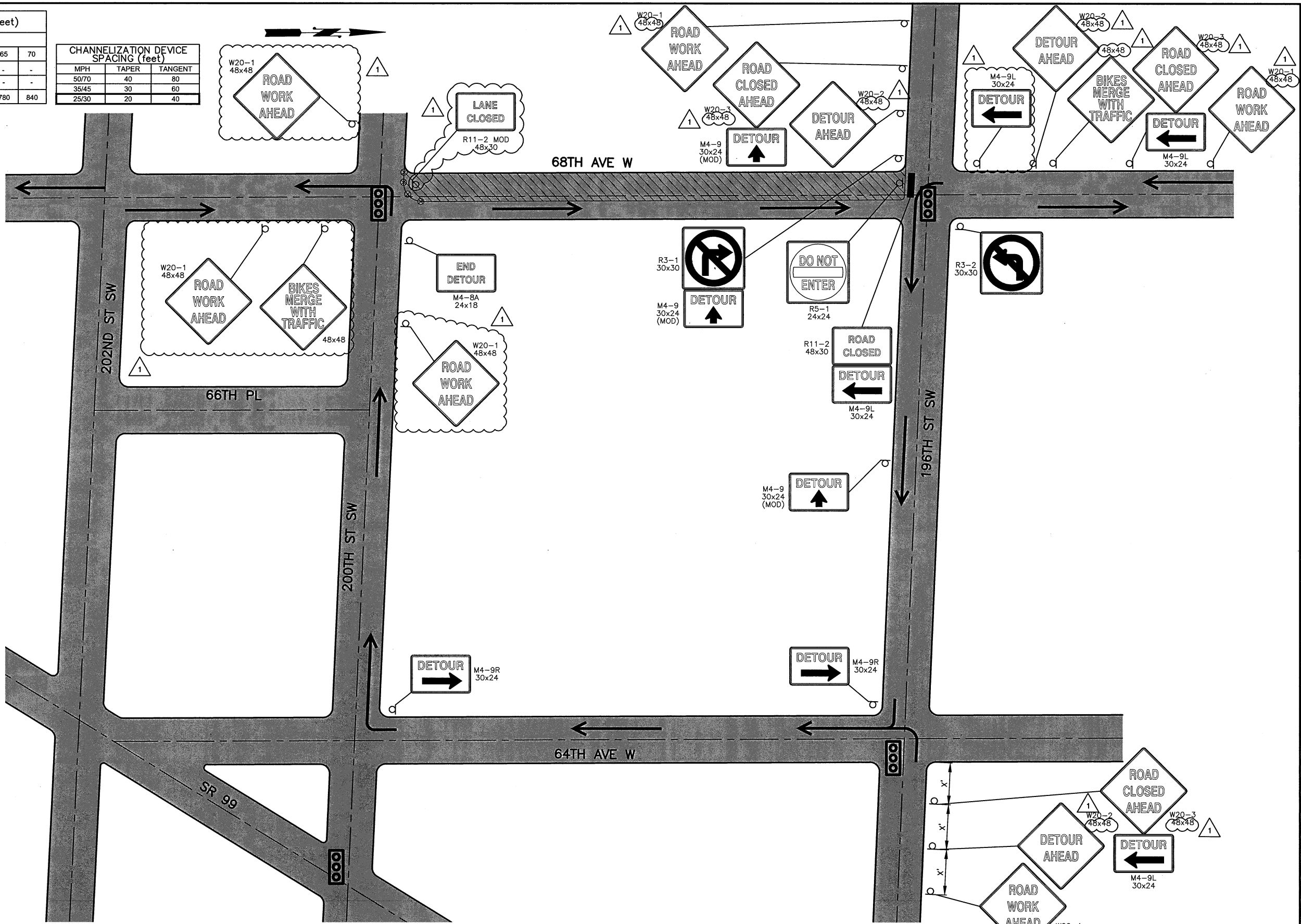
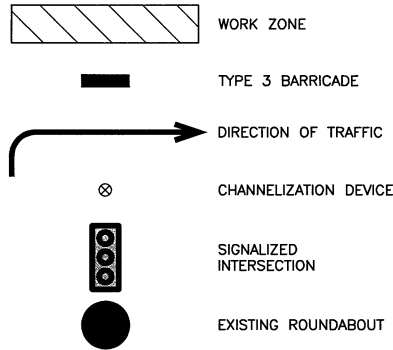
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FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500'
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No.	Date	Revision	By	Appr.
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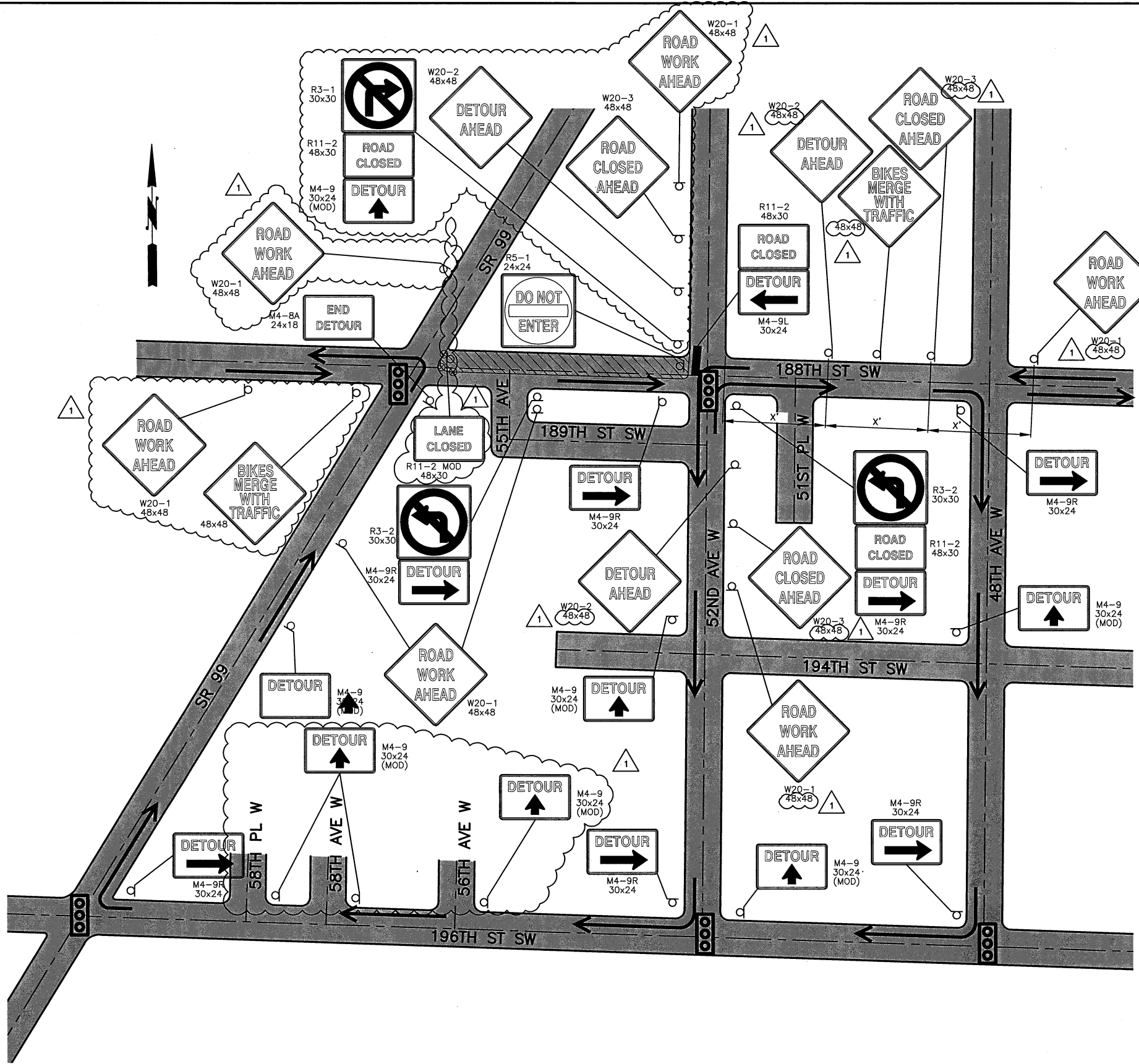
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Drawn By	Date
P. HOUGHTALING	5/19
Designed By	5/19
C. WILLIAMS	5/19
Checked By	5/19
J. DIDIER	5/19
Approved By	5/19
G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
DETOUR PLAN

Drawing No.	DT4
Sheet No.	44
of Total	58

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RESIDENTIAL & BUSINESS DISTRICTS		
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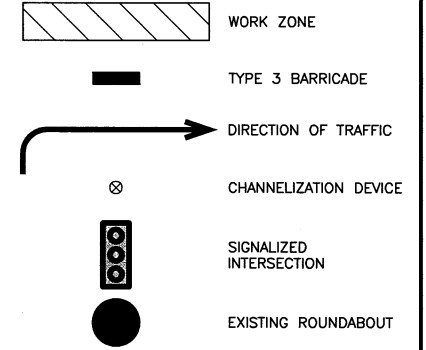
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LEGEND:



No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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Professional Engineer Seal for J. Didier, No. 50429, State of Washington, License No. 51219

Drawn By P. HOUGHTALING	Date 5/19
Designed By C. WILLIAMS	5/19
Checked By J. DIDIER	5/19
Approved By G. PARENTEAU	5/19

Project Number: 20170033.006

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
 DETOUR PLAN

Drawing No. DT5
 Sheet No. 45 of 58

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RURAL HIGHWAYS	60 / 65 MPH	800'
RURAL ROADS	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' (2)

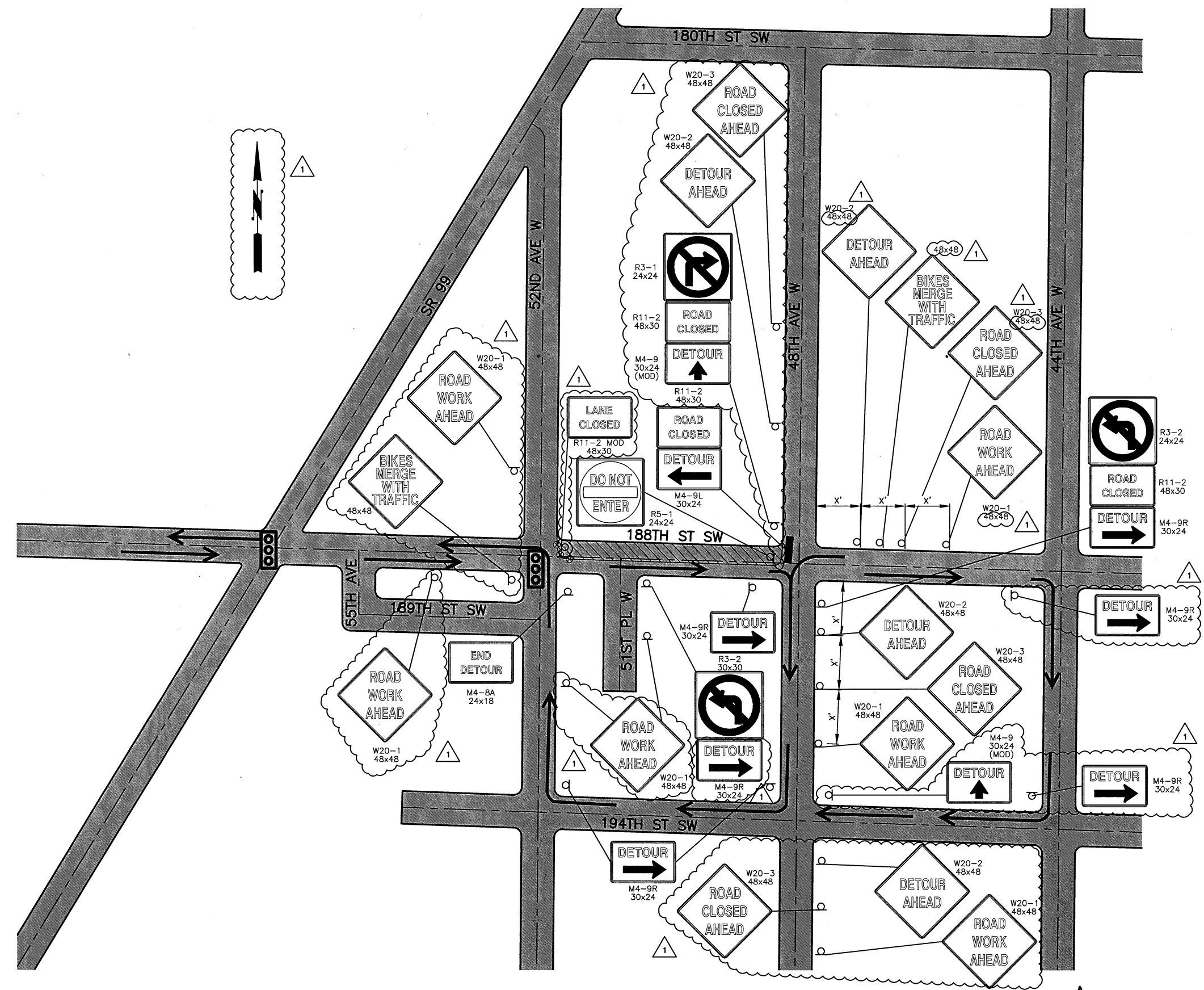
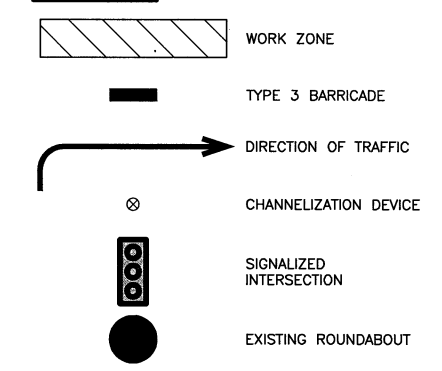
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

GENERAL NOTES:

- PHASE CONSTRUCTION TO MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH PROPERTY WITHIN WORK AREA LIMITS. APPROPRIATE LEFT OR RIGHT TURN ONLY SIGNS WILL BE PROVIDED AND INSTALLED.
- SPACING/LENGTH DISTANCES MAY VARY AS APPROVED BY ENGINEER.
- SEE SHEET PTC1-PTC5 FOR TEMPORARY DETOUR ROUTING OF PEDESTRIANS AND BICYCLES WHICH SHALL BE MAINTAINED AT ALL TIMES. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
- MAINTAIN LOCAL AND EMERGENCY ACCESS AT ALL TIMES; TEMPORARY CLOSURES WITH USE OF FLAGGERS ACCEPTABLE FOR UP TO 15 MINUTES.
- ALL INTERSECTIONS ARE STOP CONTROLLED, UNLESS SHOWN OTHERWISE. REFER TO LEGEND.
- UPOS REQUIRED FOR WORK @ SIGNALIZED INTERSECTIONS. SEE TC3 AND SPECIAL PROVISIONS.
- SIGNS SHALL MEET RETROREFLECTIVITY REQUIREMENTS OF THE MUTCD.
- SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON TC1-TC4.

LEGEND:



No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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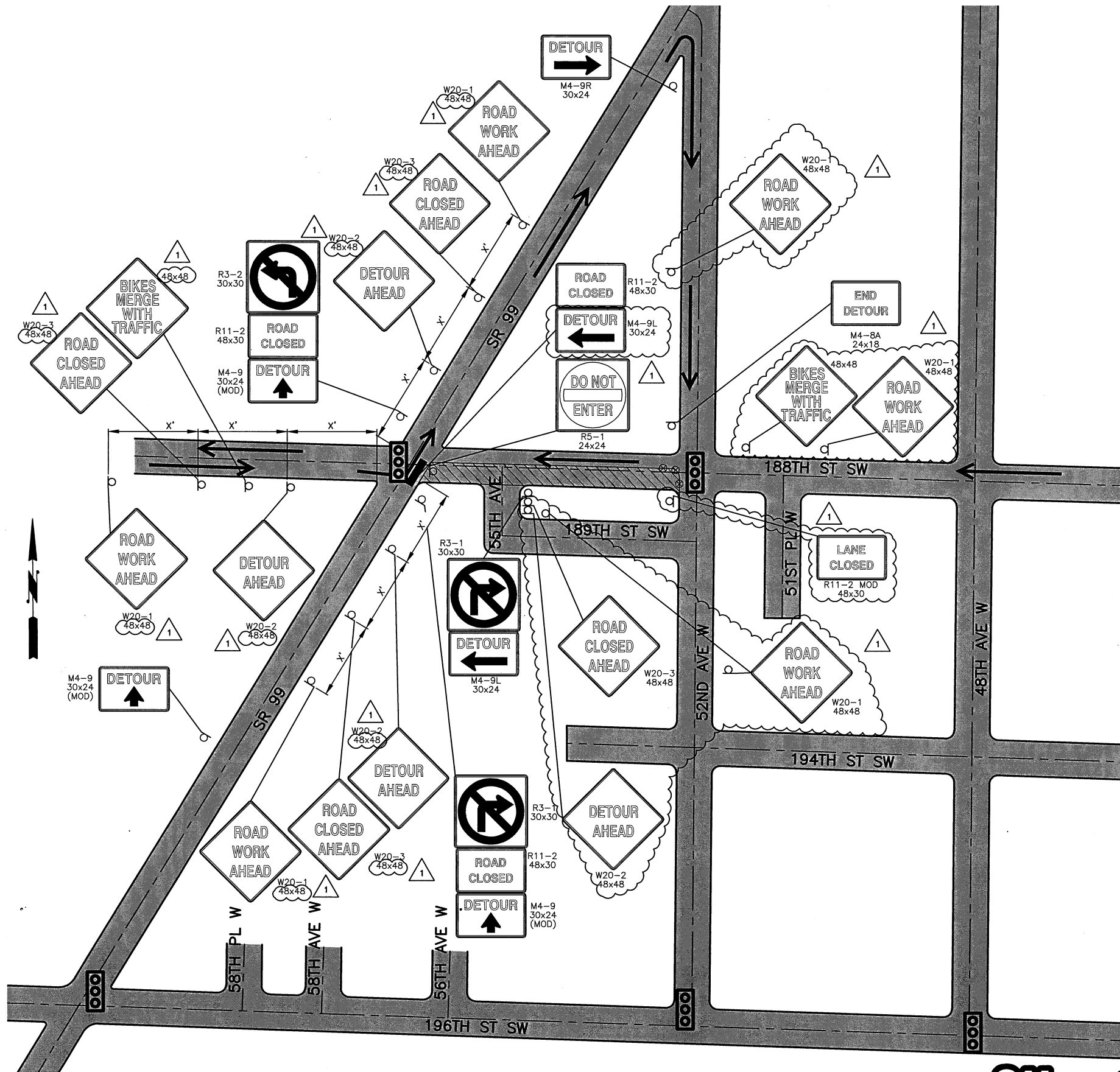
PROFESSIONAL ENGINEER
 J. DIDIER
 50429
 5/2/19

Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
DETOUR PLAN

Drawing No.	DT6
Sheet No.	46
58 of Total	

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GENERAL NOTES:

1. PHASE CONSTRUCTION TO MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH PROPERTY WITHIN WORK AREA LIMITS. APPROPRIATE LEFT OR RIGHT TURN ONLY SIGNS WILL BE PROVIDED AND INSTALLED.
2. SPACING/LENGTH DISTANCES MAY VARY AS APPROVED BY ENGINEER.
3. SEE SHEET PTC1-PTC5 FOR TEMPORARY DETOUR ROUTING OF PEDESTRIANS AND BICYCLES WHICH SHALL BE MAINTAINED AT ALL TIMES. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
4. MAINTAIN LOCAL AND EMERGENCY ACCESS AT ALL TIMES; TEMPORARY CLOSURES WITH USE OF FLAGGERS ACCEPTABLE FOR UP TO 15 MINUTES.
5. ALL INTERSECTIONS ARE STOP CONTROLLED, UNLESS SHOWN OTHERWISE. REFER TO LEGEND.
6. UPOS REQUIRED FOR WORK @ SIGNALIZED INTERSECTIONS. SEE TC3 AND SPECIAL PROVISIONS.
7. SIGNS SHALL MEET RETROREFLECTIVITY REQUIREMENTS OF THE MUTCD.
8. SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON TC1-TC4.

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)

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

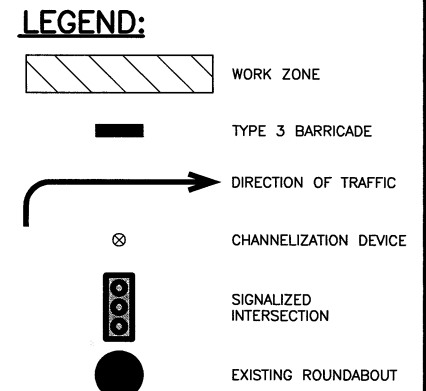
SIGN SPACING = X (1)

FREWAYS & EXPRESSWAYS	55 / 70 MPH	1500'
RURAL HIGHWAYS	60 / 65 MPH	800'
RURAL ROADS	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & BUSINESS DISTRICTS	25 / 30 MPH	200' (2)
URBAN STREETS	25 MPH OR LESS	100' (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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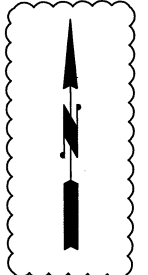
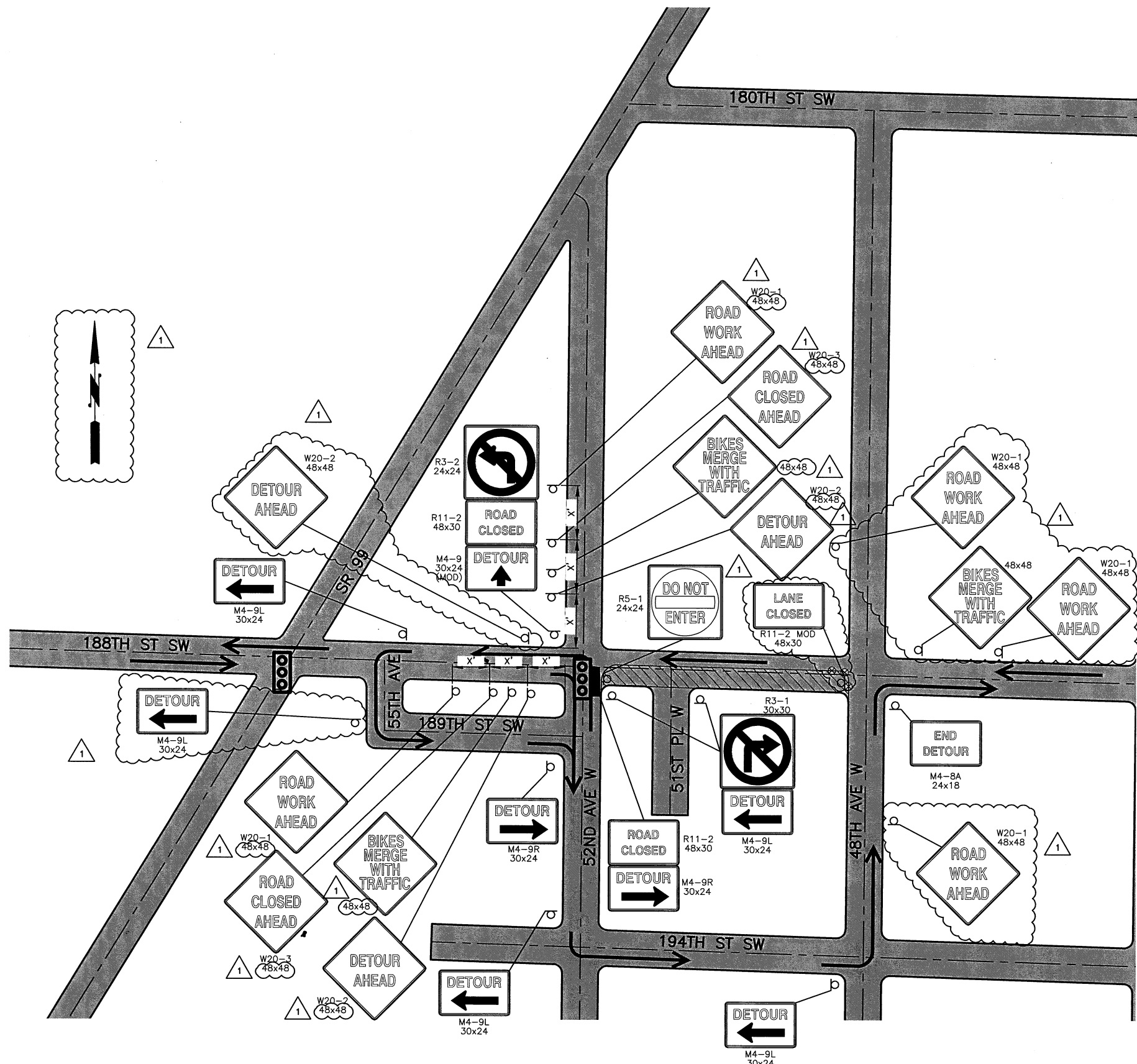
PROFESSIONAL ENGINEER
 JEROME J. DIER
 50429
 5/2/19

Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
DETOUR PLAN

Drawing No.	DT7
Sheet No.	47
of Total	58

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GENERAL NOTES:

1. PHASE CONSTRUCTION TO MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH PROPERTY WITHIN WORK AREA LIMITS. APPROPRIATE LEFT OR RIGHT TURN ONLY SIGNS WILL BE PROVIDED AND INSTALLED.
2. SPACING/LENGTH DISTANCES MAY VARY AS APPROVED BY ENGINEER.
3. SEE SHEET PTC1-PTC5 FOR TEMPORARY DETOUR ROUTING OF PEDESTRIANS AND BICYCLES WHICH SHALL BE MAINTAINED AT ALL TIMES. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
4. MAINTAIN LOCAL AND EMERGENCY ACCESS AT ALL TIMES; TEMPORARY CLOSURES WITH USE OF FLAGGERS ACCEPTABLE FOR UP TO 15 MINUTES.
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6. UPOS REQUIRED FOR WORK @ SIGNALIZED INTERSECTIONS. SEE TC3 AND SPECIAL PROVISIONS.
7. SIGNS SHALL MEET RETROREFLECTIVITY REQUIREMENTS OF THE MUTCD.
8. SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON TC1-TC4.

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)

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

SIGN SPACING = X (1)

FREWAYS & EXPRESSWAYS	55 / 70 MPH	1500'
RURAL HIGHWAYS	60 / 65 MPH	800'
	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP AT-GRADE INTERSECTIONS AND DRIVEWAYS
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

LEGEND:

- WORK ZONE
- TYPE 3 BARRICADE
- DIRECTION OF TRAFFIC
- CHANNELIZATION DEVICE
- SIGNALIZED INTERSECTION
- EXISTING ROUNDABOUT

No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
DETOUR PLAN

Drawing No.	DT8
Sheet No.	48
of Total	58

May 02, 2019 - 8:56am mary.bellone X:\Lynnwood, City of\Projects\20170033 - 2017-2022 Pavement Preservation & Rehabilitation Program\006 - 2019 Overlay & Curb Rump PS&E\CADD\Plan Sheets\20170033.006 TC.dwg

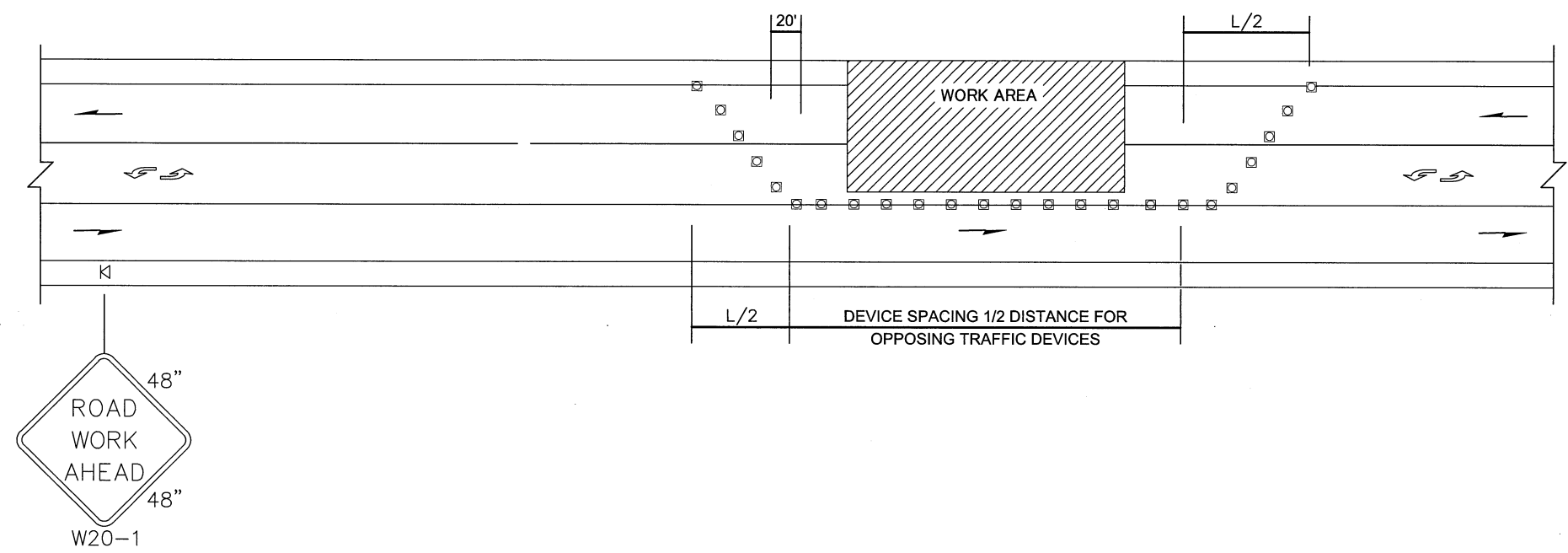
BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70	
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730	
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R											
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.								
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
PROTECTIVE VEHICLE (WORK VEHICLE) = R											
NO SPECIFIED DISTANCE REQUIRED											

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800'
RURAL ROADS	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	-

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/60	40	80
35/45	30	60
25/30	20	40



NOTES

- SEE TC5 AND SPECIAL PROVISIONS FOR WORK HOURS AND OTHER RESTRICTIONS.
- ALL SIGNS ARE RETROREFLECTIVE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
- STAGE 1 SHALL BE CONSTRUCTED FIRST. SEE DWG. NO. DT1-DT5.
- WORK AREAS SHALL REFLECT WORK AREAS SHOWN ON DETOUR PLANS, DWG. NO. DT1-DT8.
- CONTRACTOR SHALL PROVIDE FOR RESIDENTIAL AND BUSINESS ACCESS AT ALL TIMES. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, SEE TRAFFIC CONTROL TABLE, DWG. NO. TC1.
- CONTRACTORS SHALL PROVIDE ACCESS FOR EMERGENCY SERVICES VEHICLES AT ALL TIMES.
- FOR PCMS PLACEMENT AND OPERATION, SEE TRAFFIC CONTROL TABLE, DWG. NO. TC5.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFELY ACCOMMODATING PEDESTRIANS AND BICYCLISTS THROUGH WORK ZONES.
- THE WORK AREA SHOWN ON TC1 IMPACTING MULTIPLE LANES MAY BE IMPLEMENTED DURING ALLOWABLE WORKING HOURS. THE WORK AREA SHOWN ON TC2 SHALL BE IMPLEMENTED DURING NON-WORKING HOURS AND NON-WORKING DAYS, INCLUDING WEEKENDS.
- SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON DT1-DT8.

LEGEND

- K TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES (TRAFFIC DRUMS)
- ⇄ SEQUENTIAL ARROW SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ⊠ TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

STAGE 1 - TWO LANE CLOSURE - THREE LANE ROADWAY

NOT TO SCALE

No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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Professional Engineer Seal for J. DIDIER, No. 30429, State of Washington, Registered Professional Engineer, dated 5/2/19.

Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
 TRAFFIC CONTROL PLAN

Drawing No. **TC1**
 Sheet No. **49**
 of Total **58**

May 02, 2019 - 8:56am mary.bellone X:\lynwood\City of Projects\20170033 - 2017-2022 Pavement Preservation & Rehabilitation Program\006 - 2019 Overlay & Curb Ramp PS&E\CADD\Plan Sheets\20170033.006 TC.dwg

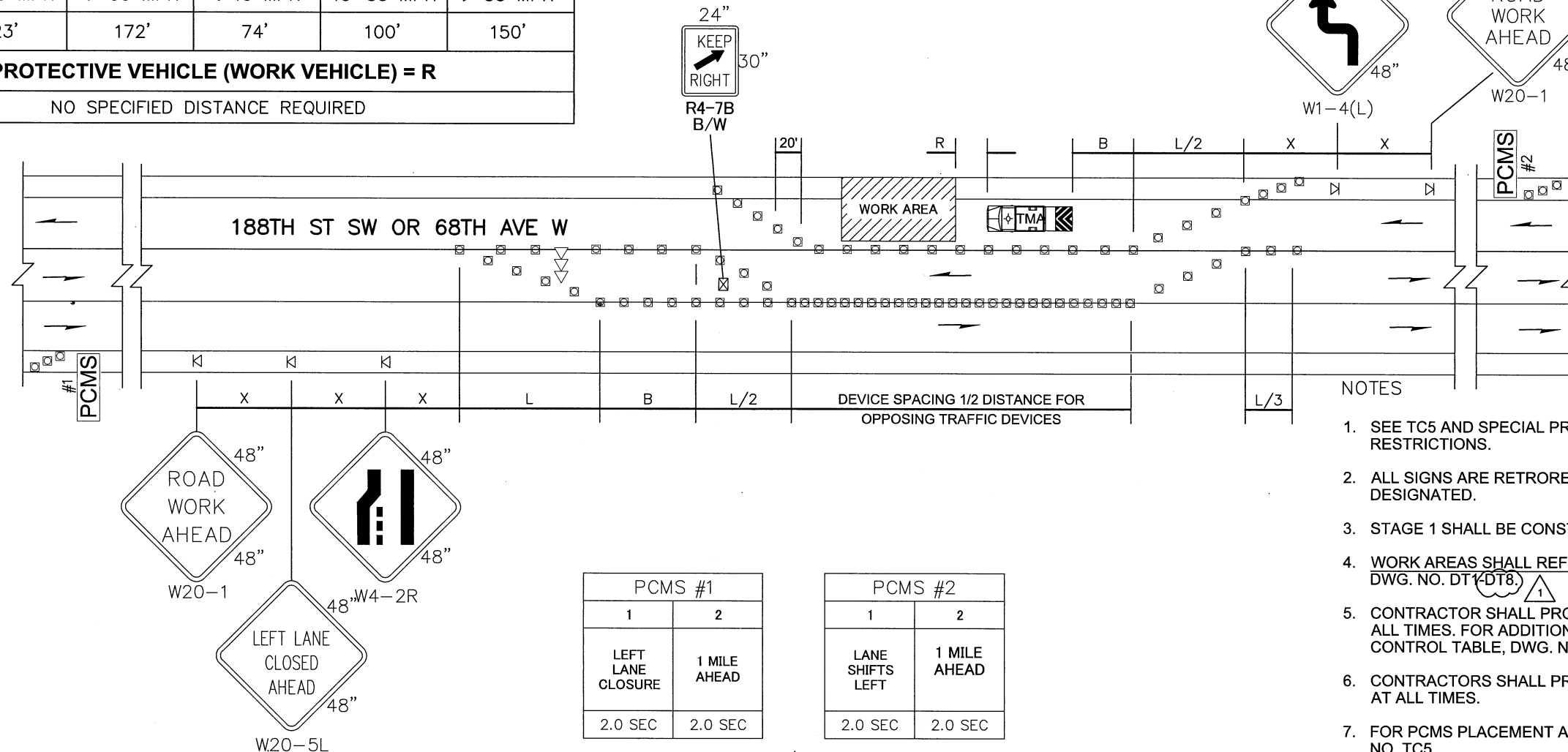
BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70	
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730	
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R											
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.					HOST VEHICLE WEIGHT > 22,000 lbs.						
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'						
PROTECTIVE VEHICLE (WORK VEHICLE) = R											
NO SPECIFIED DISTANCE REQUIRED											

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800'
RURAL ROADS	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	-

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/60	40	80
35/45	30	60
25/30	20	40



NOTES

- SEE TC5 AND SPECIAL PROVISIONS FOR WORK HOURS AND OTHER RESTRICTIONS.
- ALL SIGNS ARE RETROREFLECTIVE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
- STAGE 1 SHALL BE CONSTRUCTED FIRST. SEE DWG. NO. DT1-DT5.
- WORK AREAS SHALL REFLECT WORK AREAS SHOWN ON DETOUR PLANS, DWG. NO. DT1-DT8.
- CONTRACTOR SHALL PROVIDE FOR RESIDENTIAL AND BUSINESS ACCESS AT ALL TIMES. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, SEE TRAFFIC CONTROL TABLE, DWG. NO. TC1.
- CONTRACTORS SHALL PROVIDE ACCESS FOR EMERGENCY SERVICES VEHICLES AT ALL TIMES.
- FOR PCMS PLACEMENT AND OPERATION, SEE TRAFFIC CONTROL TABLE. DWG. NO. TC5.
- IF SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS. COORDINATE WITH MIKE THOMAS, 425-670-5236 48 HOURS MINIMUM PRIOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFELY ACCOMMODATING PEDESTRIANS AND BICYCLISTS THROUGH WORK ZONES.
- THE WORK AREA SHOWN ON TC1 IMPACTING MULTIPLE LANES MAY BE IMPLEMENTED DURING ALLOWABLE WORKING HOURS. THE WORK AREA SHOWN ON TC2 SHALL BE IMPLEMENTED DURING NON-WORKING HOURS AND NON-WORKING DAYS, INCLUDING WEEKENDS.
- SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON DT1-DT8.

STAGE 2 - LANE SHIFT - THREE LANE ROADWAY

NOT TO SCALE

LEGEND

- K TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES (TRAFFIC DRUMS)
- ▶▶ SEQUENTIAL ARROW SIGN
- ▶▶ TRANSPORTABLE ATTENUATOR
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ⊠ TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

PCMS #1	
1	2
LEFT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

PCMS #2	
1	2
LANE SHIFTS LEFT	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

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Professional Engineer Seal for G. Parenteau, No. 50429, State of Washington.

Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

Project Number
20170033.006

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
TRAFFIC CONTROL PLAN

Drawing No.
TC2
 Sheet No.
58
 of Total

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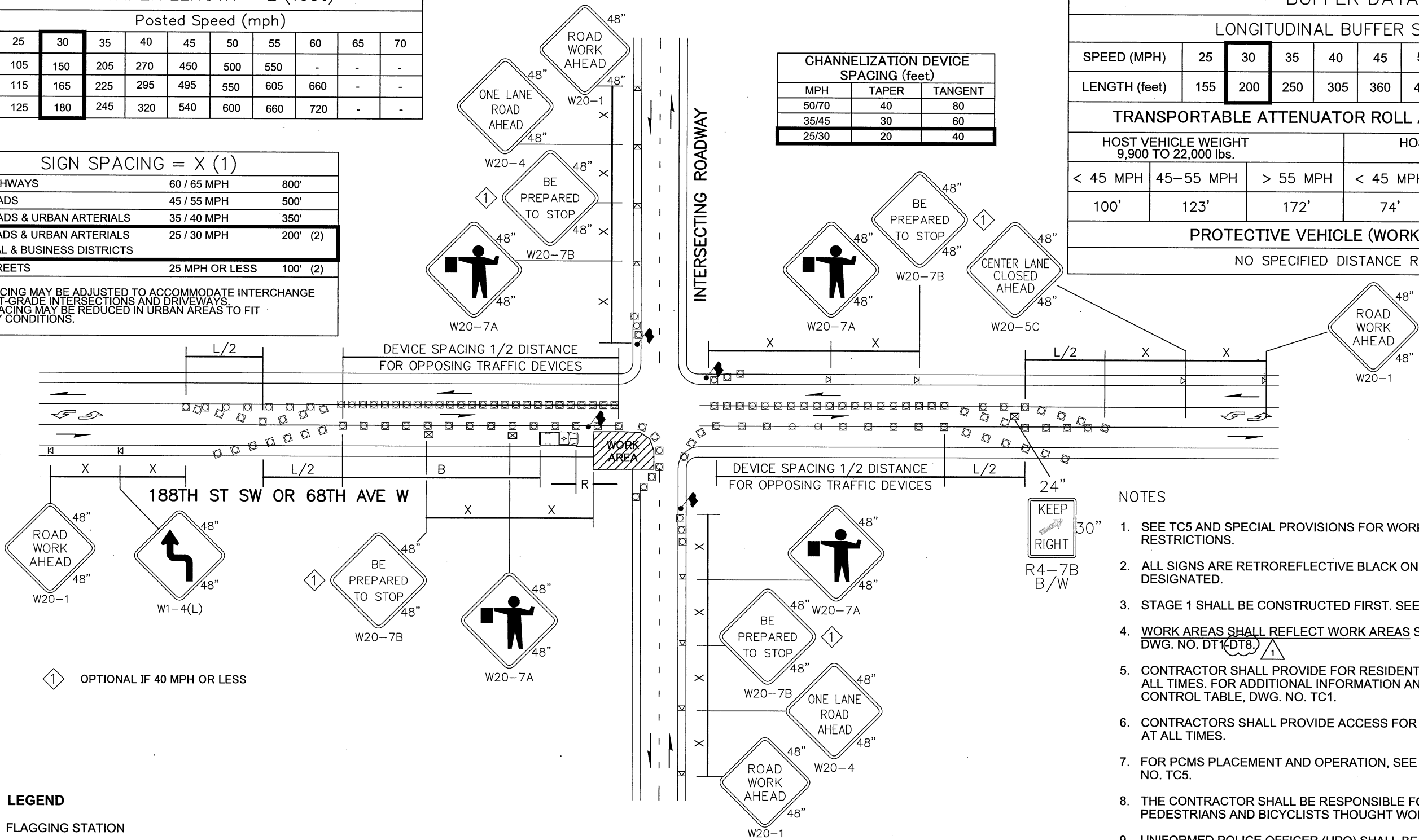
MINIMUM TAPER LENGTH = L (feet)		Posted Speed (mph)									
LANE WIDTH (feet)		25	30	35	40	45	50	55	60	65	70
10		105	150	205	270	450	500	550	-	-	-
11		115	165	225	295	495	550	605	660	-	-
12		125	180	245	320	540	600	660	720	-	-

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800'
RURAL ROADS	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.					HOST VEHICLE WEIGHT > 22,000 lbs.					
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH					
100'	123'	172'	74'	100'	150'					
PROTECTIVE VEHICLE (WORK VEHICLE) = R										
NO SPECIFIED DISTANCE REQUIRED										

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



- NOTES
- SEE TC5 AND SPECIAL PROVISIONS FOR WORK HOURS AND OTHER RESTRICTIONS.
 - ALL SIGNS ARE RETROREFLECTIVE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
 - STAGE 1 SHALL BE CONSTRUCTED FIRST. SEE DWG. NO. DT1-DT5.
 - WORK AREAS SHALL REFLECT WORK AREAS SHOWN ON DETOUR PLANS, DWG. NO. DT1-DT8.
 - CONTRACTOR SHALL PROVIDE FOR RESIDENTIAL AND BUSINESS ACCESS AT ALL TIMES. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, SEE TRAFFIC CONTROL TABLE, DWG. NO. TC1.
 - CONTRACTORS SHALL PROVIDE ACCESS FOR EMERGENCY SERVICES VEHICLES AT ALL TIMES.
 - FOR PCMS PLACEMENT AND OPERATION, SEE TRAFFIC CONTROL TABLE. DWG. NO. TC5.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFELY ACCOMMODATING PEDESTRIANS AND BICYCLISTS THROUGHT WORK ZONES.
 - UNIFORMED POLICE OFFICER (UPO) SHALL BE USED TO DIRECT TRAFFIC AT SIGNALIZED INTERSECTIONS. FLAGGERS SHALL NOT BE USED IN PLACE OF UPO. SIGN LAYOUT PER TC3 STILL APPLICABLE WITH USE OF UPO.
 - SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON DT1-DT8.

STAGE 2 - INTERSECTION LANE CLOSURE - THREE LANE ROADWAY

NOT TO SCALE

No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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PROFESSIONAL ENGINEER
 50429
 5/2/19

Drawn By P. HOUGHTALING	Date 5/19
Designed By C. WILLIAMS	5/19
Checked By J. DIDIER	5/19
Approved By G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
TRAFFIC CONTROL PLAN

Drawing No. TC3
Sheet No. 51
of Total 58

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MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

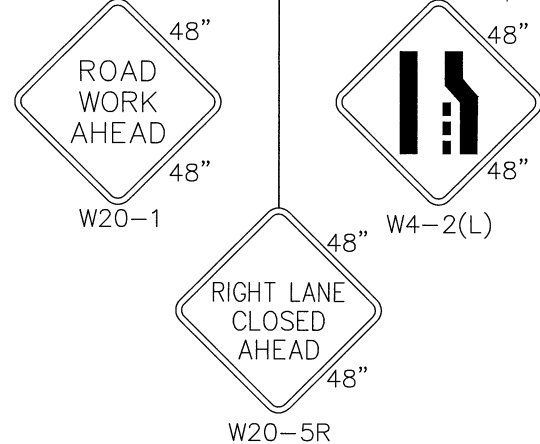
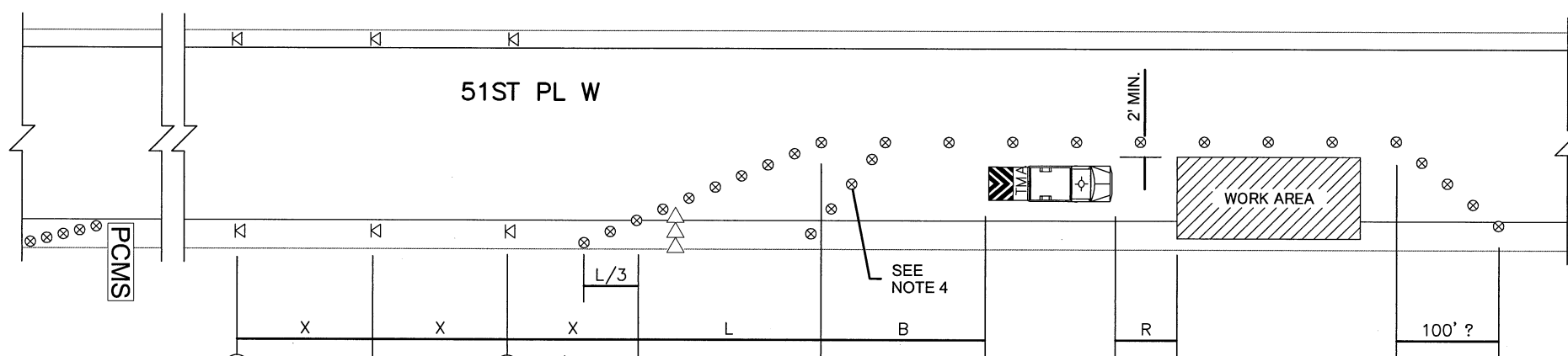
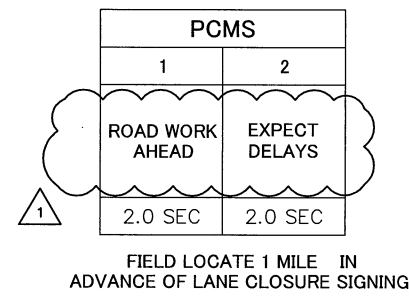
SIGN SPACING = X (1)		
FREeways & EXPRESSWAYS	55 / 70 MPH	1500'
RURAL HIGHWAYS	60 / 65 MPH	800'
RURAL ROADS	45 / 55 MPH	500'
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' (2)
URBAN STREETS	25 MPH OR LESS	100' (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'



- LEGEND**
- ⊠ TEMPORARY SIGN LOCATION
 - ⊗ TRAFFIC SAFETY DRUM
 - ⇨⇨ SEQUENTIAL ARROW SIGN
 - ▨ TRANSPORTABLE ATTENUATOR
 - PCMS PORTABLE CHANGEABLE MESSAGE SIGN

SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS

NOT TO SCALE

NOTES

- SEE TC5 AND SPECIAL PROVISIONS FOR WORK HOURS AND OTHER RESTRICTIONS.
- ALL SIGNS ARE RETROREFLECTIVE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
- STAGE 1 SHALL BE CONSTRUCTED FIRST. SEE DT1-DT5.
- WORK AREAS SHALL REFLECT WORK AREAS SHOWN ON DETOUR PLANS, DWG. NO. DT1-DT8.
- CONTRACTOR SHALL PROVIDE FOR RESIDENTIAL AND BUSINESS ACCESS AT ALL TIMES. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, SEE TRAFFIC CONTROL TABLE, DWG. NO. TC1.
- CONTRACTORS SHALL PROVIDE ACCESS FOR EMERGENCY SERVICES VEHICLES AT ALL TIMES.
- FOR PCMS PLACEMENT AND OPERATION, SEE TRAFFIC CONTROL TABLE. DWG. NO. TC5.
- DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
- USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (FT) (RECOMMENDED).
- DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFELY ACCOMMODATING PEDESTRIANS AND BICYCLISTS THROUGH WORK ZONES.
- SIGNS SHALL NOT CONFLICT WITH THOSE SHOWN ON DT1-DT8.

No.	Date	Revision	By	Appr.
1	4/19	DETOUR & TRAFFIC CONTROL REVISIONS, ADDENDUM #2		

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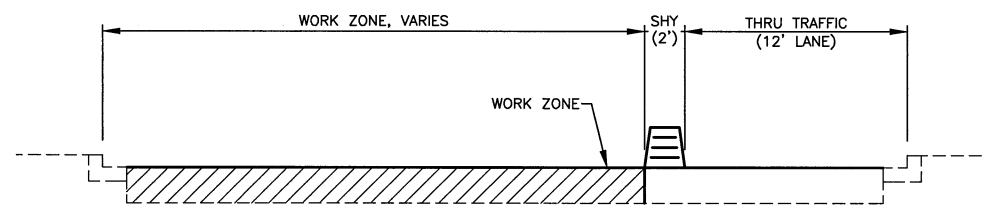
Drawn By	Date
P. HOUGHTALING	5/19
Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
TRAFFIC CONTROL PLAN

Drawing No.	TC4
Sheet No.	52
of Total	58

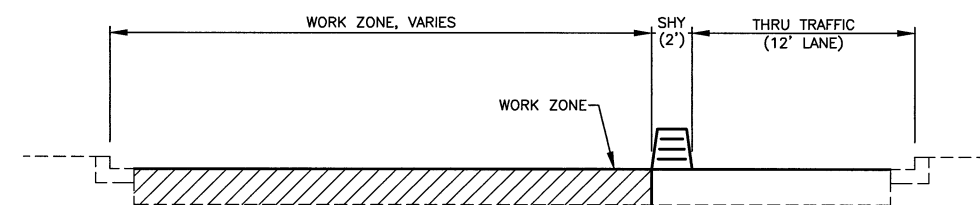
May 02, 2019 - 8:57am marybellone X:\Lynnwood_City of\Projects\20170033 - 2017-2022 Pavement Preservation & Rehabilitation Program\006 - 2019 Overlay & Curb Ramp PS&E\CADD\Plan Sheets\20170033.006 TC.dwg

SITE	ON STREET	FROM STREET	TO STREET	CLASSIFICATION	CLOSURE RESTRICTIONS	WORKING HOURS	SEQUENCING	SIGNING AND PCMS	OTHER
1	188TH STREET SW	SR99	48TH AVENUE W	ARTERIAL	LANE CLOSURES SHALL BE PER APPROVED DETOUR PLANS. CONTRACTOR SHALL PROVIDE EMERGENCY ACCESS TO DETOUR/STAGING AREAS DURING WORKING HOURS. 24 HOUR DETOURS THROUGH THE WORK ZONES MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS, AS APPROVED BY THE ENGINEER ARE ALLOWED. AT THE END OF THE CONTRACTOR'S WORK DAY AND WORK WEEK (THURSDAY OR FRIDAY) TWO LANES OF TRAFFIC SHALL BE AVAILABLE TO PROVIDE FOR TWO-WAY TRAFFIC DURING NON-WORKING HOURS, AND NON-WORKING DAYS.	7:00 AM TO 6:00 PM NIGHT WORK PROHIBITED.	WORK ZONES SHALL BE STAGED PER APPROVED TRAFFIC CONTROL PLANS. THE CONTRACTOR SHALL SEQUENCE THE CURB RAMP WORK SHOWN IN PTC1-PTC5 TO FIT WITHIN THE WORK ZONES DETAILED IN DT1-DT7, OR AS APPROVED BY THE ENGINEER.	PLACE AND MAINTAIN TWO PCMS ON 188TH STREET SW, ONE IN EACH DIRECTION PRIOR TO WORK ZONE, AND ONE IN EACH DIRECTION APPROACHING THE WORK ZONE ON ADJACENT ARTERIALS OR COLLECTORS (SR 99, 52ND AVE W, 48TH AVE W). PCMS ONLY REQUIRED 48 HOURS PRIOR TO, AND DURING ACTIVE CONSTRUCTION. STANDARD ROAD WORK AHEAD CONSTRUCTION SIGNS ACCEPTABLE ON RESIDENTIAL SIDE STREETS.	CONTRACTOR SHALL PROVIDE A SIGNED DETOUR IF WORK IMPACTS PEDESTRIAN CROSSING. SEE DWG. NO. PTC2-3.
2	51ST PLACE W	SOUTH DEAD END	188TH STREET SW	RESIDENTIAL	MAINTAIN LOCAL AND EMERGENCY ACCESS AT ALL TIMES; TEMPORARY CLOSURES WITH USE OF FLAGGERS ACCEPTABLE FOR UP TO 15 MINUTES, AS APPROVED BY THE ENGINEER. CONTRACTOR SHALL PROVIDE EMERGENCY ACCESS TO DETOUR/STAGING AREAS DURING WORKING HOURS.	7:00 AM TO 6:00 PM NIGHT WORK PROHIBITED.	WORK SHALL BE SEQUENCED TO MAINTAIN A DRIVEABLE SURFACE AT THE END OF EACH WORKING DAY. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.	ROAD WORK AHEAD SIGNS AND A FLAGGER SHALL BE POSTED ON 188TH STREET SW WHEN WORK MAY IMPACT TRAFFIC ON 188TH STREET SW.	CONTRACTOR SHALL PROVIDE A SIGNED DETOUR OR POST A SPOTTER AT 188TH STREET SW TO ASSIST PEDESTRIANS AND/OR BICYCLISTS CROSS 51ST PLACE W IF WORK IMPACTS PEDESTRIAN CROSSING.
3	68TH AVENUE W	196TH STREET SW	NORTH EDGE OF ROUNDABOUT IMPROVEMENTS	ARTERIAL	LANE CLOSURES SHALL BE PER APPROVED DETOUR PLANS. CONTRACTOR SHALL PROVIDE EMERGENCY ACCESS TO DETOUR/STAGING AREAS DURING WORKING HOURS. 24 HOUR DETOURS THROUGH THE WORK ZONES MEETING THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS, AS APPROVED BY THE ENGINEER ARE ALLOWED. AT THE END OF THE CONTRACTOR'S WORK DAY AND WORK WEEK (THURSDAY OR FRIDAY) TWO LANES OF TRAFFIC SHALL BE AVAILABLE TO PROVIDE FOR TWO-WAY TRAFFIC DURING NON-WORKING HOURS, AND NON-WORKING DAYS.	7:00 AM TO 6:00 PM NIGHT WORK MAY BE REQUESTED PER SPECIAL PROVISIONS.	WORK SHALL BE SEQUENCED TO MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.	PLACE AND MAINTAIN TWO PCMS ON 68TH AVENUE W, ONE IN EACH DIRECTION PRIOR TO WORK ZONE, AND ONE IN EACH DIRECTION APPROACHING THE WORK ZONE ON ADJACENT ARTERIALS OR COLLECTORS (196TH ST SW, 200TH ST SW, 202ND ST SW). PCMS ONLY REQUIRED 48 HOURS PRIOR TO, AND DURING ACTIVE CONSTRUCTION. STANDARD ROAD WORK AHEAD CONSTRUCTION SIGNS ACCEPTABLE ON RESIDENTIAL SIDE STREETS.	CONTRACTOR SHALL PROVIDE A SIGNED DETOUR IF WORK IMPACTS PEDESTRIAN CROSSING. SEE DWG. NO. PTC1-6.



188TH AVE TYPICAL CONSTRUCTION WORK AREA

N.T.S.
 NOTE: 188TH AVE, VARIES 24'-27'
 MIRROR FOR THRU TRAFFIC FOR ALL DETOUR PHASES



68TH AVE W TYPICAL CONSTRUCTION WORK AREA

N.T.S.
 NOTE: 68TH AVE, VARIES 28'-42'
 MIRROR FOR THRU TRAFFIC FOR ALL DETOUR PHASES

THE RIGHT OF WAY AND TOPOGRAPHICAL INFORMATION SHOWN HEREON WAS OBTAINED FROM THE CITY OF LYNNWOOD GIS AND DOES NOT CONSTITUTE OR IS NOT BASED ON BOUNDARY OR TOPOGRAPHICAL SURVEY.

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Designed By	
C. WILLIAMS	5/19
Checked By	
J. DIDIER	5/19
Approved By	
G. PARENTEAU	5/19

Project Number: 20170033.006

CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
TRAFFIC CONTROL DETAILS

Drawing No. **TC5**
 Sheet No. 53 of 58 Total

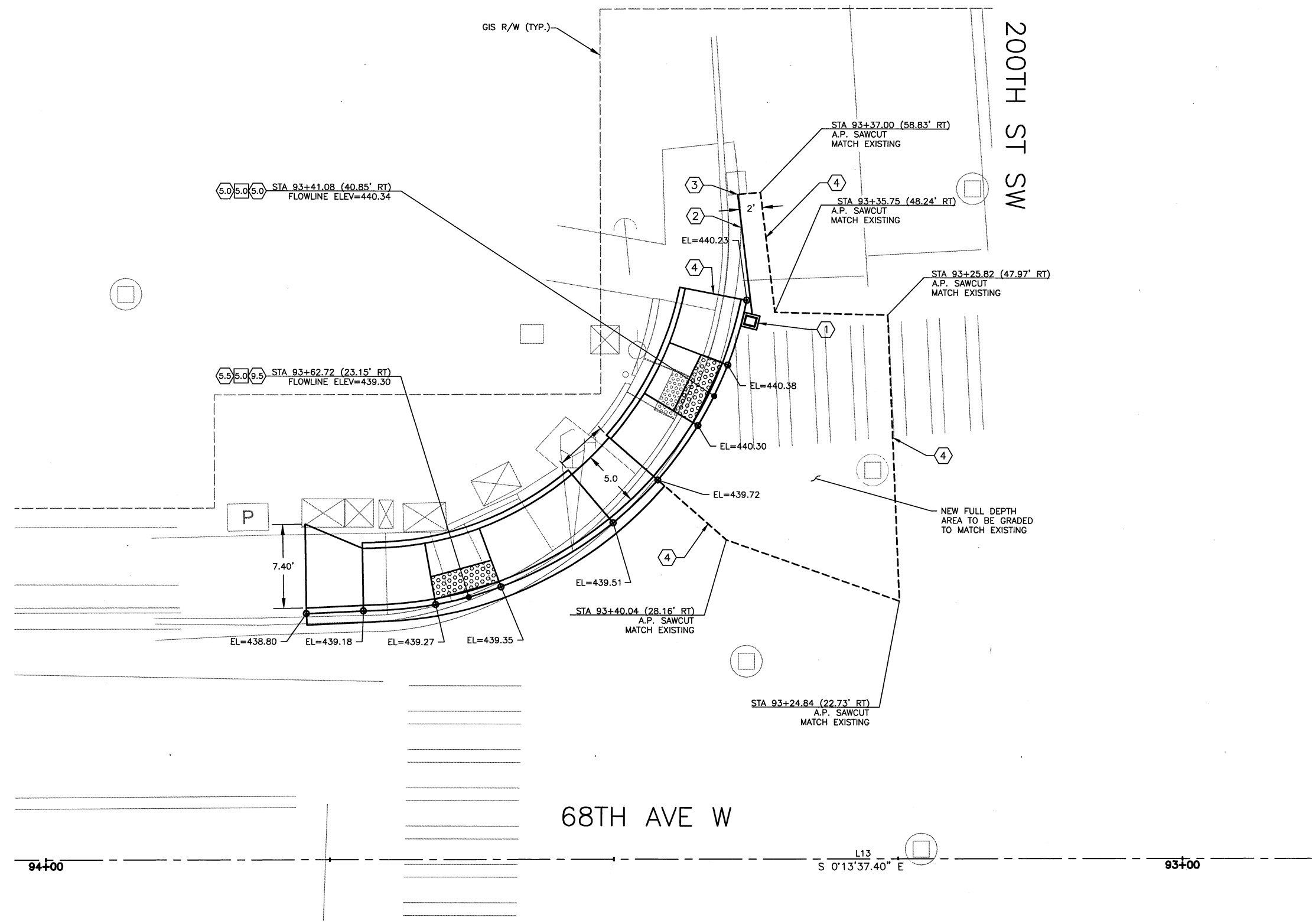
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CONSTRUCTION NOTES:

- ① INSTALL CONCRETE INLET PER WSDOT STD. PLAN B-25.60-02. STATION AND OFFSET TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
- ② INSTALL 12 LF OF SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.
- ③ CONNECT NEW STORM SEWER PIPE TO EXISTING DRAINAGE STRUCTURE.
- ④ SAWCUT.

GENERAL NOTES:

- 1. PROPOSED ELEVATIONS SHOWN ALONG CURB ARE INFORMATIONAL ONLY, AND SHALL BE VERIFIED PRIOR TO PLACING CURBS.



ADDITIONAL CURB RAMP AND PAVEMENT REMOVAL DETAILS, ADDENDUM #2.				
No.	Date	Revision	By	Appr.

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Approved By	
G. PARENTEAU	5/19

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CITY OF LYNNWOOD
 2019 OVERLAY AND CURB RAMP PROJECT
CURB RAMP DETAILS

Drawing No.
CRD5
 Sheet No.
 of Total