

# SPECIAL PROVISIONS for Construction Agreement

## County Projects on State Highways or City Projects within Limited Access Areas

### Construction Agreement Number:

WSDOT and Public Agency Agreement and these Special Provisions apply to all construction items within WSDOT jurisdiction and maintenance responsibility only.

Applicable provisions are denoted by (  )

1. **WSDOT REPRESENTATIVE.** No work provided for herein shall be performed until the Agency is authorized by the following WSDOT representative:
- Andy Larson, PE  
Development Services Engineer  
360-900-9541
2. **PLAN CHANGES** (*Applicable to ALL Projects*)
- **AGENCY CHANGE ORDERS / ADDENDAS.** Changes to any Approved Plan affecting WSDOT owned highway right-of-way or highway right-of-way under WSDOT jurisdiction must be reviewed and approved by WSDOT prior to execution.
  - **STATE REQUIRED CHANGES OR CORRECTIONS.** WSDOT reserves the right to require changes or corrections due to plan omissions or details not in conformance with WSDOT's Standard Specifications, Standard Plans, Design Manual Design Standards and/or Project Special Provisions.
3. **DELAY TO STATE CONTRACTS.** (*Applicable to ALL Projects*) The Agency agrees to schedule and perform the work herein in such a manner as not to delay WSDOT's contractor in the performance of any WSDOT contract in the area. WSDOT shall in no way be held liable for any damage to the Agency by reason of any such work by WSDOT, its agents or representatives, or by the exercise of any rights by WSDOT upon roads, streets, public places, or structures in question.
4. **AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS.** (*Applicable to ALL New Construction and Alteration Projects*). All public entities are required to follow the Americans with Disabilities Act of 1990 (ADA), regardless of funding sources. Wherever pedestrian facilities are intended to be a part of the transportation facility, federal regulations require that those pedestrian facilities meet ADA guidelines. All new construction or alteration of existing transportation facilities must be designed and constructed to be accessible to and usable by persons with disabilities per Title II of the ADA (28 CFR Part 35.151) and Section 504 regulations (49 CFR Part 27.7(c)).
- Neither cost nor schedule are factors in determining whether the ADA standards can be met, nor are they factors in determining the feasibility of complying with the standard. An alteration project must be planned, designed, and constructed so that the required accessibility improvements occur at the same time as the alteration.
- The following are not considered Alteration Projects: Spot Pavement Repair, Liquid-Asphalt Sealing, Chip Seal (BST), Crack Sealing, and Lane Restriping that does not alter the usability of the shoulder.
- If there is uncertainty as to whether a project meets the definition of an Alteration Project, WSDOT's Construction Representative and the Agency's Representative shall consult with WSDOT's Regional ADA Coordinator.
- If a situation is encountered where it may not be possible to fully meet the applicable accessibility requirements during alterations of existing facilities, WSDOT's Construction Representative and the Agency's Representative shall consult with WSDOT's Regional ADA Coordinator in order to develop a workable solution to meet the accessibility requirements to the maximum extent feasible (MEF).

5. **TRAFFIC CONTROL AND PUBLIC SAFETY.** (Applicable to all City Projects within Limited Access Areas and/or City Projects within Managed Access Areas involving WSDOT maintained Traffic Signals, Freeway Ramps, or Ferry Traffic. Applicable to all other City Projects when WSDOT assistance is requested by the City. Applicable to all County Projects)

- **TRAFFIC CONTROL PLANS (TCP's).** During the construction and/or maintenance of this facility, the Agency shall submit Traffic Control Plans to WSDOT for Review and Approval at least ten (10) days in advance of the time that signing and other traffic control devices will be required. These TCP's shall be in compliance with one of the following:
  - a The Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways – Part 6; Chapter 6H (<http://mutcd.fhwa.dot.gov/HTM/2003r1/part6/part6h1.htm>) and Washington modifications thereto
  - b WSDOT Work Zone Traffic Control Guidelines - M54-44 – (<http://www.wsdot.wa.gov/publications/manuals/fulltext/M54-44/Workzone.pdf>)
  - c The WSDOT Standard Plans Manual – M21-01; Section K for Work Zone Traffic Control. (<http://www.wsdot.wa.gov/Design/Standards/Plans.htm#StandardPlans>)
  - d Project Specific Traffic Control Plans in accordance with WSDOT Work Zone Traffic Control Guidelines M54-44 - or the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways – Part 6; Chapter 6H and Washington modifications thereto
- **MODIFICATION OR REVOCATION OF APPROVED TRAFFIC CONTROL PLANS.** WSDOT reserves the right to modify or revoke any Traffic Control Plan at any time due to safety and operational problems for the traveling public. All costs and time delays associated with modification or revocation shall be borne by the Agency or their contractor.
- **PERMITTED HOURS FOR LANE CLOSURES / STATE NOTIFICATION.** The working hours within WSDOT owned highway right-of-way or highway right-of-way under WSDOT jurisdiction for this project are restricted per the Approved Traffic Control Plan(s). Any extension of these hours must be requested in writing and approved prior to construction. Weekend or Holiday (including Canadian Holidays-Skagit & Whatcom Counties) work is not permitted without written permission from WSDOT. Five (5) working days notification shall be given to WSDOT's Construction Representative prior to any lane closure.
- **SUSPENSION OF TRAFFIC CONTROL OPERATIONS.** WSDOT reserves the right to suspend all lane and shoulder closure operations due to unexpected emergencies or impediments to the flow of traffic. All costs associated with this suspension shall be borne by the Agency or their contractor.
- **HAZARD PROTECTION.** All hazards to vehicular, pedestrian, and bicycle traffic shall be marked by warning signs, barricades, and lights.
- **STORAGE OF EQUIPMENT AND MATERIALS.** All lanes shall be open and the shoulders shall be clear of construction equipment and materials during non-working hours. The Work Zone Clear Zone (WZCZ) applies during working and non-working hours. The WZCZ applies only to temporary roadside objects introduced by the Contractor's operations and does not apply to pre-existing conditions or permanent work. Those work operations that are actively in progress shall be in accordance with adopted and approved Traffic Control Plans, and other Contract or Permit requirements.

During nonworking hours, equipment or materials shall not be within the WZCZ unless they are protected by permanent guardrail or temporary concrete barrier. The use of temporary concrete barrier shall be permitted only if WSDOT approves the installation and location.

During actual hours of work, unless protected as described above, only materials absolutely necessary to construction shall be within the WZCZ and only construction vehicles absolutely necessary to construction shall be allowed within the WZCZ or allowed to stop or park on the shoulder of the roadway.

The Contractor's non-essential vehicles and employees private vehicles shall not be permitted to park within the WZCZ at any time unless protected as described above.

Deviation from the above requirements shall not occur unless the Contractor has requested the deviation in writing, and WSDOT has provided written approval.

6. **TRAFFIC CONTROL SUPERVISOR.** *(Applicable to City Projects within Limited Access Areas; and/or City Projects within Managed Access Areas involving WSDOT maintained Traffic Signals, Freeway Ramps, or Ferry Traffic. Applicable to all County Projects).* The Agency or their Prime Contractor shall employ an individual or individuals to perform the duties of Full-Time Traffic Control Supervisor (TCS), certified by WSDOT. The TCS shall be responsible for safe implementation of Approved Traffic Control Plans. The TCS shall be present on the project whenever flagging, spotting, or other traffic control is being utilized. The TCS shall be responsible for having a current set of approved Traffic Control Plans, Inspecting traffic control devices and nighttime lighting for proper location, installation, message, cleanliness, and effect on the traveling public. Traffic control devices shall be inspected at least once per hour during working hours. The TCS shall correct, or arrange to have corrected, any deficiencies noted during these inspections. The Agency or Prime Contractor shall maintain 24-hour telephone numbers at which the TCS can be contacted and be available upon request of WSDOT Representative at other than specified working hours.
7. **WORKER VISIBILITY** *(Applicable to Counties and Limited Access in All Cities)*
- **FLAGGER APPAREL.** Traffic Control Supervisors, Flaggers, Spotters, and others performing Traffic Control Labor of any kind shall comply with the following: 1. During daylight hours with clear visibility, workers shall wear a high-visibility ANSI/ ISEA 107-2010 Class 2 or 3 vest or jacket, and hardhat meeting the high-visibility headwear requirements of WAC 296-155-305; and 2. During hours of darkness (½ hour before sunset to ½ hour after sunrise) or other low visibility conditions (snow, rain, fog, etc.), workers shall wear a high-visibility ANSI/ISEA 107-2010 Class 2 or 3 vest or jacket, high-visibility lower garment meeting ANSI/ISEA 107-2010 Class E, and hardhat meeting the high-visibility headwear requirements of WAC 296-155-305.
  - **APPAREL - OTHER CONTRACTOR PERSONNEL.** The Agency and/or the Contractor shall require all other personnel in WSDOT owned highway right-of-way or highway right-of-way under WSDOT jurisdiction under their control (including Service Providers, Subcontractors, and lower tier Subcontractors) that are on foot in the work zone and are exposed to vehicle traffic or construction equipment to wear the high-visibility apparel meeting Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2010 publication titled “American National Standard for High Visibility Safety Apparel and Headwear.
8. **MATERIALS AND QUALITY ASSURANCE / QUALITY CONTROL (QA/QC)** *(Applicable to ALL Projects)*
- **MATERIALS AND WORKMANSHIP.** All materials and workmanship shall conform to the Washington State Department of Transportation Standard Specifications for Road, Bridge and Municipal Construction, current edition, and amendments thereto, and shall be subject to inspection by WSDOT.

- **APPROVAL OF MATERIALS –**

**REQUEST for APPROVAL of MATERIALS (RAM).** The RAM shall be prepared by the Contractor or Public Agency in accordance with the instructions on Form 350-071 and submitted to WSDOT's Construction Representative for approval before the material is incorporated into the work. All material, including proposed Aggregate Sources, shall be listed on the RAM Form. Approval of the material does not constitute acceptance of the material for incorporation into the Work. Additional acceptance actions as noted on the RAM need to be completed prior to the materials being incorporated into the Work. When requesting approval of an item that requires fabrication, both the fabricator and the manufacturer of the base material shall be identified on the RAM.

**QUALIFIED PRODUCTS LIST (QPL).** The most current QPL list available at the time the product is proposed for use shall be used. The QPL submittal shall be prepared by the Contractor or Public Agency in accordance with the instructions in the QPL and submitted to WSDOT's Construction Representative prior to use. The QPL identifies the approved products, the applicable Specification Section, and the basis for acceptance at the project level. The acceptance and use of these products is based upon additional job sampling and/or documentation. All additional acceptance actions need to be completed prior to the material being incorporated into the Work. Qualified products not conforming to the Specifications, not fulfilling the acceptance requirements, or improperly handled or installed, shall be replaced at the Contractor's expense. If there is a conflict between the QPL and the Contract, the provisions of the Contract shall take precedence over the QPL. The current QPL can be accessed online at [www.wsdot.wa.gov/biz/mats/qpl/qpl.cfm](http://www.wsdot.wa.gov/biz/mats/qpl/qpl.cfm).

**AGGREGATE SOURCE APPROVAL (ASA).** All aggregates proposed for use on the project shall be from Pre-Approved WSDOT Sources. Pre-Approved Sources can be found on WSDOT's ASA database which contains results of WSDOT preliminary testing of aggregate sources. The ASA database can be accessed online at the agency website at: [wsdot.wa.gov/biz/mats/ASA/ASASearch.cfm](http://wsdot.wa.gov/biz/mats/ASA/ASASearch.cfm). This database is used by WSDOT to indicate the approval status of these aggregate sources for applications that require preliminary testing as defined in the Contract. The ASA 'Aggregate Source Approval Report' identifies the currently approved applications for each aggregate source listed. The acceptance and use of these aggregates is contingent upon additional job sampling and/or documentation. Aggregates approved for applications on the ASA 'Aggregate Source Approval Report' not conforming to the Specifications, not fulfilling the acceptance requirements, or improperly handled or installed, shall be replaced at the Contractor's or Public Agency's expense.

- **MATERIALS TESTING/REPORTING OF RESULTS.** All materials testing is to be performed by the Agency or an Independent Certified Testing Laboratory of their choice. Copies of all test results shall be submitted to WSDOT's Construction Representative prior to beginning the next phase of construction. WSDOT reserves the right to verify the test results or to perform the testing.
- **HOT MIX ASPHALT (HMA) DESIGN.** Prior to Paving Operations, the Agency shall submit WSDOT approved HMA Mix Design(s) for use on this project.
- **PAVING OPERATIONS.** NO PAVING OPERATIONS WILL BE PERMITTED WHEN IT IS RAINING or SNOWING. Written permission from WSDOT's Construction Representative shall be required if paving operations begin before April 1st, or after October 1st. Surface temperature and other paving limitations as per the WSDOT Standard Specifications shall be enforced.
- **MATERIAL TRANSFERING DEVICE / VEHICLE.** Direct transfer of HMA from the hauling equipment to the paving machine will not be allowed in the top 0.30 feet of the pavement section of hot mix asphalt (HMA) used in traffic lanes with a depth of 0.08 feet or greater. A material transfer device or vehicle (MTD/V) shall be used to deliver the HMA from the hauling equipment to the paving machine. HMA for pre-leveling, pavement repair, or HMA placed in irregularly shaped and minor areas such as road approaches, tapers, and turn lanes are excluded from this requirement. At the Contractor's request, WSDOT's Construction Representative may approve paving without an MTD/V. The MTD/V shall mix the HMA after delivery by the hauling equipment and prior to laydown by the paving machine. Mixing of the HMA shall be sufficient to obtain a uniform temperature throughout the mixture. If a windrow elevator is used, the length of the windrow may be limited in urban areas or through intersections, at the discretion of WSDOT's Construction Representative.
- **ROLLERS.** 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. An exception shall be that pneumatic tired rollers shall be used for compaction of the wearing course beginning October 1st of any year through March 31st of the following year. Coverage with a steel wheel roller may precede pneumatic tired rolling. Operation of the roller shall be in accordance with the manufacturer's recommendations. The use of equipment that results in crushing of the aggregate will not be permitted. Rollers producing pickup, washboard, uneven compaction of the surface, or displacement of the mixture, or other undesirable results shall not be used.

- **JOINT SEALING.** All joints between existing and new pavement; or other cracks requiring repair shall be adequately cleaned and then sealed with PG 67-22 Liquid Asphalt in accordance with the manufacturer's recommendations. Filling shall be controlled to confine the material within the crack or joint. If, in the opinion of WSDOT's Construction Representative, the Contractor's method of filling results in an excessive amount of sealant on the pavement surface, filling shall be stopped and the method changed. Any overflow shall be cleaned from the pavement surface.
- **QUALIFICATION of CONCRETE SUPPLIERS.** Concrete Batch Plant Prequalification requires a certification by the National Ready Mix Concrete Association (NRMCA). A copy of that Certificate shall be submitted to WSDOT's Construction Representative prior to placement of cement concrete.
- **CONCRETE MIX DESIGN.** Prior to any placement of cement concrete, the Agency shall submit WSDOT approved Mix Design(s) for use on this Project to WSDOT's Construction Representative.
- **DRAINAGE STRUCTURES.** Only structures stamped APPROVED by WSDOT's Fabrication Inspection Office shall be used on this project.

9. **UNSUITABLE MATERIALS.** (*Applicable to ALL Projects*) If determined necessary by WSDOT, unsuitable material encountered during any excavation shall be removed and replaced to the satisfaction of WSDOT at the Agency's expense. The replacement material shall be freedrainage and granular, or other materials as determined by WSDOT's Construction Representative in accordance with the Standard Specifications.
10. **EROSION CONTROL / DRAINAGE** (*Applicable to Counties and Limited Access in All Cities*)
- **BEST MANAGEMENT PRACTICES (BMP's).** During construction of this project, the Agency shall comply with the Washington State Department of Transportation Highway Runoff Manual and implement Best Management Practices (BMP's) as detailed in the manual to mitigate erosion and pollution.
  - **WATER DISCHARGES ON THE PROJECT.** All discharges to WSDOT owned highway right-of-way or highway right-of-way under WSDOT jurisdiction on this project shall conform to WSDOT and Local water quality regulations and shall meet WAC 173-201A.
11. **INTERFERENCE TO STATE HIGHWAY DRAINAGE** (*Applicable to Counties and Limited Access in All Cities*) If the work done under this WSDOT and Agency Agreement interferes in any way with the drainage of WSDOT highway, the Agency shall wholly and at its own expense make such provision - as WSDOT may direct, to deal with said drainage.
12. **LANDSCAPING ON STATE RIGHT-OF-WAY** (*Applicable to Counties and Limited Access in All Cities*)
- **PLANTINGS.** If the Agency desires to plant and/or cultivate any shrubs, trees, hedges, or other domestic or native ornamental growth on WSDOT owned highway right-of-way that is more extensive than regular WSDOT vegetation, the Agency shall obtain a Roadside Vegetation Permit (DOT Form 220-018) from WSDOT for the maintenance of the plantings.
  - **IRRIGATION SYSTEMS.** If the Agency obtains a Roadside Vegetation Permit for Plantings, The Agency may be required to obtain additional approval for permanent irrigation systems. The Agency shall be responsible for water and electrical costs.
13. **DISTURBANCE OF EXISTING VEGETATION** (*Applicable to Counties and Limited Access in All Cities*) This Construction Agreement does not give the Agency or any agent or contractor, of the Agency any rights to cut, spray, retard, remove, destroy, damage, disfigure, or in any way modify the physical condition of any vegetative material located on WSDOT owned highway right-of-way or highway right-of-way under WSDOT jurisdiction, except by written permission from WSDOT. All restoration shall be done to the satisfaction of WSDOT at the sole expense of the Agency.
14. **RIGHT-OF-WAY RESTORATION** (*Applicable to Counties and Limited Access in All Cities*) Upon completion of work, the Agency shall remove and dispose of all scraps, brush, timber, materials, etc. off of WSDOT owned highway right-of-way or highway right-of-way under WSDOT jurisdiction. The aesthetics of the highway shall be as it was before work started - or better.
15. **SEVERANCE AND SALE OF TIMBER AND OTHER PERSONALTY — REMOVAL OF NON-MARKETABLE MATERIALS** (*Applicable to Counties and Limited Access in All Cities*) This WSDOT and Agency Agreement is subject RCW 47.12.140, and amendments thereto.
16. **MAINTENANCE OF LANDSCAPING** (*Applicable to Cities ONLY*) The Agency is responsible for the maintenance of all landscaping beyond the face of the curbs or edge of pavement, and in the median of divided highways.
17. **ILLUMINATION CONSTRUCTION / INSPECTION** (*Applicable to Counties and Limited Access in All Cities*)

- **CONSTRUCTION.** The Agency shall assure that the construction of all illumination installed within WSDOT owned highway right-of-way or highway right-of-way under WSDOT jurisdiction meets all requirements of WSDOT.
- **ILLUMINATION DURING CONSTRUCTION.** Pre-existing illumination shall be maintained and functional at all times during construction until the new illumination is operational.

18. **TRAFFIC SIGNAL CONSTRUCTION / INSPECTION** *(Applicable to City Projects within Limited Access Areas, Projects within Cities < 27,500 Population, and all County Projects).*

- **DESIGN/CONSTRUCTION/INSPECTION.** The Agency shall assure that the design and construction of Traffic Signals and illumination on signal poles installed within WSDOT Highway right-of-way meets all requirements of WSDOT.
- **TRAFFIC SIGNAL STANDARDS – APPROVAL.** Traffic signal standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans. If the proposed signal standards are not on WSDOT’s PRE-APPROVED LIST (<http://www.wsdot.wa.gov/eesc/bridge/lightsignalstandards/index.cfm>), Signal Pole Shop Drawings (Electronically, or Seven (7) sets of copies) shall be submitted to WSDOT’s Construction Representative for transmittal to HQ for approval.
- **ILLUMINATION DURING CONSTRUCTION.** Pre-existing illumination shall be maintained and functional at all times during construction until the new illumination is operational.
- **TEMPORARY VIDEO DETECTION SYSTEM.** If any induction loop is scheduled to be disabled, a temporary video detection system shall be completely installed and made operational prior to any associated induction loop being disabled.
- **TRAFFIC DETECTION LOOPS.** The Contractor shall notify the Area Traffic Engineer through WSDOT’s Construction Representative a minimum of five (5) working days in advance of pavement removal or grinding in areas with existing loops.

All new traffic detection loops shall be installed after grinding or prior to paving the final lift of asphalt unless otherwise approved by WSDOT’s Construction Representative.

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

Loops that fail the tests, as described above, and are replaced shall be installed in accordance with current WSDOT design standards and Standard Plans, as determined by WSDOT’s Construction Representative.

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

- **TRAFFIC SIGNAL HEADS.** Unless ordered by WSDOT’s Construction Representative, signal heads shall not be installed at any intersection until all other signal equipment is installed and the controller is in place, inspected, and ready for operation at that intersection, except that the signal heads may be mounted if the faces are covered with Signal Head Covering Material.
- **SIGNAL HEAD COVERING.** The signal head covering material shall be manufactured from a durable fabric material, black in color with a mesh front, and designed to fit the signal head configuration properly. The covers shall have an attachment method that will hold the cover securely to the signal in heavy wind. The covers shall be provided with a drain to expel any accumulated water.

- **TRAFFIC SIGNAL PRE-TURN-ON COORDINATION MEETING AND TESTING.** Prior to a Traffic Signal Turn-on event, the Agency/Contractor shall conduct a Pre Turn-on coordination meeting with the following Contracting Agency personnel included as invited attendees: WSDOT’s Construction Representative, Electrical Inspector, Signal Operations Engineer, and Signal Maintenance Technician. The Agency/Contractor shall provide the Engineer a minimum of 5 days written notice of the proposed Pre Turn-on coordination meeting date and time. Prior to the Pre Turn-on coordination meeting, the Agency/Contractor shall complete the items of work detailed in the Traffic Signal Turn-on Checklist and submit the completed checklist to WSDOT’s Construction Representative. The Traffic Signal Turnon Checklist form will be furnished to the Agency/Contractor by WSDOT’s Construction Representative.

Unless approved by WSDOT’s Construction Representative, the permitted hours for Pre-Turn-On coordination and testing shall be per the Approved Traffic Control Plan(s) for the specific operation.

- **TRAFFIC SIGNAL TURN-ON AND/OR SWITCHOVER OPERATIONS.** The Agency shall contact WSDOT’s Construction Representative at least five (5) working days prior to scheduling a signal turn-on in order to assure that all appropriate items on WSDOT’s “Traffic Signal Turn-On Checklist” are satisfactorily addressed. The Signal Turn-On or Switchover shall not occur until all applicable Checklist items are installed and/or connected. This Checklist can be located on WSDOT’s web site at: <http://www.wsdot.wa.gov/Northwest/DevelopmentServices/LocalAgency.htm> (Go to: “What is needed to turn on a traffic signal?”).

Prior to scheduling a turn-on date, the Agency/Contractor shall provide verification to the WSDOT Construction Representative that all required testing has been satisfactorily completed. .

The traffic signal turn-on procedure shall not begin until all required channelization, pavement markings, illumination, signs, and sign lights are substantially complete and operational unless otherwise allowed by WSDOT’s Construction Representative.

If the Contractor is directed to turn off the traffic signal, the Contractor shall schedule a new turn-on date with the Engineer in accordance with the previously mentioned procedures.

- **PERMITTED HOURS FOR SIGNAL TURN-ON AND/OR SWITCH-OVER OPERATIONS.** Unless approved by WSDOT’s Construction Representative, the permitted hours for Traffic Signal Turn-on or Switch-Over shall be per the Approved Traffic Control Plan(s) for the specific operation. Signal Switchover and Turn-On operations are permitted only on Tuesday, Wednesday, or Thursday – except in the case of an emergency. No Switchover or Turn-On operations will be permitted on Monday, Friday, weekends, holidays, or the day preceding a holiday.
- **NEW SIGNAL AHEAD/SIGNAL REVISION WARNING SIGNING.** “NEW SIGNAL AHEAD” (W20-902) or “SIGNAL REVISION AHEAD” (W20-903) signs shall be installed in advance of all affected directions of travel on the Project when a new traffic signal system is installed or when modifications to an existing signal are made. The location of the signs shall be per Section 2C.05 of the MUTCD, or as directed by WSDOT’s Construction Representative. These signs are 48” X 48” black letters on orange background, and shall be post mounted. The bottom of the sign shall be mounted seven (7) feet above the pavement elevation. Each sign shall have three 12” by 12” Fluorescent Orange flags or Flag Signs mounted on both sides and on top of the sign. The flags signs shall be made of aluminum. Flags shall be made of durable cloth or plastic. The signs and flags shall stay erect for six to eight weeks or as directed by WSDOT’s Construction Representative.

- 19. **INTELLIGENT TRANSPORTATION SYSTEM CONSTRUCTION/INSPECTION** (*Applicable to City Projects within Limited Access Areas, Projects within Cities < 27,500 Population, and all County Projects*). The Agency shall assure that the construction of Intelligent Transportation Systems owned by WSDOT meets all requirements of WSDOT.
- 20. **SIGN INSTALLATION AND MAINTENANCE** (*Applicable to ALL Projects*) All Directional, Regulatory, and Stop Signs as well as Route Markers shall be installed as per the Approved Plans, the WSDOT Standard Plans, or as directed by WSDOT’s Construction Representative. The DEPARTMENT shall own and maintain these signs- unless the Agency signs a Contract or Maintenance Agreement with WSDOT to perform sign maintenance.
- 21. **TRAFFIC REVISION WARNING SIGNING** (*Applicable to ALL Projects*) When the permanent channelization of the highway is changed, “TRAFFIC REVISION AHEAD” (W20-901) signs shall be installed in advance of all affected directions of travel of the Project. The location of the signs shall be per Section 2C.05 of the MUTCD, or as directed by WSDOT’s Construction Representative. These signs are 48” X 48” black letters on orange background, and shall be post mounted. The bottom of the sign shall be mounted seven (7) feet above the pavement elevation. Each sign shall have three (3) 12” by 12” Fluorescent Orange flags or Flag Signs mounted on both sides and on top of the sign. The flags signs shall be made of aluminum. Flags shall be made of durable cloth or plastic. The signs and flags shall stay erect for six to eight weeks or as directed by WSDOT’s Construction Representative.

22. **REMOVAL OF PAVEMENT MARKINGS** (*Applicable to ALL Projects*) Removal of Pavement Markings Pavement markings to be removed shall be obliterated until blemishes caused by the pavement marking removal conform to the coloration of the adjacent pavement. Grinding to remove painted markings is only allowed prior to application of a Bituminous Surface Treatment (BST). Grinding to remove pavement markings from hot mix asphalt and cement concrete pavements is allowed to a depth just above the pavement surface, then water blasting or shot blasting shall be required to remove the remaining markings. If in the opinion of WSDOT's Construction Representative the pavement is materially damaged by pavement marking removal, such damage shall be repaired by the Contractor in accordance with Section 1-07.13(1). Sand or other material deposited on the pavement as a result of removing lines and markings shall be removed as the Work progresses to avoid hazardous conditions. Accumulation of sand or other material which might interfere with drainage will not be permitted.
23. **APPLICATION OF CHANNELIZATION PAVEMENT MARKINGS** (*Applicable to City Projects within Limited Access Areas, Projects within Cities < 27,500 Population, and all County Projects*). Two applications of paint shall be required for all paint stripe markings as per the Contract Plans or WSDOT Standard Specifications. Plastic Pavement Markings shall be applied per the Contract Plans or WSDOT Standard Specifications.
24. **NON PAYMENT OF REIMBURSABLE ACCOUNT** (*Applicable to ALL City Projects*) The AGENCY agrees that if it does not make payment for any WSDOT work, as provided herein, within ninety (90) calendar days after receipt of a WSDOT invoice, WSDOT may deduct and expend any monies to which the Agency is entitled to receive from the Motor Vehicle Fund as provided by RCW 47.24.050.