Anderson Road Restoration
Request for Proposal

Prepared for
Confederated Tribes of the
Chehalis Reservation

April 2026

Prepared by
JSA Civil
111 Tumwater Blvd. SE, Suite B203
Tumwater, WA 98501

Anderson Road Restoration
Request for Proposal

Prepared for
Confederated Tribes of The Chehalis Reservation
420 Howanut RD
Oakville, WA 98568

Prepared by

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SECTION 00 41 00
RFP/BID FORM

CONFEDERATED TRIBES OF THE CHEHALIS RESERVATION

REQUEST FOR PROPOSAL
Anderson Road Restoration

PROJECT NAME:
Anderson Road Restoration

April 2026

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SECTION 00 11 13
INVITATION TO BID

CONFEDERATED TRIBES OF THE CHEHALIS

RESERVATION (Tribe)

Anderson Road Restoration

REQUEST FOR PROPOSAL

The Anderson Road Restoration project includes roadway and infrastructure improvements to Anderson Road. The improvements include roadway reconstruction, watermain installation, trenching for utility undergrounding, and lighting installation.

Sealed proposals for the Anderson Road Restoration project must be received by May 15, 2026 at 2:00 p.m. to The Chehalis Tribe, 6 Niederman Road, Oakville, WA 98568 Attn: Bryan Sanders. Bid proposals received after the date and time stated above will not be accepted. Proposals received on time will be opened privately. The Chehalis Tribe will share the bid results within 10 business days from the final date of receipt of proposals. The Chehalis Tribe reserves the right to waive irregularities and to reject any and all bids.

RFP documents will be available in PDF format starting April 20, 2026 Via Email.

Please direct questions regarding this project to the Owner's Tribal Project Representative, Bryan Sanders at the following:

Email: bryan.sanders@chehalistribe.org

The work includes the furnishing of all labor, materials, and equipment necessary to complete the Anderson Road Restoration according to the drawings and specifications.

It is the intent to award a contract to the highest scored responsible Bidder according to the Proposal Evaluation Criteria included with the RFP, provided the bid has been submitted in accordance with the bidding documents and does not exceed the funds available. Scoring and assessment of Bid Proposals will be performed by a selection committee, expected to include Tribal officials and/or staff members. Bid pricing shall include all applicable sales tax.

SECTION 00 21 13
INSTRUCTIONS TO BIDDERS

ARTICLE 1 – DEFINITIONS

1.1 The Bidding Documents include the Invitation to Bid, Instructions to Bidders, Request for Proposal/Bid Form, Specifications, Drawings, and the proposed Contract Documents including any Addenda issued prior to receipt of bids. The Contract Documents proposed for the Work consist of the Agreement Between Confederated Tribes of the Chehalis Reservation and Contractor, the Drawings, the Specifications and all Addenda issued prior to, and all modifications issued after execution of the Contract.

1.2 Addenda are written or graphic instruments issued prior to the execution of the Contract which modify or interpret the Bidding documents by additions, deletions, clarifications, or corrections. The contents of Addenda are issued in no particular order and therefore should be carefully and completely reviewed.

1.3 A Bid is a complete and properly signed proposal to do the Work, or designated portion thereof, submitted in accordance with the Bidding Documents for the sums therein stipulated.

1.4 The Base Bids are the sums stated in the Bid for which the Bidder offers to perform the Work described in the Bidding Documents as the base to which work may be added or from which work may be deleted for sums stated in Alternate Bids if any.

1.5 A Bidder is a person or entity who submits a bid.

1.6 The Project Manager is the Confederated Tribes of the Chehalis Reservation,

located at: Planning Department
6 Niederman Road
Oakville, Washington 98568

1.7 In case of conflict between the provisions of these Instructions and any other Bidding Document, these Instructions shall govern. In case of conflict between the provisions of the Bidding Documents and the Contract Documents, the Contract Documents shall govern.

ARTICLE 2 – BIDDER'S REPRESENTATIONS

2.1 Each Bidder, by making its Bid, represents that:

2.1.1 The Bidder has read and understands the Bidding Documents and its Bid is made in accordance therewith.

2.1.2 The Bidder has familiarized itself with the requirements to be performed and has correlated its observations with the requirements of the proposed Contract Documents.

2.1.3 Its Bid is based upon the materials, systems, and equipment required by the Bidding Documents, without exception.

2.1.4 The Bidder has carefully examined the Bidding Documents and Contract Documents and has satisfied itself as to the nature, location, character, quality, and quantity of the labor, materials, equipment, goods, supplies, work, services, and other items to be furnished, all other requirements of the Contract Documents, as well as the conditions and other matters that may affect performance of the work or the cost or difficulty thereof. The failure of the Bidder fully to acquaint themselves with any applicable condition or matter shall not in any way relieve the Bidder from the responsibility for performing the work in accordance with and for the contract sum provided for in the contract documents.

ARTICLE 3 – BIDDING DOCUMENTS

3.1 PDF Format Files Available April 20, 2026

3.1.1 Bidder shall use complete sets of Bidding Documents in preparing Bids; the Tribe assumes no responsibility for errors or misinterpretations resulting from the use of incomplete sets of Bidding Documents.

3.2 Interpretation or Correction of Bidding Documents:

3.2.1 Bidders shall promptly notify the Tribe of any ambiguity, inconsistency, or error, which they may discover upon examination of the Bidding Documents. The submittal of the Bid constitutes acceptance of products and procedures specified as sufficient, adequate, and satisfactory for completion of the Contract.

3.2.2 Bidders requiring clarification or interpretation of the Bidding Documents shall make a written request which shall reach the Tribe at least seven days prior to the date for receipt of Bids.

3.2.3 Any interpretation, correction, or change of the Bidding Documents will be made by Addendum. Interpretations, corrections, or changes of the Bidding Documents made in any other manner will not be binding and Bidders shall not rely upon such interpretations, corrections, and changes.

3.3 Addenda:

3.3.1 Addenda will be electronically delivered to all who are known by the Tribe to have received a complete set of Bidding Documents.

3.3.2 Copies of Addenda will be made available for inspection wherever Bidding Documents are on file for that purpose.

3.3.3 No Addenda will be issued later than three days prior to the date for receipt of Bids except an Addendum withdrawing the request for Bids or including postponement of the date for receipt of Bids.

3.3.4 Each Bidder shall ascertain, prior to submitting its bid that it has received all Addenda issued and it shall acknowledge their receipt in its Bid.

ARTICLE 4 – BIDDING PROCEDURE

4.1 Form and Style of Bids:

4.1.1 Bids shall be submitted on a Bid Form identical to the form included with the Bidding Documents.

4.1.2 Where so indicated by the makeup of the Bid Form, sums shall be expressed in both words and figures; in case of discrepancy between the two, the amount written in words shall govern.

4.1.3 Any interlineation, alteration, or erasure must be initialed by the signer of the Bid.

4.1.4 Each copy of the Bid shall include the legal name of the Bidder and a statement that the Bidder is a sole proprietor, a partnership, a corporation, or some other legal entity. Each copy shall be signed by the persons legally authorized to bind the Bidder to a contract. A Bid by a corporation shall also give the State of Incorporation. A bid submitted by an agent shall have a current power of attorney attached certifying the agent's authority to bind the Bidder.

4.2 Bid Security:

4.2.1 As described on RFP/Bid Form.

4.3 Submission of Bids:

4.3.1 The Bid, and any other documents required to be submitted with the Bid, shall be enclosed in a sealed opaque envelope with the notation "SEALED BID ENCLOSED" on the face thereof. The envelope shall be addressed, and hand delivered to:

Confederated Tribes of the Chehalis Reservation
Attn: Bryan Sanders
Planning Department
6 Niederman Road
Oakville, WA 98568

4.3.2 The Bidder shall include one original and 3 paper copies of the bid proposal documents in the sealed submittal envelope.

4.3.3 Bids shall be deposited at the designated location prior to the time and date for receipt of Bids indicated in the Invitation to Bid or any extension thereof made by Addendum. Bids received after the time and date for receipt of Bids will be returned unopened.

4.3.4 The Bidder shall assume full responsibility for timely delivery at the location designated for receipt of Bids.

4.3.5 Oral, telephonic, mailed, or facsimile Bids are invalid and will not receive consideration.

4.4 Modification or Withdrawal of Bids:

4.4.1 A Bid may not be modified, withdrawn, or canceled by the Bidder during a thirty-day period following the time and date designated for the receipt of Bids and each Bidder so agrees in submitting its Bid.

4.4.2 Prior to the time and date designated for receipt of Bids, any Bid submitted may be modified or withdrawn by notice to the party receiving Bids at the place designated for receipt of Bids. Such notice shall be in writing over the signature of the Bidder or by telegram; if by telegram, written confirmation over the signature of the Bidder shall be mailed and postmarked on or before the date and time set for receipt of Bids and it shall be so worded as not to reveal the amount of the original Bid.

4.4.3 Withdrawn Bids may be re-submitted up to the time designated for the receipt of Bids provided that they are then fully in conformance with these Instructions to Bidders.

ARTICLE 5 – CONSIDERATION OF BIDS

5.1 Opening of Bids:

5.1.1 Bids will be opened privately by the owner and reviewed by the selection committee.

5.2 Rejection of Bids:

5.2.1 The Tribe shall have the right to reject any/or all Bids for any reason or for no reason, to reject a Bid not accompanied by data required by the Bidding Documents, or to reject a Bid which is in any way incomplete or irregular.

5.3 Acceptance of Bid (Award):

5.3.1 The Tribe intends (but is not bound) to award a Contract to the highest scored responsible Bidder, as assessed by a selection committee described in the Invitation to Bid (Spec. Sec. 00 11 13), provided the Bid has been submitted in accordance with the requirements of the Bidding Documents and does not exceed the funds available. The Tribe has the right to waive any informality or irregularity in any Bid or Bids received and to accept the Bid or Bids which, in its judgment, is in its own best interests.

5.3.2 Preference should be given to hiring Indian subcontractors and labor.

5.3.3 The Tribe reserves the right to limit the award of the bid based on funds available to all or any combination of base bids.

ARTICLE 6 – POST BID INFORMATION

6.1 Submittals:

6.1.1 The Bidders shall submit in a timely manner all information required by the Contract Documents.

ARTICLE 7 – FORM OF AGREEMENT BETWEEN THE OWNER AND CONTRACTOR

7.1 Form to be Used:

7.1.1 The Agreement for the Work will be written on the form included with the Bidding Documents.

ARTICLE 8 – SUPPLEMENTARY INSTRUCTIONS

8.1 Start Date: The contractor shall not begin onsite work until July 13, 2026.

8.2 Contract Time: See Section 1-08.5, Time for Completion.

8.3 Non-Discrimination: The Bidder shall fully comply with all applicable tribal, federal, state, and local laws, regulations, and ordinances pertaining to nondiscrimination, equal employment, and affirmative action.

8.4 Liquidated Damages: See Section 1-08.9, Liquidated Damages.

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BIDDER'S CHECKLIST

The Bidder's attention is called to the following forms which must be executed in full as required and submitted (as a sealed bid) by the date and time specified in Section 00 11 13 Invitation to Bid:

PROPOSALS

Proposals must consist of the following information in the order indicated below:

1. Form A – Bid Proposal.
2. Form B – Project Approach and Schedule.
3. Form C – Bidder's Construction Experience.
4. Form D – Safety Plan.
5. Form E – Indian Preference: Proof of enrollment in a federally recognized Indian Tribe, if applicable.
6. Form F – Bonding (5%).
7. Form G – Non-Collusion Declaration.
8. Form H – Signature Page and addenda acknowledgement.

FAILURE TO COMPLETE AND SUBMIT THE ABOVE ITEMS MAY BE CAUSE FOR THE TRIBE TO CONSIDER THE BID IRREGULAR AND BE REJECTED.

The following forms are to be executed after the Award:

1. Contract: To be executed by the successful bidder and the Tribe.
2. Contract Bond (Performance and Payment Bond).
3. Insurance Certificates.
4. Labor and Industry Forms.

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PROPOSAL REQUIREMENTS

Proposals must consist of the following information in the order indicated below:

1. Form A – Bid Proposal.
2. Form B – Project Approach and Schedule.
3. Form C – Bidder's Construction Experience.
4. Form D – Safety Plan.
5. Form E – Indian Preference: Proof of enrollment in a federally recognized Indian Tribe, if applicable.
6. Form F – Bonding (5%).
7. Form G – Non-Collusion Declaration.
8. Form H – Signature Page.

EVALUATION CRITERIA

Upon receipt, the Chehalis Tribe will evaluate each proposal based on the criteria located on the following page.

Proposal Evaluation Criteria

Bid Proposal (Form A): Total Bid amount will be scored on a sliding scale based on rank of individual bidders and range of variation in bid amounts. Where an Indian-owned economic enterprise whose Indian ownership consists of the Chehalis Tribe or enrolled Chehalis tribal member(s) submits a bid for a contract, preference for that Indian-owned economic enterprise shall be exercised over other bidders in the following manner: 10% reduction in the bid prices for Chehalis Indian-owned economic enterprises that exceed the lowest price of another qualified bidder by no more than 10% of that other bidder's bid price applied for the purpose of scoring in this evaluation section.	45 Points
Project Approach and Schedule (Form B): Project approach must demonstrate that the Bidder understands the work involved, has coordinated with any subcontractors and has accounted for material availability.	25 Points
Bidder's Construction Experience (Form C): Form must be completed in its entirety; do not leave anything blank. Proposal will be evaluated on how thoroughly questions are answered and the level of experience the Bidder has in projects of similar scope.	15 Points
Safety Plan (Form D): The Bidder shall submit a Safety Plan in accordance with Title 11.10 Construction Safety of the Chehalis Tribal Code. Additionally, the Safety Plan shall address project specific work elements.	10 Points
Indian Preference (Form E): Preference will be given to qualified applicants who are a Native-owned business. To be considered for Indian preference, you must submit proof that majority ownership of the company is an enrolled member of a federally recognized Indian Tribe. Documentation must be submitted to receive the points.	5 Points
Bonding (Form F): Proposals are required to provide a 5% bid bond in order to be considered a responsive bid proposal.	Pass/Fail
Non-Collusion Declaration (Form G): Proposals are required to include the Non-Collusion Declaration in order to be considered a responsive bid proposal.	Pass/Fail
Signature Page (Form H): Proposals are required to include the Signature Page in order to be considered a responsive bid proposal.	Pass/Fail
TOTAL POINTS:	**100 Points**

Bidder: _____

FORM A: BID PROPOSAL/SCHEDULE OF VALUES

ANDERSON ROAD RESTORATION

JSA CIVIL

Engineering | Planning | Management

CONFEDERATED TRIBES OF THE CHEHALIS RESERVATION

ANDERSON ROAD RESTORATION

ITEM #	WSDOT SPEC	DESCRIPTION	UNIT	UNIT COST	TOTAL
		SECTION: 1 PREPARATION			
1	1-09	MOBILIZATION	LS		
2	2-01	CLEARING AND GRUBBING	AC		
3	3-02/SPEC	PULVERIZE EXISTING ASPHALT SURFACE	SY		
		SECTION: 2 GRADING			
4	3-03	ROADWAY EXCAVATION INCL. HAUL	CY		
		SECTION: 7 WATER LINES			
5	7-09	BANK RUN GRAVEL FOR TRENCH BACKFILL	CY		
6	7-09	BLOWOFF ASSEMBLY	EA		
7	7-12	TAPPING SLEEVE & VALVE ASSEMBLY 8 IN.	EA		
8	7-14	FIRE HYDRANT ASSEMBLY	EA		
9	7-09	PVC PIPE FOR WATER MAIN 6 IN. DIAM	LF		
10	7-09	PVC PIPE FOR WATER MAIN 8 IN. DIAM	LF		
11	7-11	GATE VALVE 6 IN.	EA		
12	7-12	GATE VALVE 8 IN.	EA		
13	SPEC	TRENCHLESS CONSTRUCTION	LF		
		SECTION: 9 SURFACING			
14	4-04	CRUSHED SURFACING BASE COURSE	TON		
15	4-04	CRUSHED SURFACING TOP COURSE	TON		
		SECTION: 14 HOT MIX ASPHALT			
16	5-04	PLANING BITUMINOUS PAVEMENT	SY		
17	5-04/SPEC	HMA CL. 1/2 IN. PG 58H-22	TN		
		SECTION: 17 EROSION CONTROL AND ROADSIDE PLANTING			
18	8-01	EROSION CONTROL AND STORMWATER POLLUTION PREVENTION	LS		
		SECTION: 18 TRAFFIC			
19	8-22	PAINT LINE	LF		
20	8-22	PLASTIC CROSSWALK LINE	SF		
21	8-22	PAINTED STOP LINE	LF		
22	8-20	ILLUMINATION SYSTEM	LS		
23	SPEC	TRENCHLESS CONSTRUCTION	LF		
24	2-04/SPEC	PROJECT TEMPORARY TRAFFIC CONTROL	LS		
		SECTION: 19 OTHER ITEMS			
25	7-05	ADJUST CATCH BASIN	EA		
26	7-08	GRAVEL BACKFILL FOR PIPE ZONE BEDDING	CY		
27	1-05/SPEC	ROADWAY SURVEYING	LS		
28	8-13	ADJUST MONUMENT CASE AND COVER	EACH		
29	1-07	SPCC PLAN	LS		
30	SPEC	JOINT UTILITY TRENCH	LS		
31	3-01	ROADSIDE CLEANUP	EST		
32	1-04	MINOR CHANGE	LS	$10,000	$10,000
			SUBTOTAL		

Bidder: _____

FORM B: PROJECT APPROACH AND SCHEDULE

CONFEDERATED TRIBES OF THE CHEHALIS RESERVATION

REQUEST FOR PROPOSAL

ANDERSON ROAD RESTORATION

PROJECT APPROACH

The Anderson Road Restoration project includes roadway and infrastructure improvements to Anderson Road. The improvements include roadway reconstruction, watermain installation, trenching for utility undergrounding, and lighting installation.

CONSTRUCTION APPROACH

The Bidder shall provide detail on how they will address the following items:

1. Address subcontractor scope and coordination. List all subcontractors and specific work items they will be completing.

2. Provide a detailed narrative describing your traffic control plan. This must include the following:
    - A detailed description of your construction sequence.
    - Will there be any road closures and if so for how long?
    - How many flaggers will you have and how/where will they be used?
    - How will you accommodate pedestrians?
    - How will you ensure access to adjacent residences or businesses at all times?
    - Outline signage and illumination plan.
    - Provide a traffic control project schedule showing each phase affecting traffic and the planned method of handling traffic by phase including length of time of any road closures.

3. Describe material and equipment staging. Attach a diagram identifying locations where material and equipment that is delivered or staged on-site will be located. Identified staging area must be provided to us in writing showing you have landowner approval.

4. Present in the proposal, the coordination of items with long lead deliveries to complete project in the most time- and cost-effective manner. The project schedule will be evaluated to assess the Bidder's approach to complete the project. Project schedules must also demonstrate that the Bidder understands the work involved, has coordinated with any subcontractors and has accounted for material availability.

PROJECT SCHEDULE

Include a preliminary Type A progress schedule for the project, by activity, in accordance with Section 1-08.3 (2)A, of the WSDOT Standard Specifications indicating when each activity will be accomplished. Identify any significant milestones or deadlines. Include due dates for all deliverables. The schedule must include all construction activities and provide adequate detail to establish an acceptable and realistic construction duration and sequence to complete the project.

FORM C: BIDDER'S CONSTRUCTION EXPERIENCE

NOTE: All questions must be answered and the data given must be clear and comprehensive. If necessary, include separate sheets.

6.1. How many years has your organization been in business as a Contractor?

6.2. How many years has your organization been in business under this present business name?

6.3. Under what other or former names has your organization operated?

6.4. If your organization is a corporation, answer the following:

- Date of incorporation:
- State of incorporation:
- President's name:

6.5. If your organization is a partnership, answer the following:

- Date of organization:
- Type of partnership (if applicable):
- Names of general partner:

6.6. If your organization is individually owned, answer the following:

- Date of organization:
- Name of owner:

6.7. Describe the general character of work performed by your company.

6.8. On a separate sheet, list major construction contracts your organization has in progress, giving the name of the project, owner, contract amount, percent complete, and scheduled completion date.

6.9. Have you ever failed to complete any work awarded to you? If so, why and where?

6.10. Have you ever defaulted on a Contract? If yes, provide details on separate sheet.

6.11. List projects of similar scope completed by your company. Include the approximate cost for each, the client, and the month and year completed. Be sure to list all previous experience with construction of roadways and underground utilities.

6.12. List the major equipment available for this contract.

6.13. On a separate sheet, list jobs completed that are of similar type and magnitude to this project, include: project name, description of work performed, completion date, client name, reference phone number, and dollar value.

6.14. State the average annual amount of construction work performed during the past five years.

6.15. Will you, upon request, fill out a detailed financial statement and furnish any other information that may be required by the Tribe?

6.16. List all claims and litigations for similar projects performed during the past 5 years

6.17. Name of Organization: _____

Signature: _____

Printed Name: _____

Title: _____

Date: _____

FORM D: SAFETY PLAN

CONFEDERATED TRIBES OF THE CHEHALIS RESERVATION

REQUEST FOR PROPOSAL

ANDERSON ROAD RESTORATION

The Bidder shall submit a project-specific Safety Plan in accordance with Title 11.10 Construction Safety of the Chehalis Tribal Code, available at:

https://www.codepublishing.com/WA/ChehalisTribe/html/ChehalisTribe11/ChehalisTribe1110.html

The Safety Plan must describe how site-specific construction safety will be ensured in the following areas:

- Personal protective equipment.
- Worksite housekeeping.
- Employee training.
- Fall protection.
- Emergency response/accidents/injury response including investigations and reporting.
- Fire protection.
- Hand and power tools.
- Heavy equipment/vehicles.
- Material handling and storage.
- Confined space.

Describe your policy for employee safety, including all subcontractors, and how you handle non-compliance with on-site safety. List all employees, including subcontractors, that have completed safety training such as:

- First aid/CPR/blood borne pathogens.
- Heavy equipment operator.
- Hazardous waste operations and emergency response (HAZWOPER).

Additionally, the Safety Plan shall address the following project specific work elements:

1. Spill Prevention, Control, and Countermeasures Plan (SPCC Plan).

   The Bidder's SPCC shall be in accordance with Section 1-07.15(1) of the WSDOT Standard Specifications.

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FORM E: INDIAN PREFERENCE

CONFEDERATED TRIBES OF THE CHEHALIS RESERVATION

REQUEST FOR PROPOSAL

ANDERSON ROAD RESTORATION

Preference will be given to qualified applicants who are members of federally recognized Indian tribes. To be considered for Indian Preference, you must submit proof of enrollment in a federally recognized Indian tribe.

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FORM F: BONDING

CONFEDERATED TRIBES OF THE CHEHALIS RESERVATION

REQUEST FOR PROPOSAL

ANDERSON ROAD RESTORATION

BID BOND

A 5% bid bond per WSDOT Standard Specification 1-02.7 shall accompany each Bid.

CONTRACT BOND

(This is provided as information on what will be required of the successful bidder upon entering into a contract with the Chehalis Tribe.)

Bidders are not required to submit a Contract Bond as part of the RFP review process.

The successful bidder will be required to furnish a Performance Bond and Payment Bond written by a company licensed to do business in Washington in an amount equal to one hundred percent (100%) of the contract amount.

A performance and payment bond is a surety bond furnished by the Contractor and the Contractor's surety that guarantees performance of the Work and payment to laborers, mechanics, subcontractors, and material suppliers. The Contract Bond is intended to provide protection to the Tribe for the Contractor's obligations with respect to construction and post construction phases of the Project.

RIGHT OF WAY PERFORMANCE AGREEMENT AND BOND

A right of way performance agreement and bond will be required for the work within Confederated Tribes of the Chehalis Reservation. The contractor shall provide a bond, letter of credit, or cash deposit to the Confederated Tribes of the Chehalis Reservation for 150% of the estimated value of the work.

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FORM G: NON-COLLUSION DECLARATION

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

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

NOTICE TO ALL BIDDERS

To report bid rigging activities, call 1-800-424-9071.

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

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

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FORM H: SIGNATURE PAGE

The undersigned hereby certifies that he/she has examined the location of: ***Anderson Road Restoration*** and has read and thoroughly understands the plans, specifications, and contract governing the work in this improvement. The undersigned is deemed to have acknowledged all requirements and signed all certificates contained herein. The undersigned proposes to undertake and complete the work in this improvement

ADDENDA ACKNOWLEDGEMENT

Receipt of the following Addenda to the Plans and/or Specifications is hereto acknowledged:

Addendum No.	Addendum Receipt Date	Signed Acknowledgement
1.	_____	_____
2.	_____	_____
3.	_____	_____
4.	_____	_____

NOTE: Failure to acknowledge receipt of the Addenda may be considered as an irregularity in the Proposal.

_____ _____

Bidder Date

_____

Contractor's Unified Business Identifier (UBI) No.

_____

Contractor's License No.

_____

Contractor's DUNS No.

_____

Contractor's DOR State Excise Tax Reg. No.

By: _____

Authorized Official

Address:

_____

_____

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APPENDIX A
CONTRACT (INFORMATIONAL ONLY)

Confederated Tribes of the Chehalis Reservation

CONSTRUCTION CONTRACT

This Contract is made on the ___ day of _____, by and between the **Confederated Tribes of the Chehalis Reservation**, hereinafter referred to as "Tribe" and (Insert name of company), (Type of contractor), hereinafter referred to as "Contractor." This Contract is made for work to be performed for the benefit of the Tribe in order to make the necessary improvements to afford safe, healthy, and sound construction for the Tribe and in compliance with appropriate Tribal and federal provisions.

RECITALS

Contractor, in consideration of the sum indicated on the Contractor's Proposal, which by this reference is made a part hereof, and in consideration of the other covenants and agreements herein contained, agrees to perform and complete the work herein described:

1. A. Contractor shall accomplish all the work for this project as indicated in the attached Bid (Name of project), which is made a part hereof, which includes the project specifications and are also incorporated as part of this Contract.

   B. The Scope of Work covered by this Contract shall be completed by (Name of contractor).

   C. Excusable delays.
   Except with respect to failures of subcontractors, the Contractor shall not be considered to have failed in performance of this contract if such failure arises out of causes beyond the control and without the fault or negligence of the Contractor. Such cause may include, but are not restricted to, Acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, acts of the owner, fires, floods, quarantine restrictions, strikes, freight embargoes, and unusually severe weather, but in every case failure to perform must be beyond the control and without the fault or negligence of the Contractor. If the failure to perform is caused by the failure of a subcontractor to perform, and if such failure arises out of the cause beyond the control of both the Contractor and subcontractor and without the fault or negligence of either of them, the contractor shall not be deemed to have failed in performance of the Contract, unless (a) the supplies or services to be furnished by the subcontractor were obtained from other supplies, and (b) the Contractor shall have failed to comply reasonably with such order. The Contractor shall within 10 days from beginning of such delay notify the Tribe in writing of the causes of the delay. The Tribe shall ascertain the facts and extent of such failure and, if determined that any failure to perform was occasioned by any one or more of the said cause, the delivery schedule shall be revised accordingly.

2. The Tribe shall make payments to the Contractor of a sum not to exceed the total amount of $_____. The Tribe shall make payments within 30 days after completion of the work, or

by a timeline agreed to by both parties and attached and made part of this Contract. The last payment will be made with the approval of work by the Tribal Business Committee. A 5% retainage fee shall be held until all parties, including the Tribal Building Inspector, accept the work as being complete including all punch list items. All warranties and lien waivers and project as-builts as specified must be received prior to final payment.

3. Amendments and work orders to this Contract shall only be made upon written amendments agreed to and executed by the parties.

4. Contractor shall obtain and maintain all required licenses or permits, and meet all requirements of the Tribe, State, and/or Federal laws as applicable for the successful completion of this project. Contractor will provide copies of his Contractor's License, Workers Compensation, Bonding and/or Insurance Certificate.

5. Contractor shall not enter into any subcontracts for any of the work scheduled under this Contract, or assign any right, interest or obligation under this Contract, without obtaining prior written approval of the Tribe.

6. Warranty.
   Contractor warrants that all materials used will be new and of good quality unless use of other materials is approved in writing by the Tribe, and that all work will be free of defects in workmanship, and that the work will conform to the conditions of this Contract and the standards in the industry. This warranty is for a period of 12 months following the date the work is approved by the Business Committee. Any warranty claim shall be submitted to Contractor in writing within the 12 month period.

7. Termination Conditions.
   In event of contract termination by any of the following provisions, the parties agree to make notification in writing of the reasons for termination and the effective date.
   A. Termination for Cause.
      The Tribe, by written notice of default (including breach of contract) to the Contractor may immediately terminate the whole or any part of this Contract if Contractor failed to perform in the manner called for by this Contract; or fails to provide the services within the time specified herein, or any of the other provisions of this Contract; or fails to pursue the work as to endanger performance of this Contract in accordance with its terms and fails to correct such failures.

   B. Termination for Bankruptcy or Insolvency.
      The Tribe may immediately terminate Contract if Contractor files and is involuntarily declared to be bankrupt or insolvent according to law, or if assignment of Contractor's property shall be made for the benefit of creditors. The Tribe may thereupon remove Contractor and his effects, if any, forcibly if necessary, without being deemed guilty of trespass and without prejudice to any remedy which otherwise might be used.

   C. Termination for convenience.
      This Contract may be terminated in whole or in part if the Tribe and Contractor agree that continuation of the project would not produce beneficial results commensurate with the further expenditure of funds. The parties will agree upon termination conditions,

including effective date, and in the case of partial termination, the portions to be terminated.

D. Termination in Event of Damaged or Destroyed Property.
This Contract may be terminated by Contractor if the property is substantially damaged or destroyed by fire, natural disaster or causes other than by deliberate acts or negligence by the Contractor.

8. The rights and remedies of the Tribe provided in Section 7 related to defaults by the Contractor shall not be exclusive and are in addition to any other rights or remedies provided by law or under this Contract.

9. Compensation in Event of Termination.
If Contract is terminated for reasons identified in Section 7 above, the Tribe will compensate the Contractor proportionately for the work that has been satisfactorily completed. The Tribe in accordance with generally accepted standards of the trade will make the determination of satisfactory work.

10. Contractor shall comply with the Copeland "Anti-Kickback" Act (18 USC § 847) as supplemented in Department of Labor Regulations, (29 CFR Part 3) and shall not induce by any means, any person employed by this project, to give up any part of the compensation to which they are otherwise entitled.

11. Contractor Continuously throughout the term of this Agreement, Contractor shall carry and maintain, at Contractor's expense, general liability, errors and omissions, automobile, property damage, and if applicable, workman's compensation insurance. Contractor must provide a Certificate of Insurance naming the Tribe as Additional Insured showing the following coverages:

Commercial General Liability Each Occurrence $1,000,000
General Aggregate $2,000,000
Products/Completed Operations Aggregate $2,000,000
Personal Injury $1,000,000
Damages to Rented Premises $50,000
Automobile Liability Including: $1,000,000
Any Auto
Hired & Non-Owned Autos
Workers' Compensation:
Statutory Worker's Compensation insurance as prescribed by applicable law as evidenced by a Certificate of Insurance from State of Washington Department of Labor and Industries during the period of this contract.
WA Stop Gap (Employers Liability)
Per Accident $1,000,000
Disease $1,000,000
Each Employee $1,000,000

12. Contractor shall furnish all necessary machinery, tools, apparatus, equipment, supplies, materials, and labor unless otherwise specified in the Contract documents.

13. It is expressly understood that the laws of the Tribe and where applicable Federal laws shall govern this Contract.

14. Any litigation necessary to enforce the obligations of either party under this Contract must be brought into the Tribal Court of the Tribe to the extent jurisdiction obtains. Both as to interpretation and performance, the tribal laws of the Tribe shall govern this Contract; in the absence of tribal law, federal law applies. Nothing in this Contract shall be deemed or construed as a waiver of the sovereign immunity of the Tribe or any of its subsidiaries, officers, directors, employees, or representatives.

15. Contractor shall promptly, as due, make payments of all debts, dues, demands and obligations incurred in the performance of this Contract and shall not permit any lien or claim to be filed or prosecuted against the Owner or the Tribe.

16. Contactor hereby agrees to indemnify and hold Tribe harmless from any and all claims, causes of action, losses, damages, and expenses, including attorney's fees, arising out of Contractor's performance of the work.

17. If any provision of this Contract is held invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of any other provision of this Contract.

18. Contractor must apply for and be issued a Tribal Business License in order to work within the exterior boundaries of the Chehalis Reservation. The fee for the license is $50.00.

19. For all tribally-owned projects, Contractor and all sub-contractors shall exercise Native Preference and Chehalis Tribal Preference, as described in the Chehalis Tribal Procurement Policies, in hiring staff or engaging subcontractors for the completion of the work. The Tribe's Planning Department shall assist Contractor in exercising this preference by providing copies of relevant policy sections and advising Contractor with regard to hiring or engagement of subcontractors at Contractor's request.

20. Contractor acknowledges that Washington State sales and excise taxes do not apply to the delivery of the goods and/or services described under this Contract to the Chehalis Tribe within the Tribe's jurisdiction, and shall not include any Washington or other State sales or excise tax in the fee charged for performing the work.

21. Contractor shall retain for not less than three years all financial and other records pertinent to this Contract and make such records available to agents of the Tribe and to agents of any federal agency identified by the Tribe or the Comptroller General of the United States, for the purpose of conducting an audit.

22. Nothing in this Contract shall be construed so as to create any relationship of joint venture, partnership, employer/employee, agency, landlord/tenant or any similar relationship between the parties. Contractor is solely responsible for compliance with any laws and regulations applicable to Contractor, and for payment of any self-employment or other taxes that may apply to Contractor's earnings resulting from performance of this Contract.

23. Contractor shall maintain and enforce adequate policies to ensure that all of Contractor's employees, representatives, agents and subcontractors maintain a drug and alcohol-free working environment while performing the work. The use of drugs or alcohol by Contractor or any of Contractor's employees, agents, or subcontractors while providing services under this Agreement, or the performance of services under this Agreement by such persons while under the influence of drugs or alcohol, shall constitute a material breach of this Agreement. In the event of such a breach, the Chehalis Tribe may terminate this Agreement immediately by giving verbal or written notice to Contractor or to Contractor's senior on-site agent or employee.

24. The Chehalis Tribe maintains the inherent authority to remove and exclude from the territory of the Chehalis Tribe, which includes the Chehalis Reservation and tribal trust lands, any person who is not an enrolled Chehalis tribal member and whose presence in the Tribe's territory may be injurious to the peace, health, or welfare of the Chehalis Tribe. Contractor shall maintain and enforce adequate internal policies and procedures to ensure that neither Contractor nor Contractor's employees, agents, or subcontractors who enter the Tribe's territory pursuant to this Agreement shall have been convicted of a criminal offense consisting of a "sex offense" requiring registration as a "sex offender," or of a "domestic violence offense," as those terms are defined or understood under the laws of the United States, Chehalis tribal law, or the law of any tribe or state. The presence of such a person in the Tribe's territory on Contractor's behalf under this Agreement shall constitute a material breach of this Agreement. In the event of such a breach, the Chehalis Tribe may terminate this Agreement immediately by giving verbal or written notice to Contractor or to Contractor's senior on-site agent or employee. The Chehalis Tribe reserves the right to confirm Contractor's compliance with this provision by conducting a criminal background check of Contractor and any of Contractor's employees, agents, or subcontractors who perform work within the territory of the Chehalis Tribe under this Agreement. Contractor shall comply in a timely manner with the Chehalis Tribe's reasonable request for the personal identifying information of Contractor or Contractor's employees, agents, or subcontractors for the limited purpose of performing a criminal background check to verify Contractor's compliance with this provision.

Confederated Tribes of the Chehalis Reservation

Signed: _____ Date: DATE
Name:

Contractor

Signed: _____ Date: _____
Name:

SPECIAL PROVISIONS

INTRO.GR1

INTRODUCTION

This Contract shall be constructed in accordance with the 2026 Standard Specifications for Road, Bridge, and Municipal Construction.

SPECIAL PROVISIONS

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

(date)	General Special Provision
(******)	Notes a revision to a General Special Provision and also notes a Project Specific Special Provision.
(Regions[1] date)	Region Special Provision

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

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

DIVISION1.GR1

Division 1
General Requirements

DESWORK.GR1

DESCRIPTION OF WORK

(March 13, 1995)
This Contract provides for the improvement of *** This project is privatively funded and will provide improvements to Anderson Road including new water main extension, under-grounding of existing utilities, and resurfacing of the existing pavement. Project elements include traffic control, roadway reconstruction, erosion control and utility trenching. This private project will bid, and payment administrated, on a lump sum basis. *** and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

1-05.4.GR1

Conformity with and Deviations from Plans and Stakes

1-05.4.INST1.GR1
Section 1-05.4 is supplemented with the following:

1-05.4.OPT2.GR1

(January 13, 2021)

Contractor Surveying - Roadway

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

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

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

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

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

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

1. Verify the primary horizontal and vertical control furnished by the Contracting Agency, and expand into secondary control by adding stakes and hubs as well as additional survey control needed for the project. Provide descriptions of secondary control to the Contracting Agency. The description shall include coordinates and elevations of all secondary control points.

2. Establish, the centerlines of all alignments, by placing hubs, stakes, or marks on centerline or on offsets to centerline at all curve points (PCs, PTs, and PIs) and at points on the alignments spaced no further than 50 feet.

3. Establish clearing limits, placing stakes at all angle points and at intermediate points not more than 50 feet apart. The clearing and grubbing limits shall be 5 feet beyond the toe of a fill and 10 feet beyond the top of a cut unless otherwise shown in the Plans.

4. Establish grading limits, placing slope stakes at centerline increments not more than 50 feet apart. Establish offset reference to all slope stakes. If Global Positioning Satellite (GPS) Machine Controls are used to provide grade control, then slope stakes may be omitted at the discretion of the Contractor

5. Establish the horizontal and vertical location of all drainage features, placing offset stakes to all drainage structures and to pipes at a horizontal interval not greater than 25 feet.

6. Establish roadbed and surfacing elevations by placing stakes at the top of subgrade and at the top of each course of surfacing. Subgrade and surfacing stakes shall be set at horizontal intervals not greater than 50 feet in tangent sections, 25 feet in curve sections with a radius less than 300 feet, and at 10-

foot intervals in intersection radii with a radius less than 10 feet. Transversely, stakes shall be placed at all locations where the roadway slope changes and at additional points such that the transverse spacing of stakes is not more than 12 feet. If GPS Machine Controls are used to provide grade control, then roadbed and surfacing stakes may be omitted at the discretion of the Contractor.

7. Establish intermediate elevation benchmarks as needed to check work throughout the project.

8. Provide references for paving pins at 25-foot intervals or provide simultaneous surveying to establish location and elevation of paving pins as they are being placed.

9. For all other types of construction included in this provision, (including but not limited to channelization and pavement marking, illumination and signals, guardrails and barriers, and signing) provide staking and layout as necessary to adequately locate, construct, and check the specific construction activity.

10. Contractor shall determine if changes are needed to the profiles or roadway sections shown in the Contract Plans in order to achieve proper smoothness and drainage where matching into existing features, such as a smooth transition from new pavement to existing pavement. The Contractor shall submit these changes to the Engineer for review and approval 10 days prior to the beginning of work.

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

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

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

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

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

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

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

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

Payment

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

"Roadway Surveying", lump sum.

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

1-05.14.GR1

Cooperation with Other Contractors

1-05.14.INST1.GR1

Section 1-05.14 is supplemented with the following:

(March 13, 1995)

Other Contracts Or Other Work

It is anticipated that the following work adjacent to or within the limits of this project will be performed by others during the course of this project and will require coordination of the work:

*** Puget Sound Energy, Grays Harbor PUD, Lumen, and Comcast utility relocation throughout the project site. ***

Add the following new section:

1-05.16 Water and Power

(October 1, 2005 APWA GSP)

The Contractor shall make necessary arrangements, and shall bear the costs for power and water necessary for the performance of the work, unless the contract includes power and water as a pay item.

1-07.17.GR1

Utilities and Similar Facilities

1-07.17.INST1.GR1

Section 1-07.17 is supplemented with the following:

(October 3, 2022)

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

Public and private utilities, or their Contractors, will furnish all work necessary to adjust, relocate, replace, or construct their facilities unless otherwise provided for in the Plans or these Special Provisions. Such adjustment, relocation, replacement, or construction will be done during the prosecution of the work for this project. It is anticipated that utility adjustment, relocation, replacement, or construction within the project limits will be completed as follows:

*** The contractor will perform all excavation, backfill, and restoration for the joint utility trenches; install conduits and utility vaults provided by the utility purveyors except as otherwise noted on the plans. The utility purveyors will pull wires, set meters, transformers, pedestals, and remove existing facilities ***

The Contractor shall attend a mandatory utility preconstruction meeting with the Engineer, all affected subcontractors, and all utility owners and their Contractors prior to beginning onsite work.

The following addresses and telephone numbers of utility companies or their Contractors that will be adjusting, relocating, replacing or constructing utilities within the project limits are supplied for the Contractor's use:

*** Grays Harbor PUD
Molly Conley, P.E.
mconley@ghpud.org
O: 360-538-6377 | C: 509-981-3888

Puget Sound Energy
Jamie Silverson
360-353-6005
Jamie.Silverson@pse.com

Lumen
Chris McCall
tel: 360-504-0481
chris.mccall@lumen.com

Comcast
Mark Torres
Mobile - 206-396-9334

mark_torres@comcast.com ***

1-08.5.GR1

Time for Completion

1-08.5.INST2.GR1

Section 1-08.5 is supplemented with the following:

(March 13, 1995)

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

Liquidated Damages

Section 1-08.9 is revised to read:

(September 8, 2020)

Liquated Damages in the amount of ***$1,500*** per working day will be assessed for failure to physically complete the Contract within the physical completion time specified.

DIVISION3.GR3

Division 2
Temporary Features

2-03.GR3

Public Convenience and Safety

2-03.3(1)

Section 2-03.3(1) is supplemented with the following:

The Work Zone Clear Zone (WZCZ) applies during working and nonworking hours. The WZCZ applies only to temporary roadside objects introduced by the Contractor's operations and does not apply to preexisting conditions or permanent Work. Those work operations that are actively in progress shall be in accordance with adopted and approved Traffic Control Plans, and other contract requirements.

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

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

The Contractor's nonessential vehicles and employees private vehicles shall not be permitted to park within the WZCZ at any time unless protected as described above. Deviation from the above requirements shall not occur unless the Contractor has requested the deviation in writing and the Engineer has provided written approval.

Minimum WZCZ distances are measured from the edge of traveled way and will be determined as follows:

Regulatory Posted Speed	Distance From Traveled Way (Feet)
35 mph or less	10
40 mph	15
45 to 50 mph	20
55 to 60 mph	30
65 mph or greater	35

Division 3
Earthwork

3-02.3.GR3

Construction Requirements

3-02.3(4).docx

Pulverize Existing Bituminous or Asphalt Surface (New Section)
(October 27, 2025 JSA)

The Contractor shall pulverize the full depth of the existing bituminous and/or asphalt surface (maximum depth anticipated is 4 inches or less)

This work shall not be performed until all underground utilities are installed, and asphalt repair areas have been constructed. Filling, grading, shaping, spreading, and compacting operations shall continue alternately until the grades and typical cross section are achieved as indicated on the Plans, and/or directed by the Engineer.

The Contractor shall compact the pulverized materials to provide a firm, unyielding subgrade to the satisfaction of the Engineer.

The pulverized material shall conform to the following gradation:

Sieve Size	Percent Passing
1-1/2-inch square opening	95%
No. 4	55%

The Engineer will base acceptance of the gradation on visual inspection in the field.

Existing asphalt pavement shall be pulverized by a method that does not damage or dislodge the material or structures below the surface as shown on the Plans.

Vehicle traffic access shall be provided at all times along the project corridor for the duration of Contract. The pulverized material shall be shaped and rolled when necessary to allow the roadway to be open to traffic. When directed by the Engineer, water will be added to the pulverized material as may be required during processing and compaction operations to achieve the desired results.

DIVISION5.GR5

Division 5
Surface Treatments and Pavements

5-04.GR5

Hot Mix Asphalt

5-04 Hot Mix Asphalt

(January 31, 2023 APWA GSP)

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

5-04.1 Description

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

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

5-04.2 Materials

Materials shall meet the requirements of the following sections:

Asphalt Binder	9-02.1(4)
Cationic Emulsified Asphalt	9-02.1(6)
Anti-Stripping Additive	9-02.4
HMA Additive	9-02.5
Aggregates	9-03.8
Recycled Asphalt Pavement (RAP)	9-03.8(3)B, 9-03.21
Reclaimed Asphalt Shingles (RAS)	9-03.8(3)B, 9-03.21
Mineral Filler	9-03.8(5)
Recycled Material	9-03.21

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

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

The Contractor may use up to 20 percent RAP by total weight of HMA with no additional sampling or testing of the RAP.

If the Contractor wishes to utilize High RAP/Any RAS, the design must be listed on the WSDOT Qualified Products List (QPL).

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

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

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

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

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

5-04.2(1)A Vacant

5-04.2(2) Mix Design - Obtaining Project Approval

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

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

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

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

- The WSDOT Mix Design Evaluation Report from the current WSDOT QPL, or one of the mix design verification certifications listed below.
- The proposed HMA mix design on WSDOT Form 350-042 with the seal and certification (stamp & signature) of a valid licensed Washington State Professional Engineer.

- The Mix Design Report for the proposed HMA mix design developed by a qualified City or County laboratory that is within one year of the approval date.

The mix design shall be performed by a lab accredited by a national authority such as Laboratory Accreditation Bureau, L-A-B for Construction Materials Testing, The Construction Materials Engineering Council (CMEC's) ISO 17025 or AASHTO Accreditation Program (AAP) and shall supply evidence of participation in the AASHTO: resource proficiency sample program.

Mix designs for HMA accepted by Nonstatistical evaluation shall:

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

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

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

For the Bid Item Commercial HMA, the Contractor shall select a class of HMA and design level of ESALs appropriate for the required use.

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

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

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

5-04.3 Construction Requirements

5-04.3(1) Weather Limitations

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

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

Minimum Surface Temperature for Paving

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

5-04.3(2) Paving Under Traffic

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

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

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

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

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

5-04.3(3) Equipment

5-04.3(3)A Mixing Plant

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

1. **Equipment for Preparation of Asphalt Binder** – Tanks for the storage of asphalt binder shall be equipped to heat and hold the material at the required temperatures. The heating shall be accomplished by steam coils, electricity, or other approved means so that no flame shall be in contact with the storage tank.

The circulating system for the asphalt binder shall be designed to ensure proper and continuous circulation during the operating period. A valve for the purpose of sampling the asphalt binder shall be placed in either the storage tank or in the supply line to the mixer.

2. **Thermometric Equipment** – An armored thermometer, capable of detecting temperature ranges expected in the HMA mix, shall be fixed in the asphalt binder feed line at a location near the charging valve at the mixer unit. The thermometer location shall be convenient and safe for access by Inspectors. The plant shall also be equipped with an approved dial-scale thermometer, a mercury actuated thermometer, an electric pyrometer, or another approved thermometric instrument placed at the discharge chute of the drier to automatically register or indicate the temperature of the heated aggregates. This device shall be in full view of the plant operator.

3. **Heating of Asphalt Binder** – The temperature of the asphalt binder shall not exceed the maximum recommended by the asphalt binder manufacturer nor shall it be below the minimum temperature required to maintain the asphalt binder in a homogeneous state. The asphalt binder shall be heated in a manner that will avoid local variations in heating. The heating method shall provide a continuous supply of asphalt binder to the mixer at a uniform average temperature with no individual variations exceeding 25°F. Also, when a WMA additive is included in the asphalt binder, the temperature of the asphalt binder shall not exceed the maximum recommended by the manufacturer of the WMA additive.

4. **Sampling and Testing of Mineral Materials** – The HMA plant shall be equipped with a mechanical sampler for the sampling of the mineral materials. The mechanical sampler shall meet the requirements of Section 1-05.6 for the crushing and screening operation. The Contractor shall provide for the setup and operation of the field-testing facilities of the Contracting Agency as provided for in Section 3-01.2(2).

5. **Sampling HMA** – The HMA plant shall provide for sampling HMA by one of the following methods:

    a. A mechanical sampling device attached to the HMA plant.

    b. Platforms or devices to enable sampling from the hauling vehicle without entering the hauling vehicle.

5-04.3(3)B Hauling Equipment

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

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

5-04.3(3)C Pavers

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

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

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

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

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

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

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

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

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

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

To be approved for use, an MTV:

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

To be approved for use, an MTD:

1. Shall be positively connected to the paver.
2. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
3. Shall mix the HMA after delivery by the hauling equipment and prior to placement into the paving machine.
4. Shall mix the HMA sufficiently to obtain a uniform temperature throughout the mixture.

5-04.3(3)E Rollers

Rollers shall be of the steel wheel, vibratory, oscillatory, or pneumatic tire type, in good condition and capable of reversing without backlash. Operation of the roller shall be in accordance with the manufacturer's recommendations. When ordered by the Engineer for any roller planned for use on the project, the Contractor shall provide a copy of the manufacturer's recommendation for the use of that roller for compaction of HMA. The number and weight of rollers shall be sufficient to compact the mixture in compliance

with the requirements of Section 5-04.3(10). The use of equipment that results in crushing of the aggregate will not be permitted. Rollers producing pickup, washboard, uneven compaction of the surface, displacement of the mixture or other undesirable results shall not be used.

5-04.3(4) Preparation of Existing Paved Surfaces

When the surface of the existing pavement or old base is irregular, the Contractor shall bring it to a uniform grade and cross-section as shown on the Plans or approved by the Engineer.

Preleveling of uneven or broken surfaces over which HMA is to be placed may be accomplished by using an asphalt paver, a motor patrol grader, or by hand raking, as approved by the Engineer.

Compaction of preleveling HMA shall be to the satisfaction of the Engineer and may require the use of small steel wheel rollers, plate compactors, or pneumatic rollers to avoid bridging across preleveled areas by the compaction equipment. Equipment used for the compaction of preleveling HMA shall be approved by the Engineer.

Before construction of HMA on an existing paved surface, the entire surface of the pavement shall be clean. All fatty asphalt patches, grease drippings, and other objectionable matter shall be entirely removed from the existing pavement. All pavements or bituminous surfaces shall be thoroughly cleaned of dust, soil, pavement grindings, and other foreign matter. All holes and small depressions shall be filled with an appropriate class of HMA. The surface of the patched area shall be leveled and compacted thoroughly. Prior to the application of tack coat, or paving, the condition of the surface shall be approved by the Engineer.

A tack coat of asphalt shall be applied to all paved surfaces on which any course of HMA is to be placed or abutted; except that tack coat may be omitted from clean, newly paved surfaces at the discretion of the Engineer. Tack coat shall be uniformly applied to cover the existing pavement with a thin film of residual asphalt free of streaks and bare spots at a rate between 0.02 and 0.10 gallons per square yard of retained asphalt. The rate of application shall be approved by the Engineer. A heavy application of tack coat shall be applied to all joints. For Roadways open to traffic, the application of tack coat shall be limited to surfaces that will be paved during the same working shift. The spreading equipment shall be equipped with a thermometer to indicate the temperature of the tack coat material.

Equipment shall not operate on tacked surfaces until the tack has broken and cured. If the Contractor’s operation damages the tack coat it shall be repaired prior to placement of the HMA.

The tack coat shall be CSS-1, or CSS-1h emulsified asphalt. The CSS-1 and CSS-1h emulsified asphalt may be diluted once with water at a rate not to exceed one-part water to one-part emulsified asphalt. The tack coat shall have sufficient temperature such that it may be applied uniformly at the specified rate of application and shall not exceed the maximum temperature recommended by the emulsified asphalt manufacturer.

5-04.3(4)A Crack Sealing

When the Proposal includes a pay item for crack sealing, seal cracks in accordance with Section 5-03.

5-04.3(4)B Vacant

5-04.3(4)C Pavement Repair

The Contractor shall excavate pavement repair areas and shall backfill these with HMA in accordance with the details shown in the Plans and as marked in the field. The Contractor shall conduct the excavation operations in a manner that will protect the pavement that is to remain. Pavement not designated to be removed that is damaged as a result of the Contractor's operations shall be repaired by the Contractor to the satisfaction of the Engineer at no cost to the Contracting Agency. The Contractor shall excavate only within one lane at a time unless approved otherwise by the Engineer. The Contractor shall not excavate more area than can be completely finished during the same shift, unless approved by the Engineer.

Unless otherwise shown in the Plans or determined by the Engineer, excavate to a depth of 1.0 feet. The Engineer will make the final determination of the excavation depth required. The minimum width of any pavement repair area shall be 40 inches unless shown otherwise in the Plans. Before any excavation, the existing pavement shall be sawcut or shall be removed by a pavement grinder. Excavated materials will become the property of the Contractor and shall be disposed of in a Contractor-provided site off the Right of Way or used in accordance with Sections 2-02.3(3) or 9-03.21.

Asphalt for tack coat shall be required as specified in Section 5-04.3(4). A heavy application of tack coat shall be applied to all surfaces of existing pavement in the pavement repair area.

Placement of the HMA backfill shall be accomplished in lifts not to exceed 0.35-foot compacted depth. Lifts that exceed 0.35-foot of compacted depth may be accomplished with the approval of the Engineer. Each lift shall be thoroughly compacted by a mechanical tamper or a roller.

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

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

5-04.3(5)A Vacant

5-04.3(6) Mixing

After the required amount of mineral materials, asphalt binder, recycling agent and anti-stripping additives have been introduced into the mixer the HMA shall be mixed until

complete and uniform coating of the particles and thorough distribution of the asphalt binder throughout the mineral materials is ensured.

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

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

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

5-04.3(7) Spreading and Finishing

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

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

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

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

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

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

5-04.3(9) HMA Mixture Acceptance

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

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

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

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

HMA Tolerances and Adjustments

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

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

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

   For Aggregates in the mixture:

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

Aggregate Percent Passing	Non-Statistical Evaluation	Commercial Evaluation
1", ¾", ½", and 3/8" sieves	+/- 6%	+/- 8%
No. 4 sieve	+/-6%	+/- 8%
No. 8 Sieve	+/- 6%	+/-8%
No. 200 sieve	+/- 2.0%	+/- 3.0%

b. Second, adjust the preliminary upper and lower acceptance limits determined from step (a) the minimum amount necessary so that none of the aggregate properties are outside the control points in Section 9-03.8(6). The resulting values will be the upper and lower acceptance limits for aggregates, as well as the USL and LSL required in Section 1-06.2(2)D2.

2. Job Mix Formula Adjustments – An adjustment to the aggregate gradation or asphalt binder content of the JMF requires approval of the Engineer. Adjustments to the JMF will only be considered if the change produces material of equal or better quality and may require the development of a new mix design if the adjustment exceeds the amounts listed below.

   a. **Aggregates** –2 percent for the aggregate passing the 1½″, 1″, ¾″, ½″, ⅜″, and the No. 4 sieves, 1 percent for aggregate passing the No. 8 sieve, and 0.5 percent for the aggregate passing the No. 200 sieve. The adjusted JMF shall be within the range of the control points in Section 9-03.8(6).

   b. **Asphalt Binder Content** – The Engineer may order or approve changes to asphalt binder content. The maximum adjustment from the approved mix design for the asphalt binder content shall be 0.3 percent.

5-04.3(9)A Vacant

5-04.3(9)B Vacant

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

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

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

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

All of the test results obtained from the acceptance samples from a given lot shall be evaluated collectively. If the Contractor requests a change to the JMF that is approved, the material produced after the change will be evaluated on the basis of the new JMF for the remaining sublots in the current lot and for acceptance of subsequent lots. For a lot

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

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

5-04.3(9)C2 Mixture Nonstatistical Evaluation Sampling

Samples for acceptance testing shall be obtained by the Contractor when ordered by the Engineer. The Contractor shall sample the HMA mixture in the presence of the Engineer and in accordance with AASH-TO T 168. A minimum of three samples should be taken for each class of HMA placed on a project. If used in a structural application, at least one of the three samples shall be tested.

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

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

- If the test results are found to be within specification requirements, additional testing will be at the Engineer's discretion.

- If test results are found not to be within specification requirements, additional testing of the remaining samples to determine a CPF shall be performed.

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

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

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

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

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

For each lot of material falling outside the tolerance limits in 5-04.3(9), the Contracting Agency will determine a CPF using the following price adjustment factors:

Table of Price Adjustment Factors	
Constituent	**Factor "f"**
All aggregate passing: 1½″, 1″, ¾″, ½″, ⅜″ and	2

No.4 sieves	
All aggregate passing No. 8 sieve	15
All aggregate passing No. 200 sieve	20
Asphalt binder	40
Air Voids (Va) (where applicable)	20

Each lot of HMA produced under Nonstatistical Evaluation and having all constituents falling within the tolerance limits of the job mix formula shall be accepted at the unit Contract price with no further evaluation. When one or more constituents fall outside the nonstatistical tolerance limits in the Job Mix Formula shown in Table of Price Adjustment Factors, the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The nonstatistical tolerance limits will be used in the calculation of the CPF and the maximum CPF shall be 1.00. When less than three sublots exist, backup samples of the existing sublots or samples from the Roadway shall be tested to provide a minimum of three sets of results for evaluation.

5-04.3(9)C5 Vacant

5-04.3(9)C6 Mixture Nonstatistical Evaluation – Price Adjustments

For each lot of HMA mix produced under Nonstatistical Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The total job mix compliance price adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

If a constituent is not measured in accordance with these Specifications, its individual pay factor will be considered 1.00 in calculating the CPF.

5-04.3(9)C7 Mixture Nonstatistical Evaluation - Retests

The Contractor may request a sublot be retested. To request a retest, the Contractor shall submit a written request within 7 calendar days after the specific test results have been received. A split of the original acceptance sample will be retested. The split of the sample will not be tested with the same tester that ran the original acceptance test. The sample will be tested for a complete gradation analysis, asphalt binder content, and, at the option of the agency, V_a. The results of the retest will be used for the acceptance of the HMA in place of the original sublot sample test results. The cost of testing will be deducted from any monies due or that may come due the Contractor under the Contract at the rate of $500 per sample.

5-04.3 (9)D Mixture Acceptance – Commercial Evaluation

If sampled and tested, HMA produced under Commercial Evaluation and having all constituents falling within the tolerance limits of the job mix formula shall be accepted at the unit Contract price with no further evaluation. When one or more constituents fall outside the commercial tolerance limits in the Job Mix Formula shown in 5-04.3(9), the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The commercial tolerance limits will be used in the calculation of the CPF and the maximum CPF shall be 1.00. When less than three sublots exist, backup samples of the

existing sublots or samples from the street shall be tested to provide a minimum of three sets of results for evaluation.

For each lot of HMA mix produced and tested under Commercial Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The Job Mix Compliance Price Adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

If a constituent is not measured in accordance with these Specifications, its individual pay factor will be considered 1.00 in calculating the CPF.

5-04.3(10) HMA Compaction Acceptance

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

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

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

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

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

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

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

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

Test Results

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

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

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

Compaction shall take place when the mixture is in the proper condition so that no undue displacement, cracking, or shoving occurs. Areas inaccessible to large compaction equipment shall be compacted by other mechanical means. Any HMA that becomes loose, broken, contaminated, shows an excess or deficiency of asphalt, or is in any way defective, shall be removed and replaced with new hot mix that shall be immediately compacted to conform to the surrounding area.

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

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

Low cyclic density areas are defined as spots or streaks in the pavement that are less than 90 percent of the theoretical maximum density. At the Engineer’s discretion, the

Engineer may evaluate the HMA pavement for low cyclic density, and when doing so will follow WSDOT SOP 733. A $500 Cyclic Density Price Adjustment will be assessed for any 500-foot section with two or more density readings below 90 percent of the theoretical maximum density.

5-04.3(10)C Vacant

5-04.3(10)D HMA Nonstatistical Compaction

5-04.3(10)D1 HMA Nonstatistical Compaction - Lots and Sublots

HMA compaction which is accepted by nonstatistical evaluation will be based on acceptance testing performed by the Contracting Agency dividing the project into compaction lots.

A lot is represented by randomly selected samples of the same mix design that will be tested for acceptance. A lot is defined as the total quantity of material or work produced for each Job Mix Formula placed. Only one lot per JMF is expected. A sublot shall be equal to one day's production or 400 tons, whichever is less except that the final sublot will be a minimum of 200 tons and may be increased to 800 tons. Testing for compaction will be at the rate of 5 tests per sublot per WSDOT T 738.

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

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

HMA for preleveling shall be thoroughly compacted. HMA that is used to prelevel wheel ruts shall be compacted with a pneumatic tire roller unless otherwise approved by the Engineer.

5-04.3(10)D2 HMA Compaction Nonstatistical Evaluation – Acceptance Testing

The location of the HMA compaction acceptance tests will be randomly selected by the Engineer from within each sublot, with one test per sublot.

5-04.3(10)D3 HMA Nonstatistical Compaction – Price Adjustments

For each compaction lot with one or two sublots, having all sublots attain a relative density that is 92 percent of the reference maximum density the HMA shall be accepted at the unit Contract price with no further evaluation. When a sublot does not attain a relative density that is 92 percent of the reference maximum density, the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The

maximum CPF shall be 1.00, however, lots with a calculated CPF in excess of 1.00 will be used to offset lots with CPF values below 1.00 but greater than 0.90. Lots with CPF lower than 0.90 will be evaluated for compliance per 5-04.3(11). Additional testing by either a nuclear moisture-density gauge or cores will be completed as required to provide a minimum of three tests for evaluation.

For compaction below the required 92%, a Non-Conforming Compaction Factor (NCCF) will be determined. The NCCF equals the algebraic difference of CPF minus 1.00 multiplied by 40 percent. The Compaction Price Adjustment will be calculated as the product of CPF, the quantity of HMA in the compaction control lot in tons, and the unit Contract price per ton of mix.

5-04.3(11) Reject Work

5-04.3(11)A Reject Work General

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

5-04.3(11)B Rejection by Contractor

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

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

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

No payment will be made for the rejected materials or the removal of the materials unless the Contractor requests that the rejected material be tested. If the Contractor elects to have the rejected material tested, a minimum of three representative samples will be obtained and tested. Acceptance of rejected material will be based on conformance with the nonstatistical acceptance Specification. If the CPF for the rejected material is less than 0.75, no payment will be made for the rejected material; in addition, the cost of sampling and testing shall be borne by the Contractor. If the CPF is greater than or equal to 0.75, the cost of sampling and testing will be borne by the Contracting Agency. If the material is rejected before placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at a CPF of 0.75. If rejection occurs after placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at the calculated CPF with an addition of 25 percent of the unit Contract price added for the cost of removal and disposal.

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

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

5-04.3(11)E Rejection - An Entire Sublot

An entire sublot that is suspected of being defective may be rejected. When a sublot is rejected a minimum of two additional random samples from this sublot will be obtained. These additional samples and the original sublot will be evaluated as an independent lot in accordance with Section 1-06.2(2).

5-04.3(11)F Rejection - A Lot in Progress

The Contractor shall shut down operations and shall not resume HMA placement until such time as the Engineer is satisfied that material conforming to the Specifications can be produced:

1. When the CPF of a lot in progress drops below 1.00 and the Contractor is taking no corrective action, or
2. When the Pay Factor (PF) for any constituent of a lot in progress drops below 0.95 and the Contractor is taking no corrective action, or
3. When either the PF for any constituent or the CPF of a lot in progress is less than 0.75.

5-04.3(11)G Rejection - An Entire Lot (Mixture or Compaction)

An entire lot with a CPF of less than 0.75 will be rejected.

5-04.3(12) Joints

5-04.3(12)A HMA Joints

5-04.3(12)A1 Transverse Joints

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

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

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

5-04.3(12)A2 Longitudinal Joints

The longitudinal joint in any one course shall be offset from the course immediately below by not more than 6 inches nor less than 2 inches. All longitudinal joints constructed in the wearing course shall be located at a lane line or an edge line of the Traveled Way. A notched wedge joint shall be constructed along all longitudinal joints in the wearing surface of new HMA unless otherwise approved by the Engineer. The notched wedge joint shall have a vertical edge of not less than the maximum aggregate size or more than ½ of the compacted lift thickness and then taper down on a slope not steeper than 4H:1V. The sloped portion of the HMA notched wedge joint shall be uniformly compacted.

5-04.3(12)B Bridge Paving Joint Seals

Bridge Paving Joint Seals shall be in accordance with Section 5-03.

5-04.3(13) Surface Smoothness

The completed surface of all courses shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds. The completed surface of the wearing course shall not vary more than ⅛ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline. The transverse slope of the completed surface of the wearing course shall vary not more than ¼ inch in 10 feet from the rate of transverse slope shown in the Plans.

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

1. Removal of material from high places by grinding with an approved grinding machine, or

2. Removal and replacement of the wearing course of HMA, or

3. By other method approved by the Engineer.

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

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

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

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

5-04.3(14) Planing Bituminous Pavement

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

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

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

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

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

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

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

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

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

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

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

Should such metal be identified, promptly notify the Engineer.

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

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

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

5-04.3(14)B1 General

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

1. Intersections:

    a. Keep intersections open to traffic at all times, except when paving or planing operations through an intersection requires closure. Such closure must be kept to the minimum time required to place and compact the HMA mixture, or plane as appropriate. For paving, schedule such closure to individual lanes or portions thereof that allows the traffic volumes and schedule of traffic volumes required in the approved traffic control plan. Schedule work so that adjacent intersections are not impacted at the same time and comply with the traffic control restrictions required by the Traffic Engineer. Each individual intersection closure or partial closure must be addressed in the traffic control plan, which must be submitted to and accepted by the Engineer, see Section 1-10.2(2).

    b. When planing or paving and related construction must occur in an intersection, consider scheduling and sequencing such work into quarters of the intersection, or half or more of an intersection with side street detours. Be prepared to sequence the work to individual lanes or portions thereof.

    c. Should closure of the intersection in its entirety be necessary, and no trolley service is impacted, keep such closure to the minimum time required to place and compact the HMA mixture, plane, remove asphalt, tack coat, and as needed.

d. Any work in an intersection requires advance warning in both signage and a number of Working Days advance notice as determined by the Engineer, to alert traffic and emergency services of the intersection closure or partial closure.

e. Allow new compacted HMA asphalt to cool to ambient temperature before any traffic is allowed on it. Traffic is not allowed on newly placed asphalt until approval has been obtained from the Engineer.

2. Temporary centerline marking, post-paving temporary marking, temporary stop bars, and maintaining temporary pavement marking must comply with Section 8-23.

3. Permanent pavement marking must comply with Section 8-22.

5-04.3(14)B2 Submittals - Planing Plan and HMA Paving Plan

The Contractor must submit a separate planing plan and a separate paving plan to the Engineer at least 5 Working Days in advance of each operation's activity start date. These plans must show how the moving operation and traffic control are coordinated, as they will be discussed at the pre-planing briefing and pre-paving briefing. When requested by the Engineer, the Contractor must provide each operation's traffic control plan on 24 x 36 inch or larger size Shop Drawings with a scale showing both the area of operation and sufficient detail of traffic beyond the area of operation where detour traffic may be required. The scale on the Shop Drawings is 1 inch = 20 feet, which may be changed if the Engineer agrees sufficient detail is shown.

The planing operation and the paving operation include, but are not limited to, metal detection, removal of asphalt and temporary asphalt of any kind, tack coat and drying, staging of supply trucks, paving trains, rolling, scheduling, and as may be discussed at the briefing.

When intersections will be partially or totally blocked, provide adequately sized and noticeable signage alerting traffic of closures to come, a minimum 2 Working Days in advance. The traffic control plan must show where police officers will be stationed when signalization is or may be, countermanded, and show areas where flaggers are proposed.

At a minimum, the planing and the paving plan must include:

1. A copy of the accepted traffic control plan, see Section 1-10.2(2), detailing each day's traffic control as it relates to the specific requirements of that day's planing and paving. Briefly describe the sequencing of traffic control consistent with the proposed planing and paving sequence, and scheduling of placement of temporary pavement markings and channelizing devices after each day's planing, and paving.

2. A copy of each intersection's traffic control plan.

3. Haul routes from supplier facilities, and locations of temporary parking and staging areas, including return routes. Describe the complete round trip as it relates to the sequencing of paving operations.

4. Names and locations of HMA supplier facilities to be used.

5. List of all equipment to be used for paving.

6. List of personnel and associated job classification assigned to each piece of paving equipment.

7. Description (geometric or narrative) of the scheduled sequence of planing and of paving and intended area of planing and of paving for each day's work, must include the directions of proposed planing and of proposed paving, sequence of adjacent lane paving, sequence of skipped lane paving, intersection planing and paving scheduling and sequencing, and proposed notifications and coordinations to be timely made. The plan must show HMA joints relative to the final pavement marking lane lines.

8. Names, job titles, and contact information for field, office, and plant supervisory personnel.

9. A copy of the approved Mix Designs.

10. Tonnage of HMA to be placed each day.

11. Approximate times and days for starting and ending daily operations.

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

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

1. General for both the Paving and Planing:

   a. The actual times of starting and ending daily operations.

b. In intersections, how to break up the intersection, and address traffic control and signalization for that operation, including use of peace officers.

c. The sequencing and scheduling of paving operations and of planing operations, as applicable, as it relates to traffic control, public convenience and safety, and other Contractors who may operate in the Project limits.

d. Notifications required of Contractor activities and coordinating with other entities and the public as necessary.

e. Description of the sequencing of installation and types of temporary pavement markings as it relates to planning and paving.

f. Description of the sequencing of installation of, and the removal of, temporary pavement patch material around exposed castings and as may be needed.

g. Description of procedures and equipment to identify hidden metal in the pavement, such as survey monumentation, monitoring wells, streetcar rail, and castings, before planing as per Section 5-04.3(14)B2.

h. Description of how flaggers will be coordinated with the planing, paving, and related operations.

i. Description of sequencing of traffic controls for the process of rigid pavement base repairs.

j. Other items the Engineer deems necessary to address.

2. Paving – additional topics:

a. When to start applying tack and coordinating with paving.

b. Types of equipment and numbers of each type of equipment to be used. If more pieces of equipment than personnel are proposed, describe the sequencing of the personnel operating the types of equipment. Discuss the continuance of operator personnel for each type of equipment as it relates to meeting Specification requirements.

c. Number of JMFs to be placed, and if more than one JMF is used, how the Contractor will ensure different JMFs are distinguished, how pavers and how MTVs are distinguished, and how pavers and MTVs are cleaned so that one JMF does not adversely influence the other JMF.

d. Description of contingency plans for that day's operations such as equipment breakdown, rain out, and supplier shutdown of operations.

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

5-04.3(15) Sealing Pavement Surfaces

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

5-04.3(16) HMA Road Approaches

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

5-04.5 Payment

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

"HMA Cl. ½ IN. PG 58H-22", per Lump Sum
"Planing Bituminous Pavement", per Lump Sum

The lump sum contract price for shall be full pay for all labor, equipment, materials, and supervision utilized to perform the Work specified for each bid item.

DIVISION8.GR8

Division 8
Miscellaneous Construction

8-02.GR8

Roadside Restoration

8-02.2.GR8

Materials

8-02.2(9-14).GR8

Erosion Control and Roadside Planting

8-02.2(9-14.2).GR8

Topsoil

8-02.2(9-14.2(1)).GR8

Topsoil Type A

Section 9-14.2(1) is supplemented with the following:

8-02.2(9-14.2(1)).OPT1.FR8.docx

(February 25, 2021)

Topsoil Type A shall meet the following requirements:

1. Cation exchange capacity (CEC) of Topsoil Type A shall be a minimum of 5 milliequivalents CEC/100 g dry soil (U.S. EPA Method 9081).

2. Organic content greater than 8-percent but less than 15-percent as measured on a dry weight basis using AASHTO T 267 Determination of Organic Content in Soils by Loss on Ignition.

Topsoil Type A shall be 60-percent to 70-percent *** Sandy *** Loam and 40-percent to 30-percent *** Fine *** Compost by volume. *** Sandy *** Loam shall be as defined by the US Department of Agriculture Soil Classification System.

The Contractor shall submit a Particle Size Analysis as a Type 1 Working Drawing from an independent accredited soils testing laboratory indicating the Material source and compliance with all Topsoil Type A specifications. The laboratory analysis shall be with a sample size of no less than 2 pounds.

The *** Fine *** Compost shall conform to the requirements of Section 9-14.5(8).

8-02.2(9-14.5).GR8

Mulch and Amendments

8-02.2(9-14.5(8)).GR8

Compost

Section 9-14.5(8) is supplemented with the following:

8-02.2(9-14.5(8)).OPT2.GR8

(September 3, 2019)

The compost product may contain biosolids as a feedstock. Biosolids compost production and quality shall comply with WAC 173-308.

The Compost Submittal Requirements shall include a copy of the Coverage Under the General Permit for Biosolids Management issued to the manufacturer by the Department of Ecology in accordance with WAC 173-308 (Biosolids Management).

APPENDIX1.FR9.docx

Appendices
(January 2, 2012)

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

*** Geotechnical Report, dated June 13, 2025 by Sage Geotechnical LLC ***

STDPLANS.GR9

(September 16, 2025)

Standard Plans

The Washington State Department of Transportation *Standard Plans* M21-01, published September 2024, is made a part of this Contract with the following revisions:

A-10.30

RISER RING detail (Including SECTION view and RISER RING DIMENSIONS table): The RISER RING detail is deleted from the plan.

INSTALLATION detail, SECTION A: The “1/4”” callout is revised to read “+/- 1/4" (SEE CONTRACT ~ Note: The + 1/4" installation is shown in the Section A view)”

A-40.20

Sheet 1, NOTES 1, 2, 3, and 4 are replaced with the following:

1. Use the ½ inch joint details for bridges with expansion length less than 100 feet and for bridges with L type abutments. Use the 1 inch joint details for other applications.

2. Use detail 5, 6, 7 on steel trusses and timber bridges with concrete bridge deck panels.

3. For details 1, 2, 3, and 4, the item “HMA Joint Seal at Bridge End” shall be used for payment. For details 5 and 6, the item “HMA Joint Seal at Bridge Deck Panel Joint” shall be used for payment. For detail 7, the item “Clean and Seal Bridge Deck Panel Joint” shall be used for payment.

Sheet 2, Detail 8 reference to “6-09.3(6)” is revised to read “6-21.3(7)”.

A-50.40

Sheet 1, Plan View: The callout “BEAM GUARDRAIL TYPE 31 TRANSITION SECTION TYPE 21 OR TYPE 24 (SEE STANDARD PLAN C-25.20 OR C-25.30)” is revised to read “BEAM GUARDRAIL TYPE 31 TRANSITION SECTION TYPE 21, 24, OR 25 (SEE STANDARD PLAN C-25.20, C-25.30, OR C-25.32)”

A-60.40

Note 2 reference to “6-09.3(6)” is revised to read “6-21.3(7)”.

B-55.20

General Note 3 reference to “2-09.4” is revised to read “3-07.4”.

B-90.40

Valve Detail – DELETED

C-20.41

Note 4, First Sentence, “Box Culvert guardrail steel posts are not needed for fill depths greater than 40 inches.” is revised to read; “Box culvert guardrail steel posts are not needed for fill depths greater than 46 inches. Provide 6-inches or greater of separation between the bottom of the guardrail post and top of the culvert”

BOX CULVERT POST ASSEMBLY, ELEVATION VIEW, post assembly length dimension "41" MIN. 72" MAX." is revised to read; "41" MIN. 78" MAX."
SECTION A, base material depth dimension - "9" MIN. 40" MAX. (SEE NOTE 4)" is revised to read: "9" MIN. 46" MAX. (SEE NOTE 4)"

C20-43

Note 4, First Sentence: "Box culvert guardrail steel posts are not needed for fill depths greater than 40 inches." is revised to read: "Box culvert guardrail steel posts are not needed for fill depths greater than 46 inches. Provide 6-inches or greater separation between the bottom of guardrail post and top of culvert."
BOX CULVERT POST & BASE PLATE ASSEMBLY, ELEVATION VIEW, post assembly length dimension – "41" MIN. 72" MAX." is revised to read: "41" MIN. 78" MAX."
SECTION A, base material depth dimension - "9" MIN. 40" MAX. (SEE NOTE 4)" is revised to read: "9" MIN. 46" MAX. (SEE NOTE 4)"

C-23.70

Sheet 2, ANCHOR BRACKET ASSEMBLY DETAIL, dimension, "R. 5/16" is revised to read; R. 15/16"
ANCHOR PLATE DETAIL, weld callout (fillet), 1/4" is revised to read; 3/16"

C-60.20

Sheet 1, Plan view, callout – "1/2" (IN) DIAMETER X 6 1/2" (IN) LONG ANCHOR BOLT ~ PER STD. SPEC. SECT. 9-06.5(4) (TYPICAL) (SEE NOTE 7)" is revised to read: "5/8" DIAMETER x 6 1/2" (IN) LONG ANCHOR BOLT ~ PER STD. SPEC. SECT. 9-06.5(4) (TYPICAL) (SEE NOTE 7)"

C-70.15

BARRIER CONNECTION DETAIL, callout – "CENTER GRID IN CONNECTION BLOCKOUT AND FILL VOID WITH TYPE 3 GROUT (STD. SPECIFICATION SECTION 9-20.3(3) PLACED IN ACCORDANCE WITH STD. SPECIFICATION SECTION 6-20.3(20)" is revised to read "CENTER GRID IN CONNECTION BLOCKOUT AND FILL VOID WITH GROUT TYPE 3 (STD. SPECIFICATION SECTION 9-20.3(3) PLACED IN ACCORDANCE WITH STD. SPECIFICATION SECTION 6-02.3(20)"

C81.10

Sheet 1, TYPICAL SECTION – TRAFFIC BARRIER the R4 #6 bar on the traffic face may be placed 4" down from the top of the barrier to allow additional room to install BP railing or other attachments. The R4 bar shall be kept tight to the front R2 bar.
Sheet 4, the existing table "IMPACT SHEAR AND IMPACT MOMENT TABLE" is renamed to "IMPACT SHEAR AND MOMENT TABLE DECK OVERHANG AND CONNECTIONS" keynote 25 is still applicable.
Sheet 4, NOTES, the following Note is added: "3. Deck overhangs for this use constitute plain reinforced concrete typically around 8" in thickness, non-prestressed moment slabs or approach slabs, or plain reinforced and longitudinally prestressed box girders which employ a topping slab. Other Supporting Structure Systems inclusive of post-tensioned decks, walls, and or Structure segments tied together without a topping slab, with the ties in the barrier resistance load path, shall use the impact shear and moments for other supporting structures."
Sheet 4, the following table is added with a keynote 25.

IMPACT SHEAR AND MOMENT TABLE OTHER SUPPORTING STRUCTURES		
	Interior Segment	End Segment

Roadway and Fill Height at Curb Line (in)	0	6	12	18	24	0	6	12	18	24
End Segment Length (ft)	-	-	-	-	-	10.00	10.50	11.25	11.75	12.50
Impact Moment (kip*ft/ft)	19.86	24.12	28.55	33.16	37.97	20.80	25.17	29.65	34.27	39.04
Impact Shear (kip/ft)	7.89	8.04	8.23	8.44	8.68	8.27	8.39	8.54	8.72	8.92

C-81.15

Sheet 1, General Notes, Add Note 7, to read;"7. The concrete class for the moment slab shall be class 4000 typically and class 4000A when the top of the slab is used as the roadway, or sidewalk, surface. The concrete class for the barrier is defined in Standard Specification Section 6-10.3."

C-85.11

On Section B, the callout "3" EXPANDED POLYSTYRENE AROUND COLUMN (TYP.)" is revised to read "3" EXPANDED POLYSTYRENE OR POLYETHYLENE FOAM AROUND COLUMN (TYP.)"

D-3.09

Sheet 1, GEOSYNTHETIC WALL WITH 2 FT TRAFFIC SURCHARGE detail, callout – "BARRIER ON WALL ~ SEE Standard Plan D-3.15 or D-3.16" is revised to read: "BARRIER ON WALL ~ SEE CONTRACT PLANS"

D-3.10

Sheet 1, Typical Section, callout – "FOR WALLS WITH SINGLE SLOPE TRAFFIC BARRIER. USE THE DETAILS ABOVE THE MATCH LINE ON STANDARD PLAN D-3.15" is revised to read; "FOR WALLS WITH SINGLE SLOPE TRAFFIC BARRIER, SEE CONTRACT PLANS"

Sheet 1, Typical Section, callout – "FOR WALLS WITH F-SHAPE TRAFFIC BARRIER. USE THE DETAILS ABOVE THE MATCH LINE ON STANDARD PLAN D-3.16" is revised to read; "FOR WALLS WITH F-SHAPE TRAFFIC BARRIER, SEE CONTRACT PLANS"

D-3.11

Sheet 1, Typical Section, callout – ""B" BRIDGE APPROACH SLAB (SEE BRIDGE PLANS) OR PERMANENT GEOSYNTHETIC WALL BARRIER ~ SEE STANDARD PLANS D-3.15 OR D-3.16" is revised to read; "B" BRIDGE APPROACH SLAB OR MOMENT SLAB (SEE CONTRACT PLANS)

Sheet 1, Typical Section, callout – "TYPICAL BARRIER ON BRIDGE APPROACH SLAB (SEE BRIDGE PLANS) OR PERMANENT GEOSYNTHETIC WALL BARRIER ~ SEE STANDARD PLANS D-3.15 OR D-3.16" is revised to read; "TYPICAL BARRIER ON BRIDGE APPROACH SLAB OR MOMENT SLAB (SEE CONTRACT PLANS)

D-10.10

Note 7, "If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30" is revised to read "Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 1 and 1SW".

D-10.15

Note 7, "If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30" is revised to read "Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 2 and 2SW".

D-10.30

Wall Type 5 may be used in all cases.

D-10.35

Wall Type 6 may be used in all cases.

D-10.40

Note 5, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 7”.

D-10.45

Note 5, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 8”.

E-20.10

On Sheet 2, the reference to “2-09.4” is revised to read “3-07.4”.

F-10.18

Note 1; “Construct curb joints at cement concrete pavement transverse joint locations. If all adjacent pavement is HMA, see Standard Plan F-30.10 for Curb Expansion and Contraction Joint Spacing.” is revised to read – “See Standard Plan F-30.10 and Standard Specification Section 8-04.3 for Curb Expansion and Contraction Joint details and spacing.”

CURB 3 Detail, the diamond note 1 callout on the 6” dimension at the bottom left side of the detail, is revised to be a diamond note 2 callout.

F-30.10

All five instances of the “2.0% MAX.” are replaced with “2.1% MAX.”

F-40.12

The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”

Note 7 is replaced with the following:

7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement. When a ramp is constructed on a radius, the Curb Ramp length is measured on the inside radius along the back of the walkway.

Section B is amended as follows:

Delete: “15’ – 0” MAX. (TYP.)”

Section C is amended as follows:

Delete: “15’ – 0” MAX. (TYP.)”

F-40.14

The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”

Note 7 is replaced with the following:

7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement. When a ramp is constructed on a radius, the Curb Ramp length is measured on the inside radius along the back of the walkway.

Section A is amended as follows:

Delete: “15’ – 0” MAX. (TYP.)”

Section C is amended as follows:

Delete: “15’ – 0” MAX. (TYP.)”

F-40.15

The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”

Note 7 is replaced with the following:

7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement.

Section A is amended as follows:

Delete: “15’ – 0” MAX. (TYP.)”

F-40.16

The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”

Note 8 is replaced with the following:

7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement.

Section A is amended as follows:

Delete: “15’ – 0” MAX. (TYP.)”

Section B is amended as follows:

Delete: “15’ – 0” MAX. (TYP.)”

F-80.10

The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”

Note 6 is replaced with the following:

The running slope of the Pedestrian Ramp shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk.

Section A is amended as follows:

Delete: “15” Max.”

J-5.50

General Note 4 reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

General Note 5 reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-10.10

Sheet 4 of 6, “Foundation Size Reference Table”, PAD WIDTH column, Type 33xD=6’ – 3” is revised to read: 7’ – 3”. Type 342LX / NEMA P44=5’ – 10” is revised to read: 6’ – 10”

Sheet 5 of 6, Plan View, “FOR EXAMPLE PAD SHOWN HERE:, “first bullet” item, “-SPACE BETWEEN TYPE B MOD. CABINET AND 33x CABINET IS 6” (IN)” IS REVISED TO READ: “SPACE BETWEEN TYPE B MOD. CABINET (BACK OF ALL CHANNEL STEEL) AND 33x CABINET IS 6” (IN) (CHANNEL STEEL ADDS ABOUT 5” (IN)”

J-10.16

Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-10.17
Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-10.18
Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-15.15
The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-20.01
STANDARD DIMENSIONS AND REFERENCES table, TYPE FB, Standard Height column – “15’-0” ”is revised to read; “14’-0” ”

J-20.10
DELETED

J-20.11
DELETED

J-20.26
Add Note 1, “1. One accessible pedestrian pushbutton station per pedestrian pushbutton post.”
Add General Note 2, to read: “Signs shown are for locations with pedestrian signal displays (Accessible Pedestrian Signals/APS). Accessible information device (AID) pushbuttons signs not shown.”
Revise View Titles (Both Sheets) to read: “ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY”

J-20.16
View A, callout, was – LOCK NIPPLE, is revised to read; CHASE NIPPLE

J-21.10
Sheet 1, Anchor Bolt Template, callout; “9” (IN) BOLT CIRCLE” is revised to read: “9” (IN) DIA.BOLT CIRCLE”
Base Plate Detail, callout; “3/4” (IN) STEEL PLATE WITH HOLE = POLE BASE + 1/6” (IN)” IS REVISED TO READ; “3/4” (IN) STEEL PLATE WITH HOLE = POLE BASE + 1/16” (IN)”
Flat Foundation Detail – Elevation, callout; “ANCHOR BOLTS ~ ¾” (IN) x 30” (IN) FULL THREAD ~ THREE REQ’D. PER ASSEMBLY” is revised to read; “ANCHOR BOLTS ~ ¾” (IN) x 30” (IN) FULL THREAD ~ FOUR REQ’D. PER ASSEMBLY”
Flat Foundation Detail – Elevation, dimension; 4’ – 0” is revised to read; “4’ – 0” ROUND OR 3’ – 0” SQUARE”

J-21.15
Partial View, callout, was – LOCK NIPPLE ~ 1 ½” DIAM., is revised to read; CHASE NIPPLE ~ 1 ½” (IN) DIAM.

J-21.16
On both elevation views, the overall standard height dimension “15’-0” ” is revised to read; “14’-0” ”

J-26.10

The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-27.10

The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-28.30

General Note 13 – “See Standard Plans C-8b and C-85.14 for steel light standards on traffic barrier” is revised to read; “See Standard Plan C-85.15 for steel light standards on traffic barrier.”

J-29.10

The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-40.10

Sheet 2 of 2, Detail F, callout, “12 – 13 x 1 ½” S.S. PENTA HEAD BOLT AND 12” S. S. FLAT WASHER” is revised to read; “12 – 13 x 1 ½” S.S. PENTA HEAD BOLT AND 1/2” (IN) S. S. FLAT WASHER”

J-40.36

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

J-40.37

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

J-50.15

Sheet 1, SECTION A, the call out “LOOP LEAD-IN WIRES, TWISTED PAIRS ~ MAX. 3 PAIRS” is revised to read “LOOP LEAD-IN WIRES, TWISTED PAIRS ~ MAX. 6 PAIRS”
General Note 1 reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-75.20

Key Notes, note 16, second bullet point, was: “1/2” (IN) x 0.45” (IN) Stainless Steel Bands”, add the following to the end of the note: “Alternate: Stainless steel cable with stainless steel ends, nuts, bolts, and washers may be used in place of stainless steel bands and associated hardware.”

J-75.55

Notes, Note A1, Revise reference, was – G-90.29, should be – G-90.20.

L-5.10

Add new general Note 9 on sheet 1 – “9. The top of wall in Section A on Sheet 1 shall be located as follows: 1) flush with the finished grade when placed within the deflection distance of the long span guardrail system (Std. Plan C-20.40), 2) Two inches maximum above finished grade when placed behind a box culvert guardrail steel post system (Std. Plan C-20.41 or C-20.43), 3) Six inches minimum for all other applications. The bottom rail shall be located at mid height between the top rail and the top of structure.”

M-20.30

Wide Dotted Lane Line Detail, reference below title, (SEE NOTE 6) is revised to read: (SEE NOTE 5)

M-40.10

Guide Post Type ~ Reflective Sheeting Applications Table, remove reference - "(SEE NOTE 5)"

The following are the Standard Plan numbers applicable at the time this project was advertised. The date shown with each plan number is the publication approval date shown in the lower right-hand corner of that plan. Standard Plans showing different dates shall not be used in this contract.

A-10.10-00 ..... 8/7/07	A-30.35-00 ..... 10/12/07	A-50.10-02 ..... 7/18/24
A-10.20-00 ..... 10/5/07	A-40.00-01 ..... 7/6/22	A-50.40-01 ..... 8/17/21
A-10.30-00 ..... 10/5/07	A-40.10-04 ..... 7/31/19	A-60.10-03 ..... 12/23/14
A-20.10-00 ..... 8/31/07	A-40.15-00 ..... 8/11/09	A-60.20-03 ..... 12/23/14
A-30.10-00 ..... 11/8/07	A-40.20-04 ..... 1/18/17	A-60.30-01 ..... 6/28/18
A-30.30-01 ..... 6/16/11	A-40.50-03 ..... 9/12/23	A-60.40-00 ..... 8/31/07

B-5.20-03 ..... 9/9/20	B-30.50-03 ..... 2/27/18	B-75.20-03 ..... 8/17/21
B-5.40-02 ..... 1/26/17	B-30.60-00 ..... 9/9/20	B-75.50-02 ..... 3/15/22
B-5.60-02 ..... 1/26/17	B-30.40-03 ..... 2/27/18	B-70.60-01 ..... 1/26/17
B-10.20-03 ..... 8/23/23	B-30.70-04 ..... 2/27/18	B-75.60-00 ..... 6/8/06
B-10.40-02 ..... 8/17/21	B-30.80-01 ..... 2/27/18	B-80.20-00 ..... 6/8/06
B-10.70-03 ..... 8/23/23	B-30.90-02 ..... 1/26/17	B-80.40-00 ..... 6/1/06
B-15.20-01 ..... 2/7/12	B-35.20-00 ..... 6/8/06	B-85.10-01 ..... 6/10/08
B-15.40-01 ..... 2/7/12	B-35.40-01 ..... 8/23/23	B-85.20-00 ..... 6/1/06
B-15.60-02 ..... 1/26/17	B-40.20-00 ..... 6/1/06	B-85.30-00 ..... 6/1/06
B-20.20-02 ..... 3/16/12	B-40.40-02 ..... 1/26/17	B-85.40-00 ..... 6/8/06
B-20.40-04 ..... 2/27/18	B-45.20-01 ..... 7/11/17	B-85.50-01 ..... 6/10/08
B-20.60-03 ..... 3/15/12	B-45.40-01 ..... 7/21/17	B-90.10-00 ..... 6/8/06
B-25.20-02 ..... 2/27/18	B-50.20-00 ..... 6/1/06	B-90.20-00 ..... 6/8/06
B-25.60-03 ..... 8/23/23	B-55.20-03 ..... 8/17/21	B-90.30-00 ..... 6/8/06
B-30.05-00 ..... 9/9/20	B-60.20-02 ..... 9/9/20	B-90.40-01 ..... 1/26/17
B-30.10-03 ..... 2/27/18	B-60.40-01 ..... 2/27/18	B-90.50-00 ..... 6/8/06
B-30.15-00 ..... 2/27/18	B-65.20-01 ..... 4/26/12	B-95.20-02 ..... 8/17/21
B-30.20-04 ..... 2/27/18	B-65.40-00 ..... 6/1/06	B-95.40-01 ..... 6/28/18
B-30.30-03 ..... 2/27/18	B-70.20-01 ..... 3/15/22	

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

C-20.44-00.....8/13/24
C-20.45-03..... 9/8/22
C-20.55-00.....7/30/24
C-22.16-08.....10/17/23
C-22.40-11.....7/21/24
C-22.45-07.....7/21/24
C-60.40-01 ..... 7/21/24
C-60.45-01 ..... 7/21/24
C-60.50-01 ..... 7/21/24
C-60.60-01 ..... 7/21/24
C-60.70-01 ..... 9/8/22
C-60.80-02 ..... 7/21/24
C-81.10-00 ..... 9/12/23
C-81.15-00 ..... 9/12/23

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

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

3

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

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

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

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I-10.10-01 .....8/11/09
I-30.10-02 .....3/22/13
I-30.15-02 .....3/22/13
I-30.16-01 .....7/11/19
I-30.17-01 .....6/12/19
I-30.20-00.....9/20/07
I-30.30-02.....6/12/19
I-30.40-02.....6/12/19
I-30.60-02.....6/12/19
I-40.10-00.....9/20/07
I-40.20-00.....9/20/07
I-50.20-02..... 7/6/22
I-60.10-01..... 6/10/13
I-60.20-01..... 6/10/13
I-80.10-02..... 7/15/16

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J-05.50-00 .....8/30/22
J-10 .....7/18/97
J-10.10-04 .....9/16/20
J-10.12-00 .....9/16/20
J-10.14-00 .....9/16/20
J-10.15-01 .....6/11/14
J-10.16-02 .....8/18/21
J-10.17-02 .....8/18/21
J-10.18-02 .....8/18/21
J-10.20-04 .....8/18/21
J-26.10-03 ..... 7/21/16
J-26.15-01 ..... 5/17/12
J-26.20-01 ..... 6/28/18
J-27.10-01 ..... 7/21/16
J-27.15-00 ..... 3/15/12
J-28.01-00 ..... 8/30/22
J-28.10-02 ..... 8/7/19
J-28.22-00 ..... 8/07/07
J-28.24-02 ..... 9/16/20
J-28.26-01 ..... 12/02/08
J-50.05-00..... 7/21/17
J-50.10-01..... .7/31/19
J-50.11-02..... 7/31/19
J-50.12-02..... 8/7/19
J-50.13-01..... 8/30/22
J-50.15-01..... 7/21/17
J-50.16-01..... 3/22/13
J-50.18-00..... 8/7/19
J-50.19-00..... 8/7/19
J-50.20-00..... 6/3/11

J-10.21-02 .....8/18/21
J-10.22-03 .....10/4/23
J-10.25-01 .....6/21/24
J-10.26-00 .....8/30/22
J-12.15-00 .....6/28/18
J-12.16-00 .....6/28/18
J-15.10-01 .....6/11/14
J-15.15-02 .....7/10/15
J-20.01-01 .....6/21/24
J-20.05-00 .....6/21/24
J-20.10-05 .....10/4/23
J-20.11-03.....7/31/19
J-20.15-04 .....6/21/24
J-20.16-02 .....6/30/14
J-20.20-02 .....5/20/13
J-20.26-01 .....7/12/12
J-21.10-05 .....6/21/24
J-21.15-01 .....6/10/13
J-21.16-02 .....6/21/24
J-21.17-01 .....6/10/13
J-21.20-01 .....6/10/13
J-22.15-03 .....6/21/24
J-22.16-03 .....7/10/15
J-22.17-00 .....6/21/24
J-28.30-04 .....6/18/24
J-28.40-02 ..... 6/11/14
J-28.42-01 ..... 6/11/14
J-28.43-01 .....6/28/18
J-28.45-03 .....7/21/16
J-28.50-03 .....7/21/16
J-28.60-03 .....8/27/21
J-28.70-04 .....8/30/22
J-29.10-02 .....8/26/22
J-29.15-01 .....7/21/16
J-29.16-02 .....7/21/16
J-30.10-01 .....8/26/22
J-40.01-00 .....8/30/22
J-40.05-00 .....7/21/16
J-40.10-04 .....4/28/16
J-40.20-03 .....4/28/16
J-40.30-04 .....4/28/16
J-40.35-01 .....5/29/13
J-40.36-02 .....7/21/17
J-40.37-02 .....7/21/17
J-40.38-01 .....5/20/13
J-40.39-00 .....5/20/13
J-40.40-02 .....7/31/19
J-45.36-00 .....7/21/17
J-50.25-00..... 6/3/11
J-50.30-00..... 6/3/11
J-60.05-01..... 7/21/16
J-60.11-00 ..... 5/20/13
J-60.12-00..... 5/20/13
J-60.13-00..... 6/16/10
J-60.14-01..... 7/31/19
J-75.10-02..... 7/10/15
J-75.20-01..... 7/10/15
J-75.30-02..... 7/10/15
J-75.50-00..... 8/30/22
J-75.55-00..... 8/30/22
J-80.05-00..... 8/30/22
J-80.10-01..... 8/18/21
J-80.12-00..... 8/18/21
J-80.15-00..... 6/28/18
J-81.10-02..... 8/18/21
J-81.12-00..... 9/3/21
J-84.05-00..... 8/30/22
J-86.10-00..... 6/28/18
J-90.10-03..... 6/28/18
J-90.20-03..... 6/28/18
J-90.21-02..... 6/28/18
J-90.50-00..... 6/28/18

1

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

2

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

3

M-1.20-04 .....9/25/20
M-1.40-03 .....9/25/20
M-1.60-03 .....9/25/20
M-1.80-03 .....6/3/11
M-2.20-03 .....7/10/15
M-2.21-00 .....7/10/15
M-3.10-04 .....9/25/20
M-3.20-04 ..... 8/2/22
M-3.30-04 .....9/25/20
M-3.40-04 .....9/25/20
M-3.50-03 .....9/25/20
M-5.10-03 .....9/25/20
M-7.50-01 .....1/30/07
M-9.50-02 .....6/24/14
M-9.60-00.....2/10/09
M-11.10-04 .....8/2/22
M-12.10-04.....6/28/24
M-15.10-02.....7/17/23
M-17.10-02.....7/3/08
M-20.10-04.....8/2/22
M-20.20-02.....4/20/15
M-20.30-05.....6/28/24
M-20.40-03.....6/24/14
M-20.50-02..... 6/3/11
M-24.20-02.....4/20/15
M-24.40-02.....4/20/15
M-24.60-04.....6/24/14
M-24.65-00..... 7/11/17
M-24.66-00..... 7/11/17
M-40.10-04..... 10/17/23
M-40.20-00..... 10/12/07
M-40.30-01..... 7/11/17
M-40.40-00..... 9/20/07
M-40.50-00..... 9/20/07
M-40.60-00..... 9/20/07
M-60.10-01..... 6/3/11
M-60.20-03..... 8/17/21
M-65.10-03..... 8/17/21
M-80.10-01..... 6/3/11
M-80.20-00..... 6/10/08
M-80.30-00..... 6/10/08

4

5

INADVERTENT DISCOVERY PLAN

Inadvertent Discovery Plan for Cultural Resources

For the duration of the response, or until replaced by an updated version, this plan will be followed to identify, report and protect potential cultural materials which are discovered during the course of emergency response operations being conducted to protect human health and the environment. This does NOT include significant ground disturbing activities involving excavation, dredging, drilling, etc. which would be covered by a project specific plan. This plan also is also not intended to protect sites in areas where cultural resources have already been documented which should have site-specific project plan to protect cultural resources.

This Inadvertent Discovery Plan (IDP) should be followed if cultural materials, including human remains, are encountered during any field or site activities including but not limited to: excavation, berming, under/overflow dam construction, boom deployment, development of staging areas, access paths/routes, or during reconnaissance activities.

When to stop work:

Construction work or other ground disturbing activities may uncover previously unidentified Native American artifacts. Work must stop when the following types of artifacts and/or features are encountered:

Native American artifacts may include (but are not limited to)-

- Flaked stone tools (arrowheads, knives scrapers etc.);
- Bones or small pieces of bone.
- An accumulation of shells, burned rocks, or other food related materials.
- Waste flakes that resulted from the construction of flaked stone tools;
- Ground stone tools like mortars and pestles;
- Layers (strata) of discolored earth resulting from fire hearths. May be black, red or mottled brown and often contain discolored cracked rocks or dark soil with broken shell;
- Human remains;
- Historical structural remains- wooden beams, post holes, fish weirs.
- Petroglyphs (carvings in stone) or petrographs (drawings in stone).
- Clusters of tin cans or bottles.
- Historic metal, logging or agricultural equipment that appears to be older than 50 years.
- Buried railroad tracks, decking or other industrial materials of similar age.

When in doubt, assume the material is a cultural resource.

Protocol for coordination in the event of inadvertent discovery:

- In the event of an inadvertent discovery of items suspected to be cultural materials, including possible human remains, stop all work immediately in the vicinity of the find. Notify your Supervisor as soon as possible.
- Notify the Tribal Historic Preservation Office (THPO) and the Tribal Project manager.

Project Manager:	***Assigned Project Manager Alternate:***
Name: Bryan Sanders	Name:
Phone: 360-709-1767	Phone:
Email: bryan.sanders@chehalistribe.org	Email:

Tribal Historic Preservation Officer Name: Brinn Marri, M.A. Phone: 360-709-1768 Email: bmarri@chehalistribe.org	

 The area should be secured and protected. A 50 feet buffer should be placed around the discovery with work being able to proceed outside of this buffered area unless additional cultural materials are encountered.

 If human remains are encountered, do not disturb them in any way. ***Do not call 911***. Do not speak with the media. Secure the location. Do not take Photos. The location should be **secured** and work will not resume in the area of discovery until all parties involved agree upon a course of action.

 Any human skeletal remains, regardless of antiquity or ethnic origin, will at all times be treated with dignity and respect. Do not take photographs by any means unless you are pre-approved to do so. If the project occurs on federal lands or receives federal funding (e.g., national forest or park, military reservation) the provisions of the Native American Graves Protection and Repatriation Act of 1990 apply, and the responsible federal agency will follow its provisions. Note that state highways that cross federal lands are on an easement and are not owned by the State.

 No work may resume within the secured area until consultation with the THPO has occurred and a professional archaeologist is able to assess the discovery.

 A professional archaeologist may be needed to assess the discovery; they will consult with THPO and appropriate Tribal Government personnel to determine an appropriate course of action.

 Archaeological excavations may be required after the emergency response phase of the incident. This is handled on a case by case basis by the professional archaeologist and project manager, in consultation with THPO.

Proceeding with Construction or other Ground Disturbing Activities

 Construction can proceed only after the proper archaeological inspections have occurred and clearance to proceed is obtained. This requires close coordination with THPO.
 After an inadvertent discovery, some areas may be specified for "**Close Monitoring**" or '**No Work Zones**'. Any such areas will be identified by the professional archaeologist, and relayed to the Tribal Project Manager.
 In coordination with the THPO or professional archaeologist, will verify these identified areas and be sure that the areas are clearly demarcated in the field, as needed.

DOCUMENTATION OF ARCHAEOLOGICAL MATERIALS

Archaeological deposits discovered during construction will be assumed eligible for inclusion in the National Register of Historic Places under Criterion D until a formal Determination of Eligibility is made.

Project staff will ensure the proper documentation and field assessment will be made of any discovered cultural resources in cooperation with all parties:

All prehistoric and historic cultural material discovered during project construction will be recorded by a professional archaeologist on a cultural resource site or isolate form using standard and approved techniques. Site overviews, features, and artifacts will be photographed; stratigraphic profiles and soil/sediment descriptions will be prepared for minimal subsurface exposures. Discovery locations will be documented on scaled site plans and site location maps.

Cultural features, horizons and artifacts detected in buried sediments may require further evaluation using hand-dug test units. Units may be dug in controlled fashion to expose features, collect samples from undisturbed contexts, or to interpret complex stratigraphy. A test excavation unit or small trench might also be used to determine if an intact occupation surface is present. Test units will be used only when necessary to gather information on the nature, extent, and integrity of subsurface cultural deposits to evaluate the site's significance. Excavations will be conducted using state-of-the-art techniques for controlling provenience, and the chronology of ownership, custody and location recorded with precision.

Spatial information, depth of excavation levels, natural and cultural stratigraphy, presence or absence of cultural material, and depth to sterile soil, regolith, or bedrock will be recorded for each probe on a standard form. Test excavation units will be recorded on unit-level forms, which include plan maps for each excavated level, and material type, number, and vertical provenience (depth below surface and stratum association where applicable) for all artifacts recovered from the level. A stratigraphic profile will be drawn for at least one wall of each test excavation unit.

Sediments excavated for purposes of cultural resources investigation will be screened through 1/8-inch mesh, unless soil conditions warrant ¼-inch mesh.

All prehistoric and historic artifacts collected from the surface and from probes and excavation units will be analyzed, catalogued, and temporarily curated. Ultimate disposition of cultural materials will be determined in consultation with the THPO officer and Tribal Officials.

Within 90 days of concluding fieldwork, a technical report describing any and all monitoring and resultant archaeological excavations will be provided to the Project Manager, who will forward the report for review and delivery to the Tribal Project Manager.

CONTRACT PLANS

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
CIVIL CONSTRUCTION DOCUMENTS
CHEHALIS RESERVATION, WASHINGTON

APPLICANT
THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION
420 HOWANUT RD
OAKVILLE, WA 98568
PHONE: 360.273.5911
CONTACT: BRYAN SANDERS

ENGINEER
JSA CIVIL, LLC
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501
PHONE: 360.515.9600
CONTACT: WHITNEY DUNLAP

GEOTECHNICAL
SAGE GEOTECHNICAL, LLC
P.O. BOX 1607
OLYMPIA, WA 98507
PHONE: 360.291.6883
CONTACT: LANCE LEVINE

SURVEYOR
MTN2COAST, LLC
2320 MOTTMAN RD SW, SUITE 106
TUMWATER, WA 98512
PHONE: 360.688.1949
CONTACT: SETH PRIGGE

GOVERNING AGENCY
THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION
PHONE: 360.273.5911

UTILITIES
SEWER & WATER
THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION
PHONE: 360.273.5911

POWER & GAS
PUGET SOUND ENERGY
PHONE: 1.888.225.5773

GRAYS HARBOR PUD
PHONE: 360.532.4220

COMMUNICATION
COMCAST
PHONE: 1.800.934.6489

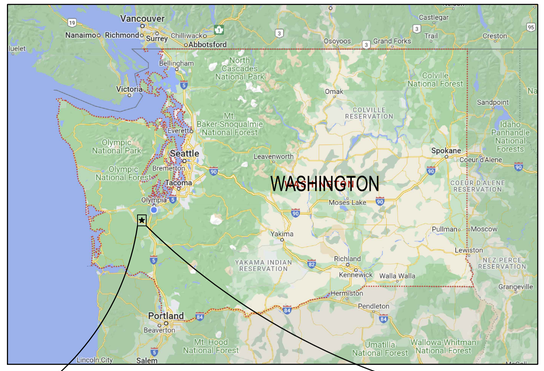
LUMEN
PHONE: 1.800.536.3273

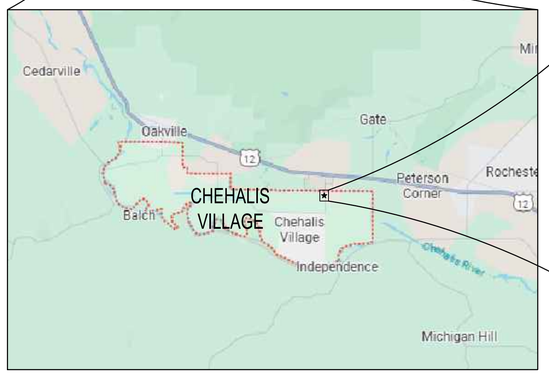
ASTOUND
PHONE: 1.800.427.8686

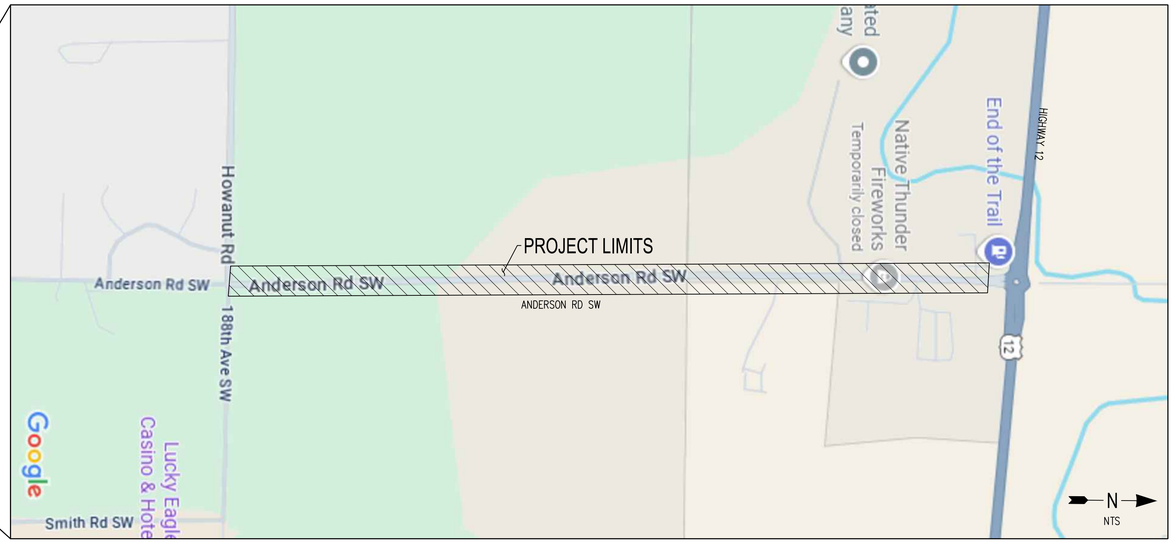
LEGAL DESCRIPTION
SEE TOPOGRAPHIC SURVEY

HORIZONTAL DATUM
WASHINGTON STATE PLANE COORDINATES, SOUTH ZONE, NAD 83/91 BASED ON GPS RTK TIES TO THURSTON COUNTY MONUMENT IDS 6 AND 622. COORDINATES CONVERTED TO GROUND SCALE ABOUT MONUMENT ID 6 N:554226.6401, E:974503.2521 USING PUBLISHED COMBINED SCALE FACTOR OF 0.999921601

VERTICAL DATUM
NAVD 88 BASED ON GPS RTK TIES TO THURSTON COUNTY MONUMENTS, HOLDING A PUBLISHED ELEVATION OF 101.28 FOR THURSTON COUNTY MONUMENT ID 6







SHEET INDEX

SURVEY MONUMENT NOTE
THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE SURVEYING OF THE PROJECT MUST OBTAIN A PERMIT FROM DNR BEFORE ANY MONUMENTS ARE DISTURBED AND RESET

DEWATERING NOTE
THE CONTRACTOR SHALL UTILIZE APPROPRIATE DEWATERING SYSTEMS AND TECHNIQUES TO MAINTAIN THE EXCAVATED AREA SUFFICIENTLY DRY FROM GROUNDWATER AND/OR SURFACE RUNOFF SO AS NOT TO ADVERSELY AFFECT CONSTRUCTION PROCEDURES OR CAUSE EXCESSIVE DISTURBANCE OF UNDERLYING NATURAL GROUND. THE CONTRACTOR SHALL REPAIR ANY DAMAGE RESULTING FROM THE FAILURE OF THE DEWATERING OPERATIONS OR FROM A FAILURE TO MAINTAIN ALL THE AREAS OF WORK IN A SUITABLE DRY CONDITION. UNLESS OTHERWISE SPECIFIED, CONTINUE DEWATERING UNINTERRUPTED UNTIL THE STRUCTURES, PIPES, AND APPURTENANCES TO BE BUILT HAVE BEEN PROPERLY INSTALLED, BACKFILLED, AND COMPACTED. WHERE SUBGRADE MATERIALS ARE UNABLE TO MEET THE SUBGRADE DENSITY REQUIREMENTS DUE TO IMPROPER DEWATERING TECHNIQUES, REMOVE AND REPLACE THE MATERIALS AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL NOTE
CONTRACTOR TO MAINTAIN AT MINIMUM ONE (1) LANE OF TRAFFIC ON ANDERSON ROAD AT ALL TIMES DURING CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE ALL FLAGGERS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES AS NECESSARY TO COMPLETE THE WORK. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL CONSTRUCTION SIGNS, WARNING SIGNS, DETOUR SIGNS, AND OTHER TRAFFIC CONTROL DEVICES NECESSARY TO WARN AND PROTECT THE PUBLIC AT ALL TIMES FROM INJURY OR DAMAGE AS A RESULT OF THE CONTRACTOR'S OPERATIONS THAT MAY OCCUR IN HIGHWAYS, ROADS, OR STREETS. NO WORK SHALL BE DONE ON OR ADJACENT TO THE ROADWAY UNTIL ALL NECESSARY SIGNS AND TRAFFIC CONTROL DEVICES ARE IN-PLACE. THE CONTRACTOR SHALL NOT CLOSE DOWN THROUGH TRAFFIC ON CITY/COUNTY/STATE ROADS. ACCESS FOR BOTH VEHICULAR AND PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT WHERE THE CONTRACTOR OBTAINS PERMISSION TO TEMPORARILY CLOSE A SIDEWALK. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK IN THE RIGHT-OF-WAY.

CALL BEFORE YOU DIG
THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP
WHITNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
COVER SHEET

SHEET
CV-01

Apr 16, 2026 - 12:54:31pm - User: WhitneyDunlap
N:\2 - PROJECTS\133 CHEHALIS TRIBAL PLANNING\133.005 ANDERSON ROAD RESTORATION\ACAD\133.005 CV-01.DWG

JSA CIVIL GENERAL CONSTRUCTION NOTES

1. ALL WORK, WORKMANSHIP AND MATERIALS FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE FOLLOWING MANUAL(S) AND DOCUMENT(S):

   2023 WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION
   HTTPS://WWW.WSDOT.WA.GOV/PUBLICATIONS/MANUALS/FULLTEXT/M41-10/SS.PDF

   2022 WSDOT STANDARD PLANS
   HTTPS://WSDOT.WA.GOV/ENGINEERING-STANDARDS/ALL-MANUALS-AND-STANDARDS/STANDARD-PLANS

   GEOTECHNICAL REPORT FINALIZED BY SAGE GEOTECHNICAL, LLC ON JUNE 13TH, 2025

2. ALL GOVERNMENTAL SAFETY REGULATIONS SHALL BE STRICTLY ADHERED TO INCLUDING CHEHALIS TRIBAL CONSTRUCTION SAFETY ORDINANCE 11.10.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DULY NOTIFY THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION IN ADVANCE OF THE COMMENCEMENT OF ANY AUTHORIZED WORK AND TO SCHEDULE REQUIRED INSPECTIONS. ANY REQUIRED INSPECTION TEST WILL BE PERFORMED AT THE CONTRACTOR'S EXPENSE.

4. THE APPROVAL OF THESE PLANS BY THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO COMPLY WITH THE REQUIREMENTS OF OTHER GOVERNING AGENCIES.

CAUTION – NOTICE TO CONTRACTOR

5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON THE PROJECT SURVEY AND OTHER RECORDS OF UTILITIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CALL FOR UTILITY LOCATES 48 HOURS PRIOR TO PLANNED EXCAVATIONS.

6. THE DESIGN SHOWN IS BASED UPON THE ENGINEER'S UNDERSTANDING OF THE EXISTING CONDITIONS. THE EXISTING CONDITIONS SHOWN ON THIS PLAN SET ARE BASED UPON COMPILED SURVEY DATA. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING FIELD CONDITIONS PRIOR TO BIDDING THE PROPOSED WORK IMPROVEMENTS. IF CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE.

7. EXISTING UTILITIES ARE SHOWN FOR REFERENCE ONLY. THE CONTRACTOR SHALL VERIFY EXACT LOCATION, DIAMETER, LENGTH, CONDITION, PIPE TYPE, SLOPE AND VERTICAL AND HORIZONTAL ALIGNMENT OF THE EXISTING ALIGNMENT OF THE PROPOSED POINTS OF CONNECTION PRIOR TO CONNECTION AND REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO INSTALLATION OF THE PROPOSED UTILITIES.

8. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL, STATE, AND FEDERAL APPROVALS AND PERMITS.

9. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE A COPY OF THE APPROVED PLANS, SPECIFICATIONS, CONSTRUCTION SWPPP, AND CONTRACT DOCUMENTS AT THE CONSTRUCTION SITE AT ALL TIMES.

10. CONSTRUCTION SIGNING AND TRAFFIC CONTROL SHALL BE PER THE CURRENT COPY OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE CONTRACTOR SHALL PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION AND OBTAIN APPROVAL PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.

11. ALL VEHICLES AND EQUIPMENT SHALL BE KEPT WITHIN THE WORK AREAS ESTABLISHED FOR THAT WORK SHIFT UNLESS TRAVELING TO OR FROM THE SITE. UNDER NO CIRCUMSTANCES SHALL VEHICLES BE PARKED OR EQUIPMENT BE STORED OUTSIDE OF THESE AREAS.

12. OTHER CONSTRUCTION PROJECTS MAY OCCUR NEAR THE PROJECT SITE AND MAY BE IN PROGRESS CONCURRENT WITH THE PROJECT. THE CONTRACTOR SHALL COOPERATE AS NECESSARY AND NOT INTERFERE OR HINDER THE PROGRESS OR COMPLETION OF WORK BEING PERFORMED BY OTHER CONTRACTORS.

13. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING AND INSTALLING ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK SHOWN ON THESE DRAWINGS AND TO OBTAIN ACCEPTANCE BY THE CONFEDERATED TRIBES OF CHEHALIS RESERVATION AND THE PROJECT OWNER.

14. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL "PRE CONSTRUCTION" STATE OR BETTER.

15. DRIVEWAY ACCESS AND UTILITY SERVICE TO EXISTING HOMES AND BUSINESSES SHALL BE MAINTAINED AT ALL TIMES.

16. THE CONTRACTOR SHALL ASSUME THAT A PORTION OF THE SOILS WILL NOT PROVIDE SUFFICIENT STABILITY TO STAND UP IN VERTICAL TRENCH WALLS. THIS WILL RESULT IN WIDER TRENCHES, GREATER EARTHWORK VOLUMES, AND MORE SURFACE DISTURBANCE. THE CONTRACTOR SHALL ASSUME THAT A PORTION OF NATIVE SOILS WILL INCLUDE BOULDERS/COBBLES WHICH ARE GREATER THAN 24 INCHES IN DIAMETER WHICH WILL SLOW DOWN THE CONTRACTOR'S PROGRESS. THIS WILL RESULT IN WIDER TRENCHES, GREATER EARTHWORK VOLUMES, MORE SURFACE DISTURBANCE, AND MORE SURFACE RESTORATION THAN WHAT MAY BE SHOWN ON THE DRAWINGS.

17. THE REMOVAL, LOADING, AND HAULING OF EXCESS MATERIALS AS A RESULT OF DEMOLITION, TRENCHING, AND EXCAVATION ACTIVITIES SHALL BE DISPOSED OF AT A CONTRACTOR-PROVIDED WASTE SITE AT NO ADDITIONAL COST TO THE OWNER.

18. THE EXISTING CONDITIONS SHOWN ON THESE DRAWINGS ARE BASED ON A SURVEY FROM MTN2COAST, LLC, DATED JULY 23RD, 2025. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO BIDDING AND ALERT THE ENGINEER IMMEDIATELY IF DISCREPANCIES ARE FOUND

19. THE CONTRACTOR SHALL PROVIDE PRODUCT SUBMITTALS AND SHOP DRAWINGS TO THE JURISDICTION HAVING AUTHORITY FOR REVIEW AND APPROVAL FOR UTILITIES THAT WILL BE PUBLICLY OWNED AND MAINTAINED PRIOR TO ORDERING MATERIALS

20. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A PROFESSIONAL LICENSED LAND SURVEYOR IN THE STATE OF WASHINGTON TO REFERENCE AND REPLACE ALL STREET MONUMENTS IN ACCORDANCE WITH WAC 332-120 THAT COULD BE REMOVED OR DISTURBED

ABBREVIATIONS

&	AND	L	LENGTH
Ð	ANGLE	LB(S)	POUND(S)
±	APPROXIMATELY	LF	LINEAR FEET
@	AT	LP	LOW POINT ELEVATION
℄	CENTERLINE	LT	LEFT
°	DEGREE		
=	EQUALS	MAX	MAXIMUM
'	FOOT	MFR	MANUFACTURER
>	GREATER THAN	MH	MANHOLE
"	INCH	MIN	MINIMUM, MINUTE
#	NUMBER	MISC	MISCELLANEOUS
%	PERCENT	MON	MONUMENT IN CASE
AC	ASPHALTIC CONCRETE	N	NORTH, NORTHING
ADD'L	ADDITIONAL	N/A	NOT APPLICABLE
ADJT	ADJACENT	NE	NORTHEAST
AFF	ABOVE FINISH FLOOR	NIC	NOT IN CONTRACT
AP	ANGLE POINT	NO, NO	NUMBER
APPROX	APPROXIMATE	NTS	NOT TO SCALE
ARCH	ARCHITECT	NW	NORTHWEST
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	OC	ON CENTER
ATB	ASPHALT TREATED BASE COURSE	OCEW	ON CENTER EACH WAY
AVE	AVENUE	OD	OUTSIDE DIAMETER
		OSHA	OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION
BCR	BEGIN CURB RETURN		
BFV	BUTTERFLY VALVE		
BGS	BELOW GROUND SURFACE	P	POWER, POWER VAULT
BLK	BLOCK(S)	PC	POINT OF CURVATURE
BLDG	BUILDING	PCC	POINT OF COMPOUND CURVE OR PORTLAND CEMENT CONCRETE
BM	BENCHMARK		
BVC	BEGIN VERTICAL CURB	PED	PEDESTAL
		PI	POINT OF INTERSECTION
C	CONDUIT	P̲L̲	PROPERTY LINE
CB	CATCH BASIN	POC	POINT OF CONNECTION
CF	CUBIC FEET	PP	POWER POLE
CIRC	CIRCUIT, CIRCULA(R, TION)	PRC	POINT OF REVERSE CURVATURE
CIP	CAST-IN-PLACE	PROP	PROPERTY
CIP MON	CAST-IN-PLACE MONUMENT	PSI	POUNDS PER SQUARE INCH
CJ	CENTER JOINT	PT	POINT OF TANGENCY
℄	CENTER LINE	PVC	POINT OF VERTICAL CURVE
CL	CROWNLINE	PVI	POINT OF VERTICAL INTERSECTION
CLR	CLEAR	PVT	POINT OF VERTICAL TANGENT
CO	CLEANOUT	PVMT	PAVEMENT
COMM	COMMUNICATION	PWR	POWER
COMPT	COMPACTED		
CONC	CONCRETE	QTY	QUANTITY
CONST	CONSTRUCT		
CONT	CONTINU(E, ED, OUS, ATION)	R	RADIUS
COORD	COORDINATE	RD	ROAD, ROADWAY
CSBC	CRUSHED SURFACING BASE COURSE	REF	REFERENCE
CSTC	CRUSHED SURFACING TOP COURSE	REINF	REINFORC(E, ED, ING, MENT)
CULV	CULVERT	REQ'D	REQUIRED
CU YD	CUBIC YARD	REV	REVISION
		RIM	STRUCTURE RIM ELEVATION
D/W	DRIVEWAY	RT	RIGHT TURN
DEF	DEFLECTION	R/W, ROW	RIGHT OF WAY
DEG	DEGREE		
DEMO	DEMOLISH/DEMOLITION	S	SOUTH OR SLOPE
DIA	DIAMETER	SCHED	SCHEDULE
DIM	DIMENSION(S)	SD, SDMH	STORM DRAIN, STORM DRAIN MANHOLE
D.I.	DUCTILE IRON PIPE	SE	SOUTHEAST
DR	DRIVE	SECT	SECTION(S)
DWG(S)	DRAWING(S)	SHT	SHEET
		SP	SPRINKLER
E	EAST OR ELECTRICAL	SQ	SQUARE
EA	EACH	SQ FT	SQUARE FEET
ECR	END CURB RETURN	SQ IN	SQUARE INCH
EHH	ELECTRICAL HANDHOLE	SS	SANITARY SEWER
EL, ELEV	ELEVATION	SSMH	SANITARY SEWER MANHOLE
ELEC	ELECTRIC(AL)	ST	STREET
ENGR	ENGINEER	STA	STATION
EOP	EDGE OF PAVEMENT	STD	STANDARD
EQ	EQUAL(LY)	STRUCT	STRUCTUR(E, AL)
EQUIP	EQUIPMENT	SW	SOUTHWEST
ESMT	EASEMENT	SYS	SYSTEM
EVC	END VERTICAL CURVE		
EX, EXIST	EXISTING EXP EXPANSION	T	TELEPHONE OR TELEPHONE VAULT
EXP	EXPANSION	TBD	TO BE DETERMINED
		TBM	TEMPORARY BENCH MARK
FDC	FIRE DEPARTMENT CONNECTION	TC	TOP OF CURB ELEVATION
FF	FINISH FLOOR	TELE	TELEPHONE
FG	FINISH GRADE ELEVATION	TEMP	TEMPORARY
FH	FIRE HYDRANT	TP, T/P	TOP OF PIPE
FIN	FINISH(ED)	TYP	TYPICAL
FL	FIRE LINE/FLANGE	TW	TOP OF WALL ELEVATION
FT	FOOT/FEET		
		UDG	UNDERGROUND
G	GAS		
GALV	GALVANIZED	VAP	VERTICAL ANGLE POINT
GV	GATE VALVE	VC	VERTICAL CURVE
		VERT	VERTICAL
HMA	HOT MIX ASPHALT	VOL	VOLUME
HORIZ	HORIZONTAL		
HT	HEIGHT	W	WEST, WIDTH, WIDE OR WATER
		W/	WITH
IE	INVERT ELEVATION	W/O	WITHOUT
IN	INCH	WM	WATER MAIN OR WILLAMETTE MERIDIAN
JB, J-BOX	JUNCTION BOX	WV	WATER VALVE
JT	JOINT TRENCH		
		XFMR	TRANSFORMER

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

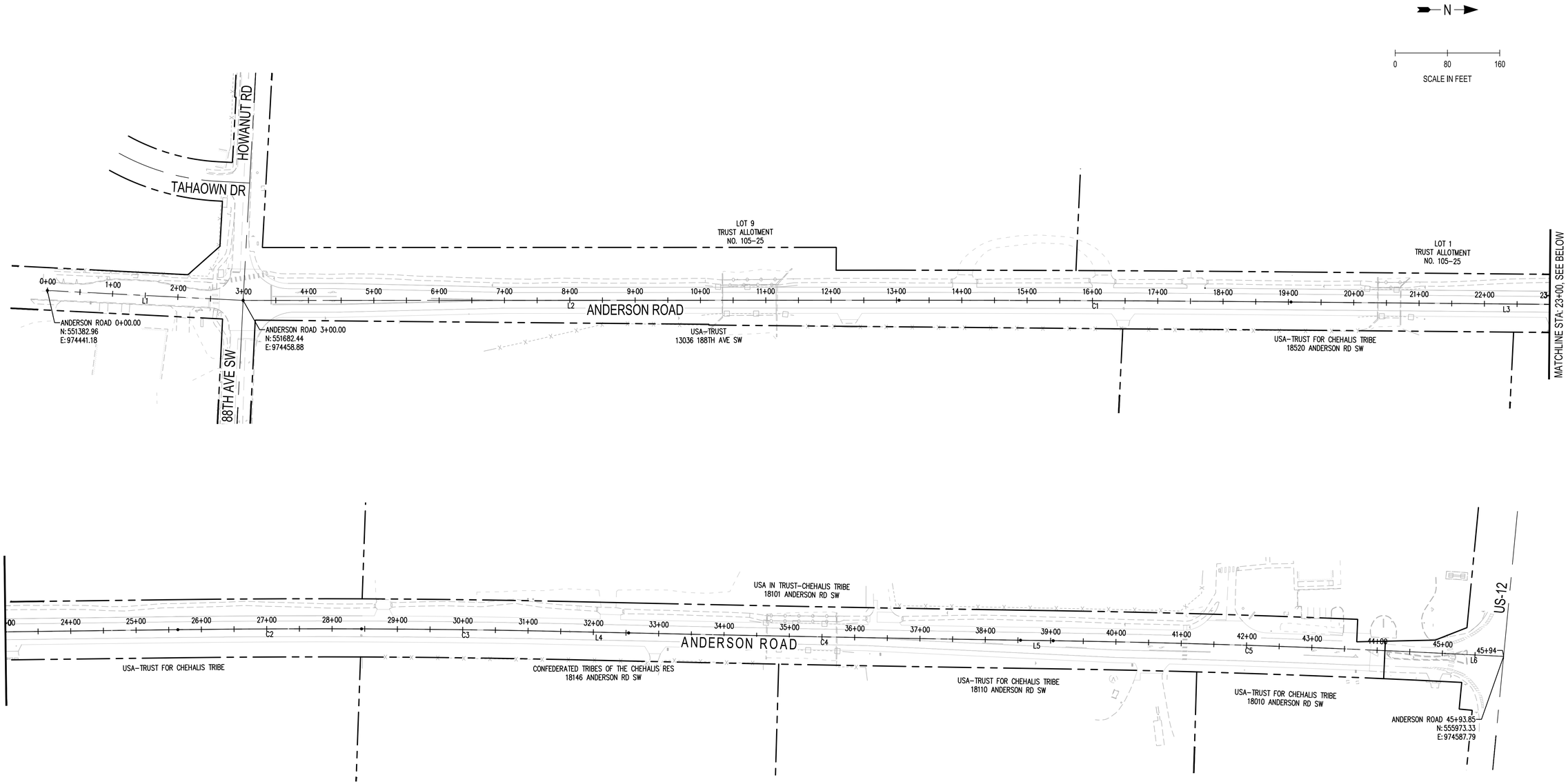
STAMP
WHITNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
GENERAL NOTES

SHEET
GN-01



ALIGNMENT SEGMENT TABLE						
#	START	END	DIRECTION	LENGTH	RADIUS	DELTA
L1	0+00.00	3+00.00	N3° 22' 51.53"E	300.00		
L2	3+00.00	13+04.00	N0° 27' 24.39"E	1004.00		
C1	13+04.00	19+04.00	N0° 43' 40.25"E	600.00	63409.62	0°32'32"
L3	19+04.00	25+63.92	N0° 59' 56.39"E	659.92		
C2	25+63.92	28+45.13	N1° 28' 03.59"E	281.21	17189.00	0°56'14"
C3	28+45.13	31+63.92	N2° 28' 03.54"E	318.79	17189.00	1°03'45"
L4	31+63.92	32+54.00	N2° 59' 56.39"E	90.08		
C4	32+54.00	38+54.00	N2° 47' 20.39"E	600.00	81851.11	0°25'12"
L5	38+54.00	39+04.00	N2° 34' 44.39"E	50.00		
C5	39+04.00	45+04.00	N3° 34' 59.49"E	600.00	17116.90	2°00'30"
L6	45+04.00	45+93.85	N4° 35' 44.70"E	89.85		

CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

Apr 16, 2026 12:54:53pm - User: WhitneyDunlap
N:\2 - PROJECTS\133 CHEHALIS TRIBAL PLANNING\133.005 ANDERSON ROAD RESTORATION\ACAD\133.005 AL-01.DWG

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

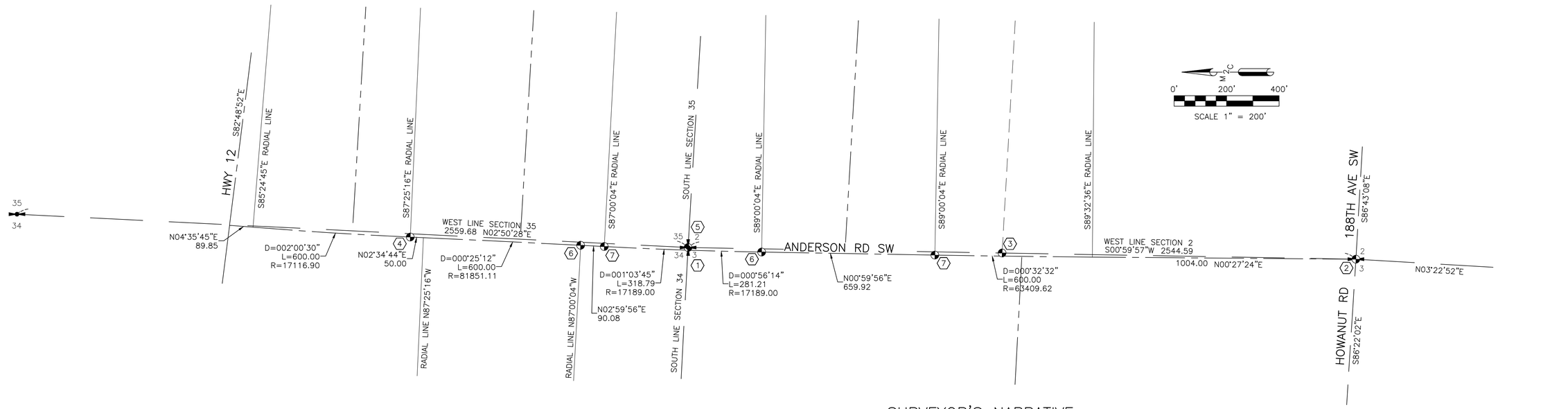
JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP
WHITNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED
PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

SHEET TITLE
ALIGNMENT PLAN

SHEET
AL-01



DATUM

HORIZONTAL – WASHINGTON STATE PLANE COORDINATES, SOUTH ZONE, NAD 83/91 BASED ON GPS RTK TIES TO THURSTON COUNTY MONUMENT IDS 6 AND 622. COORDINATES CONVERTED TO GROUND SCALE ABOUT MONUMENT ID 6 N:554226.6401, E:974503.2521 USING PUBLISHED COMBINED SCALE FACTOR OF 0.999921601.

VERTICAL – NAVD 88 BASED ON GPS RTK TIES TO THURSTON COUNTY MONUMENTS, HOLDING A PUBLISHED ELEVATION OF 101.28 FOR THURSTON COUNTY MONUMENT ID 6.

SURVEY COMPLETED IN GROUND SCALE, MEASUREMENTS IN US SURVEY FOOT. CONTROL POINTS AND ROAD MONUMENT POSITIONS PROCESSED THROUGH STARNET USING A LEAST SQUARED ADJUSTMENT TO FINE TUNE CONTROL POSITIONS.

SURVEY NOTES

1. INSTRUMENT USED: SOKKIA IX 3" TOTAL STATION AND TOPCON HIPER VR RTK GPS.
2. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS OF WAC 332-130-145.
3. SURVEY COMPLETED 5/2025.
4. ALL MONUMENTS SHOWN AS FOUND VISITED 4/2025 AND 5/2025.
5. PURPOSE OF TOPOGRAPHICAL MAPPING IS FOR DESIGN OF IMPROVEMENTS TO ANDERSON ROAD SW.
6. CONTOURS WERE ESTABLISHED FROM FIELD MAPPING, 1' CONTOURS SHOWN ON MAP.
7. MTN2COAST (M2C) WAS RETAINED BY JSA CIVIL TO ESTABLISH THE RIGHT-OF-WAY AND COMPLETE A TOPOGRAPHIC SURVEY OF A PORTION OF ANDERSON ROAD SW, HOWANUT RD, AND 188TH AVE SW.

ⓧ MONUMENT NOTES

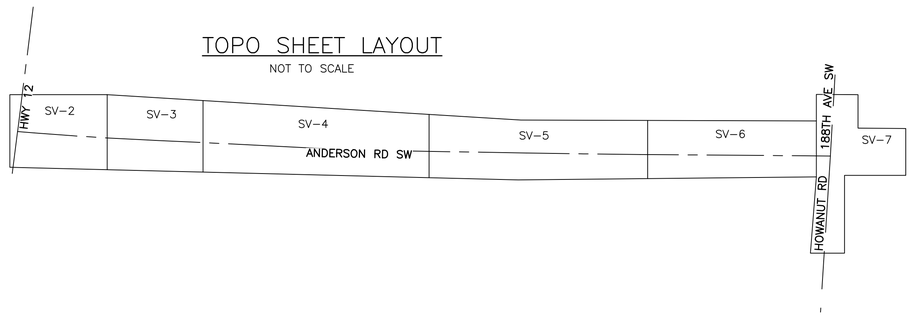
1. FOUND 3" DIAMETER BRASS SURFACE MONUMENT WITH PUNCH MARKED "LS 38960 MON ID: 6, NE SEC 3", HELD FOR THURSTON COUNTY MONUMENT ID 6, SOUTHWEST CORNER OF SECTION 35, REFERENCED PER RD(1) AND RD(4).
2. FOUND 2.5" DIAMETER BRASS MONUMENT WITH SCRIBE IN MONUMENT CASE BELOW ROAD SURFACE, HELD FOR THURSTON COUNTY MONUMENT ID 622, WEST QUARTER CORNER OF SECTION 2, REFERENCED PER RD(1) AND RD(2).
3. FOUND 2" DIAMETER BRASS SURFACE MONUMENT WITH PUNCH AND ILLEGIBLE MARKINGS, HELD FOR THURSTON COUNTY MONUMENT ID 1191, NORTHWEST CORNER GOVERNMENT LOT 7, REFERENCED PER RD(1) AND RD(4).
4. FOUND 2" DIAMETER BRASS SURFACE MONUMENT WITH PUNCH AND ILLEGIBLE MARKINGS N89°W, ±4.3' FROM CALCULATED POSITION, REFERENCED PER RD(1), NOT HELD FOR ROAD ALIGNMENT.
5. FOUND 5/8" DIAMETER REBAR WITH YELLOW PLASTIC CAP MARKED "H2 PLS 42105", REFERENCED PER RD(4).
6. FOUND 2" DIAMETER BRASS SURFACE MONUMENT WITH PUNCH, MARKING OBSCURED BY PAVING, REFERENCED PER RD(1).
7. FOUND 2" DIAMETER BRASS SURFACE MONUMENT WITH PUNCH MARKED "LS 33138 2003", REFERENCED PER RD(1).

REFERENCED DOCUMENTS

1. THURSTON COUNTY RECORD OF SURVEY RECORDED 4/6/2004 AFN 3630592.
2. GRAYS HARBOR COUNTY RECORD OF SURVEY BOOK 23, PAGE 60 AFN 2002-07250066.
3. GRAYS HARBOR COUNTY RECORD OF SURVEY BOOK 20, PAGE 18 AFN 1999-06180040.
4. THURSTON COUNTY RECORD OF SURVEY RECORDED 8/6/2002 AFN 3452539.
5. THURSTON COUNTY RECORD OF SURVEY RECORDED 5/23/2013 AFN 4337835.
6. THURSTON COUNTY RECORD OF SURVEY RECORDED 5/31/2002 AFN 3438389.
7. GRAYS HARBOR COUNTY RECORD OF SURVEY BOOK 26, PAGE 14 AFN 2005-05110011
8. WSDOT SR12 ANDERSON ROAD VICINITY PLANS DATED 10/19/2018.
9. THURSTON COUNTY RECORD OF SURVEY RECORDED 1/16/2015 AFN 4425744.
10. GRAYS HARBOR COUNTY RECORD OF SURVEY VOL 23, PAGE 61 AFN 2002-07250067.
11. GRAYS HARBOR RECORD OF SURVEY VOL 22, PG 94 AFN 2001-07270075.
12. GRAYS HARBOR RECORD OF SURVEY BK 20, PG 18 AFN 1999-06180040.
13. GRAYS HARBOR RECORD OF SURVEY BK 24, PG 54 AFN 2003-08120095.
14. GRAYS HARBOR RECORD OF SURVEY BK 28, PG 80 AFN 2007-08130084.
15. GRAYS HARBOR RECORD OF SURVEY BK 30, PG 139 AFN 2009-09080064.
16. GRAYS HARBOR RECORD OF SURVEY BK 17, PG 1 AFN 9605280120.
17. GRAYS HARBOR RECORD OF SURVEY BK 17, PG 139 AFN 9703210390.
18. THURSTON COUNTY RECORD OF SURVEY VOL 21, PG 45 AFN 8611170005.
19. THURSTON COUNTY RECORD OF SURVEY RECORDED 5/1/2003 AFN 3527371.

TOPO SHEET LAYOUT

NOT TO SCALE



SHEET INDEX

SV-1 SITE OVERVIEW, SHEET LAYOUT, DATUM, MONUMENT NOTES, SURVEY NOTES, REFERENCED DOCUMENTS, SURVEYOR'S NARRATIVE.
SV-2 LEGENDS, LINE TYPES, UTILITY NOTE, TOPOGRAPHIC MAP
SV-3 TOPOGRAPHIC MAP
SV-4 TOPOGRAPHIC MAP
SV-5 TOPOGRAPHIC MAP
SV-6 TOPOGRAPHIC MAP AND BRIDGE C DETAIL
SV-7 TOPOGRAPHIC MAP
SV-8 BRIDGE A AND B DETAIL

SURVEYOR'S NARRATIVE

MTN2COAST, LLC (M2C) USED RTK GPS TO SET SITE CONTROL AND TIE MONUMENTS TO ESTABLISH PROJECT DATUM, COORDINATES WERE CORRECTED WITH A LEAST SQUARES ADJUSTMENT CALCULATED THROUGH STARNET. TOPOGRAPHIC MAPPING WAS COMPLETED USING RTK GPS AND A 3" CONVENTIONAL ROBOTIC TOTAL STATION. M2C USED AVAILABLE DEEDS, SURVEYS AND TITLE REPORTS TO ESTABLISH THE RIGHT-OF-WAY FOR THE PROJECT AREA. DEDICATION DEEDS WERE NOT AVAILABLE FOR ALL RIGHT-OF-WAY AREAS, THE MAP SHEETS INCLUDE HATCHING OUTLINING RIGHT-OF-WAY AREAS INCLUDED IN DEEDS OR USE AGREEMENTS. THE PROJECT INCLUDES RIGHT-OF-WAY OWNED BY THE CHEHALIS TRIBE, THURSTON AND GRAYS HARBOR COUNTIES, AND WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. M2C ESTABLISHED THE CENTERLINE OF ANDERSON ROAD AND THE WEST LINE OF SECTIONS 2 AND 35 PER THURSTON COUNTY RECORD OF SURVEY AFN 3630592 (RD1). THIS SURVEY OF ANDERSON ROAD ENCOMPASSES FOUR SECTIONS THE ROAD HISTORICALLY RUNNING ALONG THE SECTION LINE COMMON TO SECTION 34 AND 35 IN T16N R4W W.M. AS-WELL AS THE SECTION LINE COMMON TO SECTION 2 AND 3 IN T15N R4W W.M. THE ROAD ALSO LIES ON THE COUNTY BOARDER BETWEEN THURSTON COUNTY TO THE EAST (SEC 35 AND 2) AND GRAYS HARBOR TO THE WEST (SEC 34 AND 3). ADDITIONAL RIGHT-OF-WAY ESTABLISHMENT NOTES BY SECTION CONTINUE BELOW.

SECTION 34
M2C ESTABLISHED THE ROAD RIGHT-OF-WAY FOR ANDERSON ROAD AND HWY 12 IN SECTION 34 IN GRAYS HARBOR COUNTY PER WSDOT PLANS FOR THE INTERSECTION OF ANDERSON ROAD AND HWY 12 (RD8), RIGHT-OF-WAY DEDICATION DEEDS UNDER AFNS 900123052 AND 850422081 AND GRAYS HARBOR RECORD OF SURVEY AFN 2002-07250067(RD10). WITH THE EXCEPTION OF THE PORTIONS DEDICATED TO THE STATE OF WASHINGTON PER STATUTORY WARRANTY DEEDS AFN 900123052 AND 850422081, NO RIGHT-OF-WAY DEDICATION DEEDS WERE FOUND FOR ANDERSON ROAD IN SECTION 34. A PROPOSED NEW RIGHT-OF-WAY IS SHOWN IN RD(10) BEING 46' FROM THE ROAD CENTERLINE AND THE ORGINIAL RIGHT-OF-WAY BEING SHOWN AS 16.5' WESTERLY OF THE SECTION LINE. M2C WAS UNABLE TO FIND ANY DEEDS OR EVIDENCE SHOWING THAT THE PROPOSED RIGHT-OF-WAY OF ANDERSON ROAD SOUTH OF HIGHWAY 12 IN SECTION 34 WAS DEDICATED FOR ROAD PURPOSES, AND WE HAVE ALSO SHOWN IT AS PROPOSED RIGHT-OF-WAY PER RD (10).
SECTION 35
M2C ESTABLISHED THE ROAD RIGHT-OF-WAY OF ANDERSON ROAD AND HWY 12 IN SECTION 35 IN THURSTON COUNTY PER WSDOT PLANS FOR THE INTERSECTION OF ANDERSON ROAD AND HWY12 (RD8), RIGHT-OF-WAY DEDICATION DEEDS UNDER AFNS 3457969, 3476575, 3530786, 8910250087, AND 9102210063, THURSTON COUNTY RECORD OF SURVEY AFN 3438389 (RD6), AND THE DEED/USE AGREEMENT AFN 5000732. PER RD(6), THE EASTERLY RIGHT-OF-WAY OF ANDERSON ROAD PRIOR TO ROAD IMPROVEMENT PROJECTS WAS 16 FEET WIDE. PORTIONS OF THE CURRENT RIGHT-OF-WAY WERE DEEDED FROM THE CHEHALIS TRIBE TO THURSTON COUNTY PRIOR TO ROAD IMPROVEMENT PROJECTS THROUGH MULTIPLE DEEDS LISTED ABOVE. THE COUNTY THEN QUICK CLAIMED THE RIGHT-OF-WAY AND ROAD USE BACK TO THE TRIBE FOR ROAD/STREET.UTILITY PURPOSES ONLY PER AFN 5000732. THESE DEED DESCRIPTIONS AND THEIR ATTACHED EXHIBITS ARE CONSISTENT WITH A 43 FOOT WIDE RIGHT-OF-WAY EASTERLY OF THE ROAD CENTERLINE FOR ANDERSON ROAD, SOUTH OF THE AREAS OWNED BY WSDOT AT THE INTERSECTION WITH HIGHWAY 12. A PORTION OF RIGHT-OF-WAY PREVIOUSLY OWNED BY WSDOT TO BE RELINQUISHED TO THURSTON COUNTY IS SHOWN ON THE MAP PER RD(8) BUT NO DEEDS WERE FOUND SUPPORTING THAT RELINQUISHMENT NOTE.

SECTION 3
M2C ESTABLISHED THE ROAD RIGHT-OF-WAY OF ANDERSON ROAD AND HOWANUT RD IN SECTION 3 IN GRAYS HARBOR COUNTY PER GRAYS HARBOR RECORDS OF SURVEY AFN 2002-07250066 (RD2), 1999-06180040 (RD3) AND 2005-05110011-1 (RD7), AND DEED AFN 2011-01110040. THE CENTERLINE OF ANDERSON RD AND EAST LINE OF SECTION 3 WERE ESTABLISHED PER AFN 3630592 (RD1). M2C HELD THE ANGULAR RELATIONSHIP OF SAID EAST LINE TO THE EAST/WEST CENTERLINE OF SECTION 3 PER RD(2) TO ESTABLISH THE CENTERLINE OF HOWANUT RD. M2C ESTABLISHED THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 3 BASED ON ITS ANGULAR RELATIONSHIP WITH THE EAST/WEST CENTERLINE OF SECTION 3 PER RD(3). NO DEEDS WERE FOUND FOR THE RIGHT-OF-WAY OF ANDERSON ROAD WITHIN SECTION 3. M2C BASED THE WESTERLY RIGHT-OF-WAY OF ANDERSON ROAD IN THE NORTHEAST QUARTER OF SAID SECTION PER THE ORIGINAL RIGHT-OF-WAY SHOWN ON RD(2), 15' WEST OF THE SECTION LINE. M2C IS ALSO SHOWING THE PROPOSED ADDITIONAL RIGHT-OF-WAY LINE FROM SAID SURVEY BASED ON THE ROAD CENTERLINE, WHICH MATCHES USE LINES WELL. M2C HELD 25 FOOT WIDE NORTHERLY RIGHT-OF-WAY MARGIN FOR HOWANUT RD BASED ON RD(2). THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HOWANUT RD AND THE WESTERLY RIGHT-OF-WAY MARGIN FOR ANDERSON ROAD IN THE SOUTHEAST QUARTER OF SECTION 3 WERE HELD PER RD(7) AND MATCH USE LINES WELL.

SECTION 2
M2C ESTABLISHED THE EASTERLY RIGHT-OF-WAY OF ANDERSON ROAD AND THE RIGHT-OF-WAY OF 188TH AVE SW IN SECTION 2 IN THURSTON COUNTY PER RECORDS OF SURVEY AFN 3452539 (RD4), 4337835 (RD5), 3438389 (RD6) AND 4425744 (RD9), DEEDS AFN 1059088, 1059089, 3456897, 3456898, AND 3467062, AND THE DEED/USE AGREEMENT UNDER AFN 5000732. THE ORIGINAL EASTERLY RIGHT-OF-WAY FOR ANDERSON ROAD IN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER SECTION 2 IS SHOWN AS 25 FEET FROM THE WEST SECTION LINE PER RD(6) AND DESCRIBED PER DEEDS AFN 1059088 AND 1059089. A PROPOSED WESTERLY RIGHT-OF-WAY OF 43 FEET FROM THE ROAD CENTERLINE IS ALSO SHOWN PER RD(6) AND DESCRIBED PER DEEDS AFN 3456898, AND 3467062. AN ADDITIONAL PORTION OF RIGHT-OF-WAY WAS DEDICATED TO THURSTON COUNTY FOR CONSTRUCTION PER DEED AFN 3456897 AS SHOWN ON THE MAP, BUT WAS VACATED PER RESOLUTION AFN 3456897.
M2C HELD THE EASTERLY RIGHT-OF-WAY FOR ANDERSON ROAD IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER BASED ON RD(4). M2C ALSO HELD THE NORTHERLY RIGHT-OF-WAY MARGIN OF 188TH AVE SW PER RD(4), THIS NORTHERLY MARGIN ESTABLISHMENT IS ALSO SHOWN GRAPHICALLY WITHOUT DIMENSIONS PER RD(5). M2C HELD A 30 FOOT SOUTHERLY RIGHT-OF-WAY MARGIN FOR 188TH AVE SW AND THE EASTERLY RIGHT-OF-WAY MARGIN OF ANDERSON ROAD SOUTH OF 188TH PER RD(5). HOWEVER THE DEED/USE AGREEMENT AFN 4337835 DESCRIBES THE RIGHT-OF-WAY TO BE 20 FEET WIDE. RD(5) GRAPHICALLY DEPICTS AN ADDITIONAL RIGHT-OF-WAY JOG BETWEEN THE EASTERLY MARGIN OF 188TH AVE SW THAT APPEARS TO MATCH USE LINES AS WELL, BUT NO DIMENSIONS ARE GIVEN FOR THE JOG AND NO FURTHER EVIDENCE WAS FOUND TO ACCURATELY REPRODUCE THE LINE.

M2C DID NOT COMPLETE A FULL BOUNDARY SURVEY OF THE PARCELS ADJACENT TO THE PROJECT AREA. SECTION LINES, ROAD CENTERLINES, AND RIGHT-OF-WAY LINES WERE ESTABLISHED AS DESCRIBED ABOVE. ALL OTHER BOUNDARY LINES SHOWING PROPERTY DELINEATION ARE FOR REFERENCE PURPOSES ONLY AND SHOULD BE CONSIDERED APPROXIMATE. FOR THE AREAS OUTLINED ABOVE NOT HAVING DEEDS OR ONLY PROPOSED RIGHT-OF-WAY M2C RECOMENDS FURTHER INVESTIGATION AND MOST LIKELY DEEDS TO DEDICATE SAID RIGHT-OF-WAY.

NE1/4 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4, SEC 3, NW1/4 NW1/4, SW1/4 NW1/4, NW1/4 SW1/4, SEC 2, T15N, R4W, W.M
7/23/2025 SW1/4 SW1/4, NW1/4 SW1/4, SEC 35, SE1/4 SE1/4, NE1/4 SE1/4 SEC 34, T16N, R4W, W.M

DATE	7/23/2025
SCALE	1" = 20'
M2C PROJECT NO.:	25-107
DRAWN	GMB
CHECKED	PBJ
APPROVED	SEP

STATE OF WASHINGTON 21013244 REGISTERED PROFESSIONAL LAND SURVEYOR

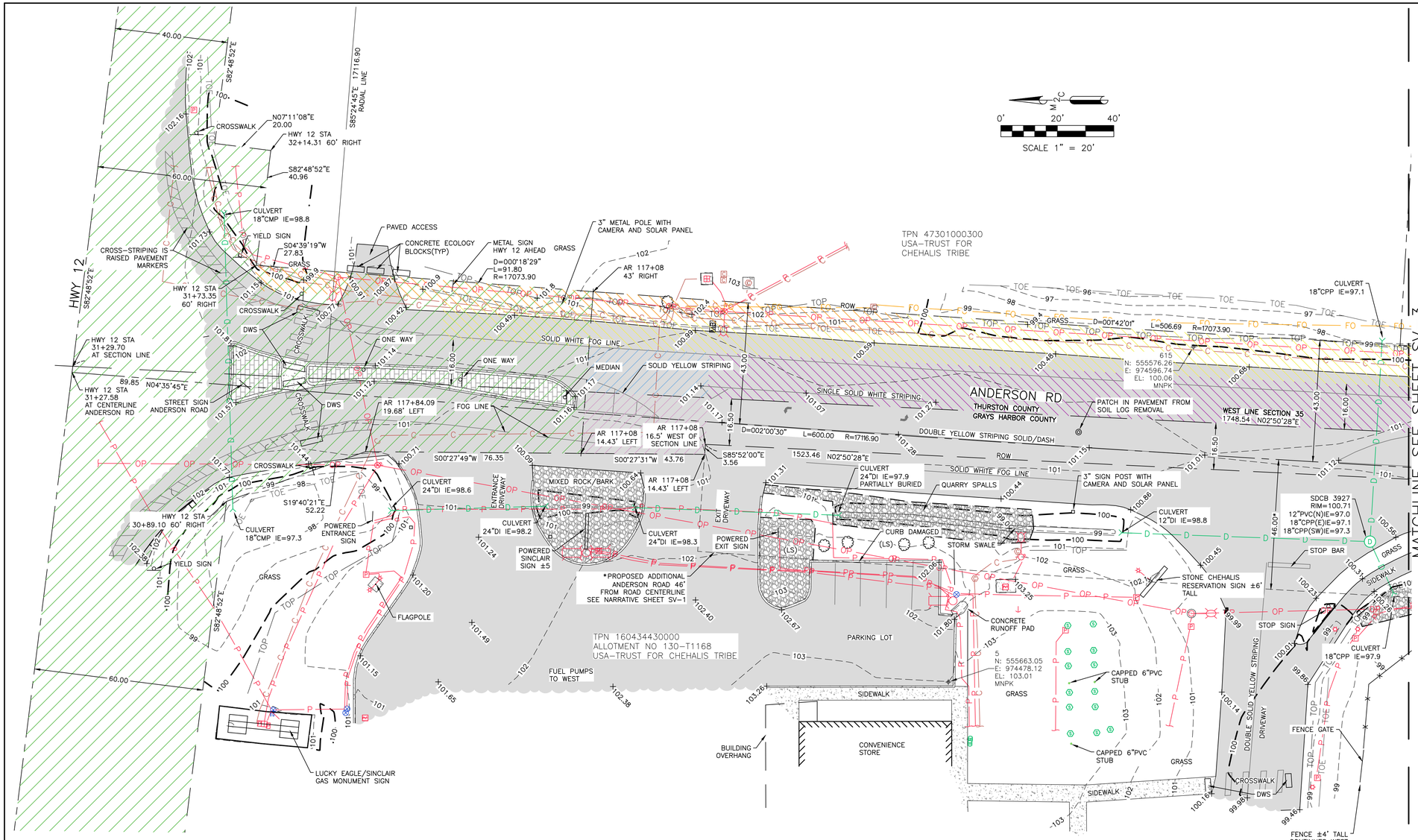
MTN2COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

PROJECT NAME:
ANDERSON ROAD
TOPOGRAPHIC SURVEY
OVERVIEW

CLIENT NAME:
JSA CIVIL

SHEET NAME: SV-1

SHEET NO. 1 OF 8



LEGEND (UTILITIES)

- COMMUNICATION RISER/PEDESTAL
- COMMUNICATION JUNCTION BOX
- CULVERT
- GROUND LIGHTING
- LUMINAIRE
- LUMINAIRE WITH LONG ARM
- LUMINAIRE WITH SHORT ARM
- LUMINAIRE WITH DOUBLE SHORT ARM
- GUY ANCHOR
- POWER BREAKER BOX
- POWER JUNCTION BOX
- POWER METER
- POWER POLE
- PP WITH DROP LINE
- PP WITH DROP AND LIGHT
- PP WITH DROP, LIGHT AND TRANSFORMER
- PP WITH DROP AND TRANSFORMER
- PP WITH LIGHT AND TRANSFORMER
- PP WITH LIGHT
- PP WITH TRANSFORMER
- POWER TRANSFORMER
- POWER VAULT
- SS CLEANOUT
- SEPTIC TANK
- STORM CATCH BASIN
- STORM MANHOLE
- HOSE BIB
- IRRIGATION CONTROL VALVE
- WATER METER
- WATER VALVE
- WATER FIRE HYDRANT

LEGEND (SURFACE FEATURES)

- DECIDUOUS TREE
- SOIL BORE LOG PATCH
- BOLLARD (TYP)
- MB MAIL BOX
- STREET SIGN (AS DESCRIBED)
- FOUND ALUMINUM CAP
- FOUND BRASS CAP
- FOUND REBAR AND CAP
- SET HUB AND TACK(TYP)
- SET PK NAIL
- SET REBAR AND CONTROL CAP
- DWS DETECTABLE WARNING SURFACE

LINE TYPES

- WOOD FENCE
- CHAIN LINK FENCE
- WIRE FENCE
- GUARDRAIL
- EDGE OF TIMBER
- EXTERIOR BUILDING
- TOE TOE GROUND TOE
- TOP TOP GROUND TOP
- D D D STORM LINE
- P P P BURIED POWER
- OP OP OVERHEAD POWER
- C C C BURIED COMMUNICATION LINE
- FO FO BURIED FIBER OPTIC LINE
- W W W WATER LINE
- MAJOR CONTOUR
- MINOR CONTOUR
- RIGHT OF WAY
- PROPOSED RIGHT-OF-WAY
- ROAD CENTERLINE
- LOTS LINE
- SECTION LINE
- QUARTER SECTION LINE
- 1/16TH SECTION LINE

SHEET INDEX

UTILITY NOTE

UTILITIES SHOWN HEREON ARE FROM FIELD MAPPING VISIBLE SURFACE APPURTENANCES, AND MAPPING UTILITY PAINT MARKS FROM A UTILITY LOCATING SERVICE. BURIED UTILITIES ARE ONLY SHOWN AS APPROXIMATE AND SHOULD BE VERIFIED BEFORE CONSTRUCTION.

DEEDED RIGHT-OF-WAY

- RIGHT-OF-WAY DEEDED TO COUNTY FROM CHEHALIS TRIBE AFN 3457969 (ALSO PART OF AFN 5000732)
- CURRENT WSDOT RIGHT-OF-WAY PER 2018 HWY 12 PLANS (RD9)
- RIGHT-OF-WAY DEEDED TO COUNTY FROM CHEHALIS TRIBE PER DEED AFN 3530786 (ALSO PART OF AFN 5000732)
- RIGHT-OF-WAY RELINQUISHED TO THURSTON COUNTY FROM WSDOT PER 2018 HWY 12 PLANS (RD9) NO RELINQUISHMENT DEED FOUND
- RIGHT-OF-WAY RELINQUISHED TO GRAYS HARBOR COUNTY FROM WSDOT PER 2018 HWY 12 PLANS (RD9)
- RIGHT-OF-WAY DESCRIBED IN USE AGREEMENT DEED AFN 5000732 BUT NO DEDICATION DEED FOUND
- * PROPOSED RIGHT-OF-WAY FROM AFN 2002-07250067 (RD10)

FEATURE HATCHING

- GRAVEL
- ASPHALT
- CONCRETE
- STAMPED CONCRETE

7/23/2025

DATE	7/23/2025
SCALE	1" = 20'
M2C PROJECT NO.:	25-107
DRAWN	GMB
CHECKED	PBJ
APPROVED	SEP

STATE OF WASHINGTON SEPTIMUS P. BRIGGS 21013244 REGISTERED PROFESSIONAL LAND SURVEYOR

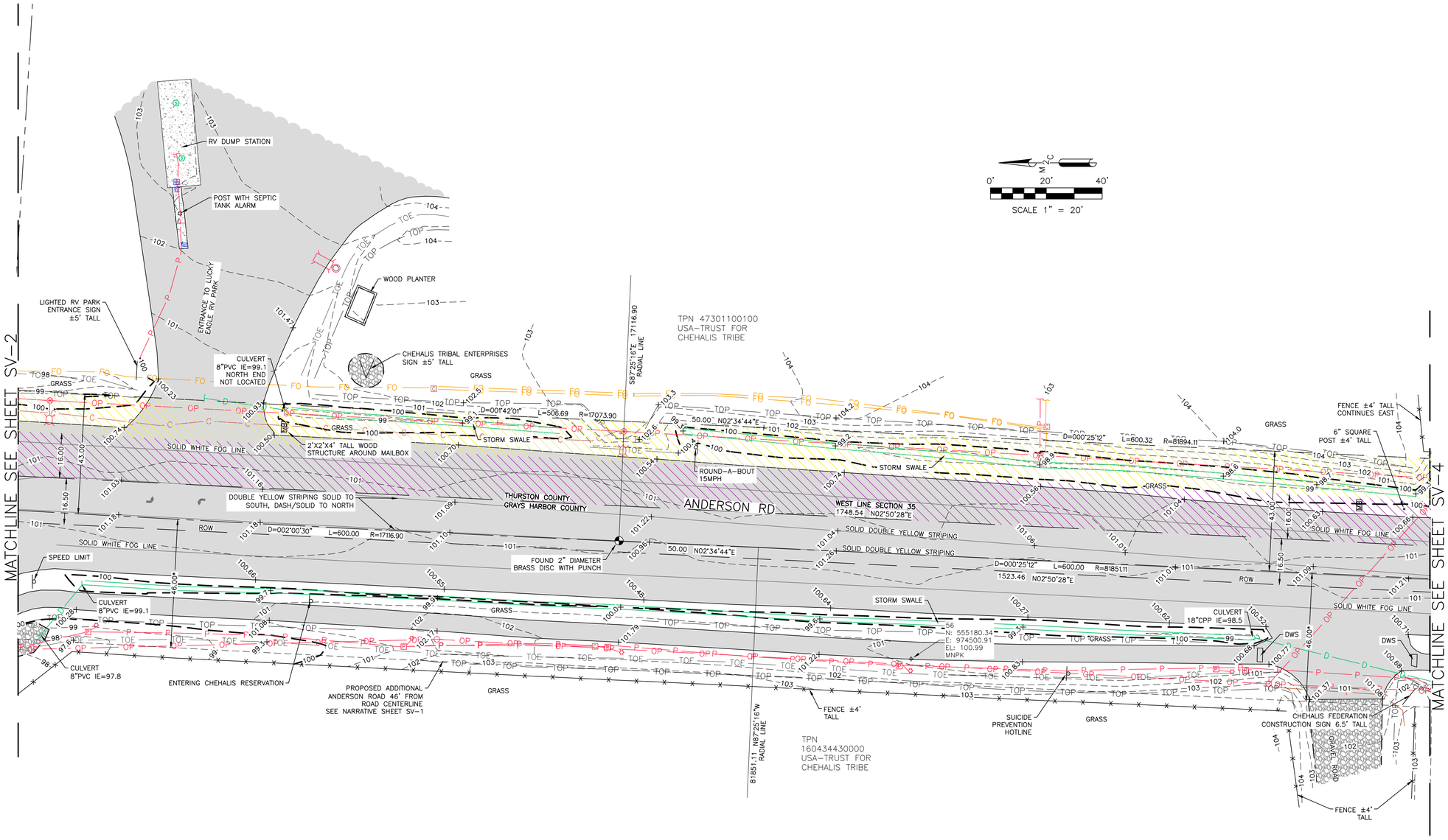
MTN 2 COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

PROJECT NAME:
ANDERSON ROAD
TOPOGRAPHIC SURVEY

CLIENT NAME:
JSA CIVIL

SHEET NAME:
SV-2

SHEET NO.
2 OF 8



SHEET INDEX

DEEDED RIGHT-OF-WAY

RIGHT-OF-WAY DEEDED TO COUNTY FROM CHEHALIS TRIBE AFN 3457969 (ALSO PART OF AFN 5000732)

RIGHT-OF-WAY DESCRIBED IN USE AGREEMENT DEED AFN 5000732 BUT NO DEDICATION DEED FOUND

* PROPOSED RIGHT-OF-WAY FROM AFN 2002-07250067 (RD10)

DATE	7/23/2025
SCALE	1" = 20'
M2C PROJECT NO.:	25-107
DRAWN	GMB
CHECKED	PBJ
APPROVED	SEP

7/23/2025

STATE OF WASHINGTON SEAN P. BRIDGE 21013244 REGISTERED PROFESSIONAL LAND SURVEYOR

MTN 2 COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

PROJECT NAME:
ANDERSON ROAD
TOPOGRAPHIC SURVEY

CLIENT NAME:
JSA CIVIL

SHEET NAME:
SV-3

SHEET NO.
3 OF 8

MATCHLINE SEE SHEET SV-3

MATCHLINE SEE BOTTOM LEFT

FENCE ±4' TALL

FENCE CONTINUE EAST

FENCES CONTINUE EAST

TPN 47301100200
CONFEDERATED TRIBES
OF THE CHEHALIS
RESERVATION

EDGE BRUSH

QUARRY SPALLS

D=000°25'12" L=600.32 R=81894.11

FENCE ±5' TALL

GRASS

WEST LINE SECTION 35
1748.54 N02°50'28"E

THURSTON COUNTY
GRAYS HARBOR COUNTY

S87°00'04"E 17189.00
RADIAL LINE

90.08 N02°59'56"E

D=001°03'59" L=319.11 R=17146.00

FENCE ±5' TALL

GRASS

STORM SWALE

SOLID WHITE FOG LINE

SOLID DOUBLE YELLOW STRIPING

PATCH IN PAVEMENT FROM SOIL LOG REMOVAL

BRIDGE A

SEE SHEET SV-8 FOR BRIDGE DETAIL

GRADES SHOWN AT FINISH GRADE OF ROADWAY BRIDGE AND UNDERNEATH PEDESTRIAN BRIDGE

PATCH IN PAVEMENT FROM SOIL LOG REMOVAL

ROW

D=000°25'12" L=600.00 R=81851.11

1523.46 N02°50'28"E

ANDERSON RD

FOUND 2" DIAMETER BRASS DISC WITH PUNCH MARKED "LS 33138 2003"

FOUND 2" DIAMETER BRASS DISC WITH PUNCH

90.08 N02°59'56"E

ROW

D=001°03'45" L=318.79 R=17189.00

SOLID DOUBLE YELLOW STRIPING

SOLID WHITE FOG LINE

RAMP

PEDESTRIAN BRIDGE

QUARRY SPALLS

SIDEWALK

GRASS

STORM SWALE

CULVERT
18"CPP IE=97.2

PROPOSED ADDITIONAL ANDERSON ROAD 46' FROM ROAD CENTERLINE
SEE NARRATIVE SHEET SV-1

LIGHT POST HAS HOSE BIB ATTACHED

TPN
160434430000
USA-TRUST FOR
CHEHALIS TRIBE

DWS

CULVERT
8"PVC IE=98.4

CULVERT
8"PVC IE=99.5

S87°00'04"W
RADIAL LINE

OVERGROWN GRAVEL PARKING LOT

0' 20' 40'

SCALE 1" = 20'

MATCHLINE SEE TOP RIGHT

MATCHLINE SEE SHEET SV-5

TPN 47301100200
CONFEDERATED TRIBES
OF THE CHEHALIS
RESERVATION

S85°35'20"E
1711.65

NORTH LINE
SECTION 2

FENCE CONTINUES EAST

5/8" REBAR
YELLOW CAP
"H2 PLS 42105"

FENCE ±5' TALL

D=001°03'59" L=319.11 R=17146.00

STORM SWALE ±2' WIDE

GRASS

SOLID WHITE FOG LINE

THURSTON COUNTY
GRAYS HARBOR COUNTY

WEST LINE SECTION 35
1748.54 N02°50'28"E

SOLID DOUBLE YELLOW STRIPING

ROW

D=001°03'45" L=318.79 R=17189.00

1523.46 N02°50'28"E

SOLID WHITE FOG LINE

STORM SWALE

GRASS

SIDEWALK

DWS

OVERGROWN GRAVEL PARKING LOT

LIGHT POST HAS HOSE BIB ATTACHED

TPN
160434430000
USA-TRUST FOR
CHEHALIS TRIBE

PARKING LOT

D=000°56'01" L=279.39 R=17146.00

EDGE TIMBER

GRASS

FOUND 2" DIAMETER BRASS DISC WITH PUNCH MARKED LS 38960 SECTION CORNER COMMON TO SECTIONS 34, 35, 2, AND 3

500.30
N: 554220.32
E: 974461.16
EL: 100.70
MNPK

WEST LINE SECTION 2
S00°59'57"W 2544.59

ROW

S00°59'57"W 1831.85

D=000°56'14" L=281.21 R=17189.00

ANDERSON RD

THURSTON COUNTY
GRAYS HARBOR COUNTY

CULVERT
18"CPP IE=97.9

CULVERT
18"CPP IE=97.7

TPN 14502220100
USA-TRUST FOR
CHEHALIS TRIBE
N1/2 NW1/4 NW1/4
SEC 2

S89°00'04"E 17189.00
RADIAL LINE

659.92 N00°59'56"E

FOUND 2" DIAMETER BRASS DISC WITH PUNCH LS NUMBER OBSCURED BY PAVEMENT

659.92 N00°59'56"E

ROW

SOLID DOUBLE YELLOW STRIPING

SOLID WHITE FOG LINE

STORM SWALE

GRASS

SIDEWALK

EDGE TIMBER/BRUSH

PROPOSED ADDITIONAL ANDERSON ROAD 46' FROM ROAD CENTERLINE
SEE NARRATIVE SHEET SV-1

LOT 1
TRUST ALLOTMENT
NO.105-25
NE1/4 NE1/4
SECTION 3

SCALE 1" = 20'

DEEDED RIGHT-OF-WAY

RIGHT-OF-WAY DEEDED TO COUNTY FROM CHEHALIS TRIBE AFN 3457969 (ALSO PART OF AFN 5000732)

RIGHT-OF-WAY DEEDED TO THURSTON COUNTY FROM CHEHALIS TRIBE PER AFN 3476575 (ALSO PART OF AFN 5000732)

RIGHT-OF-WAY DEEDED TO COUNTY FROM CHEHALIS TRIBE PER AFN 3467062 AND 1059088 (ALSO PART OF AFN 5000732)

RIGHT-OF-WAY DESCRIBED IN USE AGREEMENT DEED AFN 5000732 BUT NO DEDICATION DEED FOUND

* PROPOSED RIGHT-OF-WAY FROM AFN 2002-07250067 (RD10)

SHEET INDEX

7/23/2025

DATE	7/23/2025
SCALE	1" = 20'
M2C PROJECT NO.:	25-107
DRAWN	GMB
CHECKED	PBJ
APPROVED	SEP

STATE OF WASHINGTON
21013244
REGISTERED
PROFESSIONAL LAND SURVEYOR

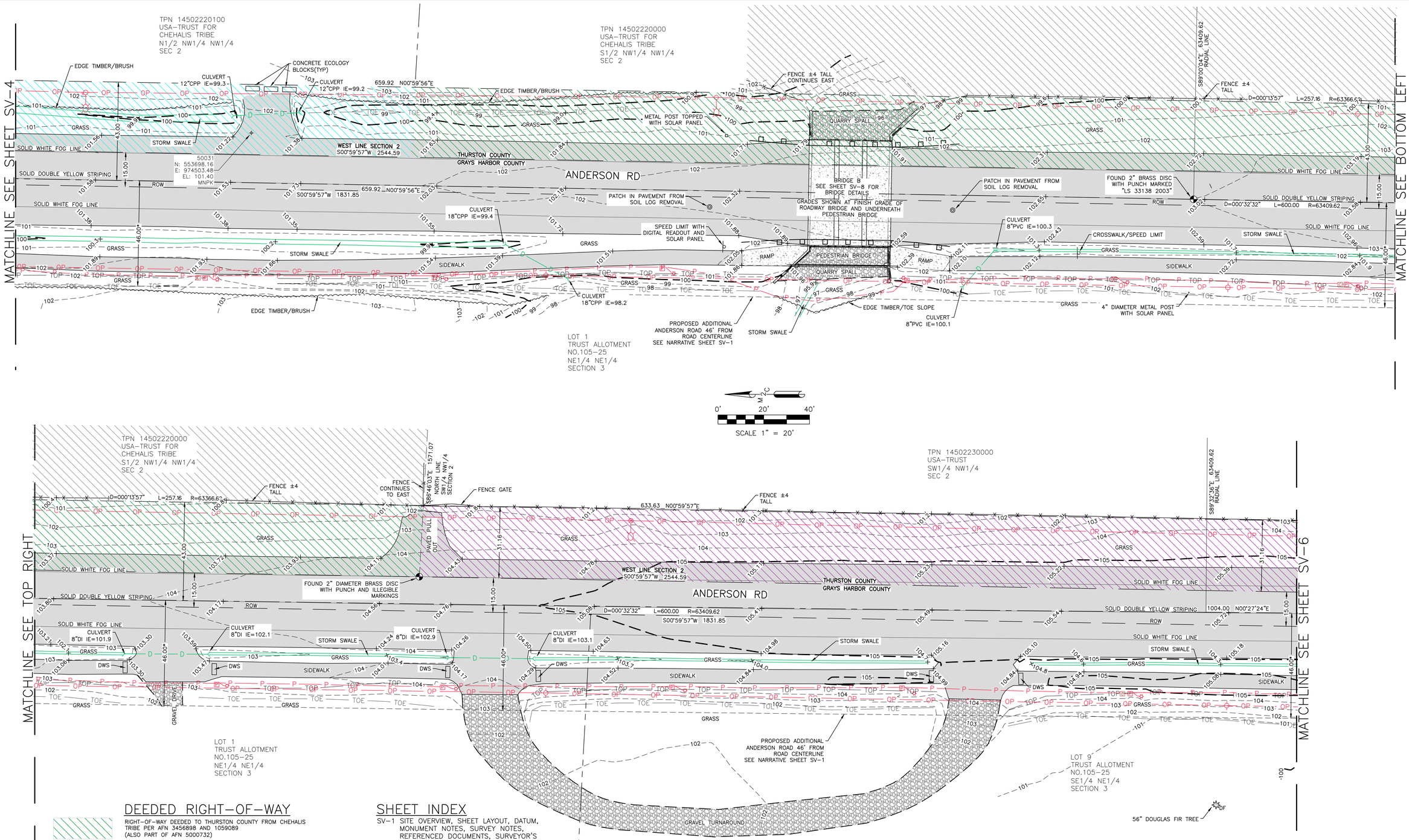
MTN 2 COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

PROJECT NAME:
ANDERSON ROAD
TOPOGRAPHIC SURVEY

CLIENT NAME:
JSA CIVIL

SHEET NAME:
SV-4

SHEET NO.
4 OF 8



DEEDED RIGHT–OF–WAY

RIGHT–OF–WAY DEEDED TO THURSTON COUNTY FROM CHEHALIS TRIBE PER AFN 3456898 AND 1059089 (ALSO PART OF AFN 5000732)

RIGHT–OF–WAY DEEDED TO COUNTY FROM CHEHALIS TRIBE PER AFN 3467062 AND 1059088 (ALSO PART OF AFN 5000732)

RIGHT–OF–WAY DEEDED TO COUNTY FROM CHEHALIS TRIBE PER AFN 3456897 THEN VACATED BY COUNTY PER AFN 4499654 (ALSO PART OF AFN 5000732)

RIGHT–OF–WAY DESCRIBED IN USE AGREEMENT DEED AFN 5000732 BUT NO DEDICATION DEED FOUND

* PROPOSED RIGHT–OF–WAY FROM AFN 2002–07250067 (RD10)

SHEET INDEX

DATE	7/23/2025
SCALE	1" = 20'
M2C PROJECT NO.:	25–107
DRAWN	GMB
CHECKED	PBJ
APPROVED	SEP

7/23/2025

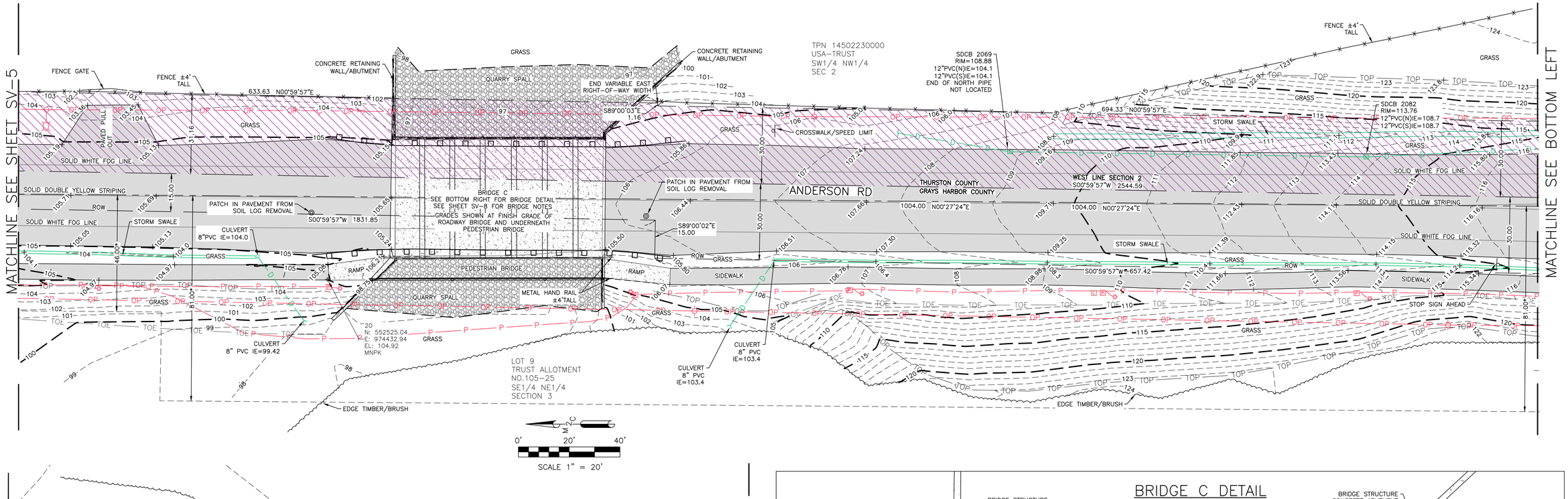
STATE OF WASHINGTON
SCOTT E. PRATT
21013244
REGISTERED
PROFESSIONAL LAND SURVEYOR

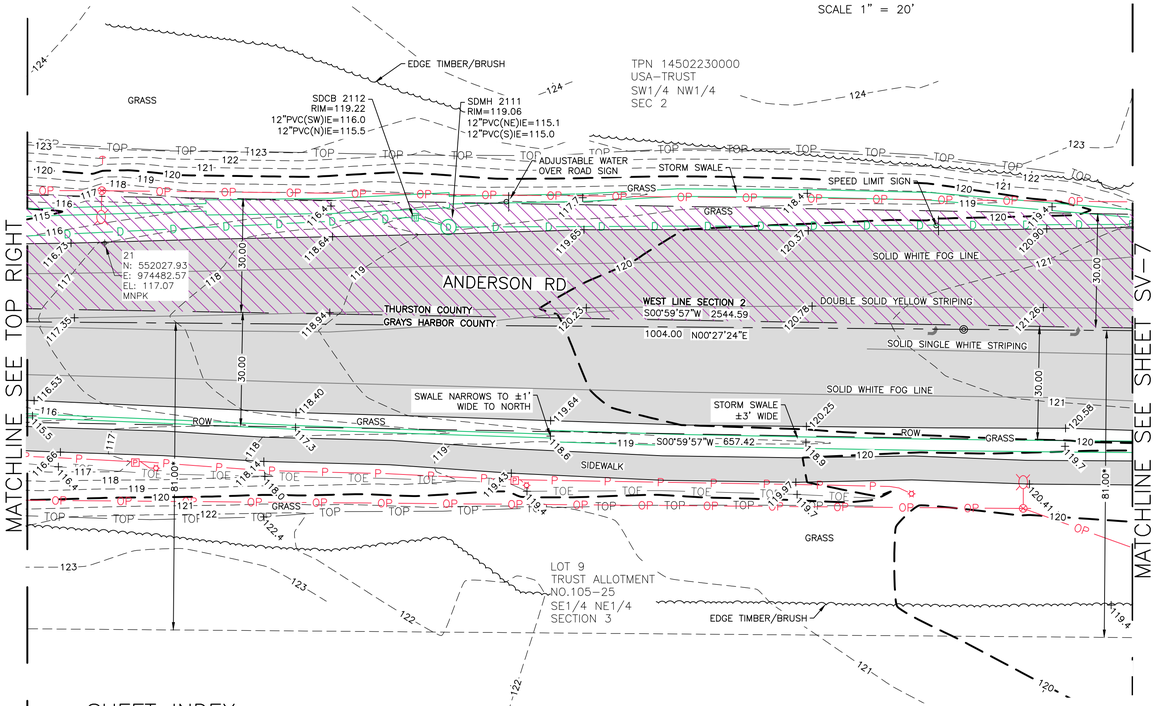
MTN 2 COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

PROJECT NAME:
ANDERSON ROAD
TOPOGRAPHIC SURVEY

CLIENT NAME:
JSA CIVIL

SHEET NAME:
SV–5





SHEET INDEX

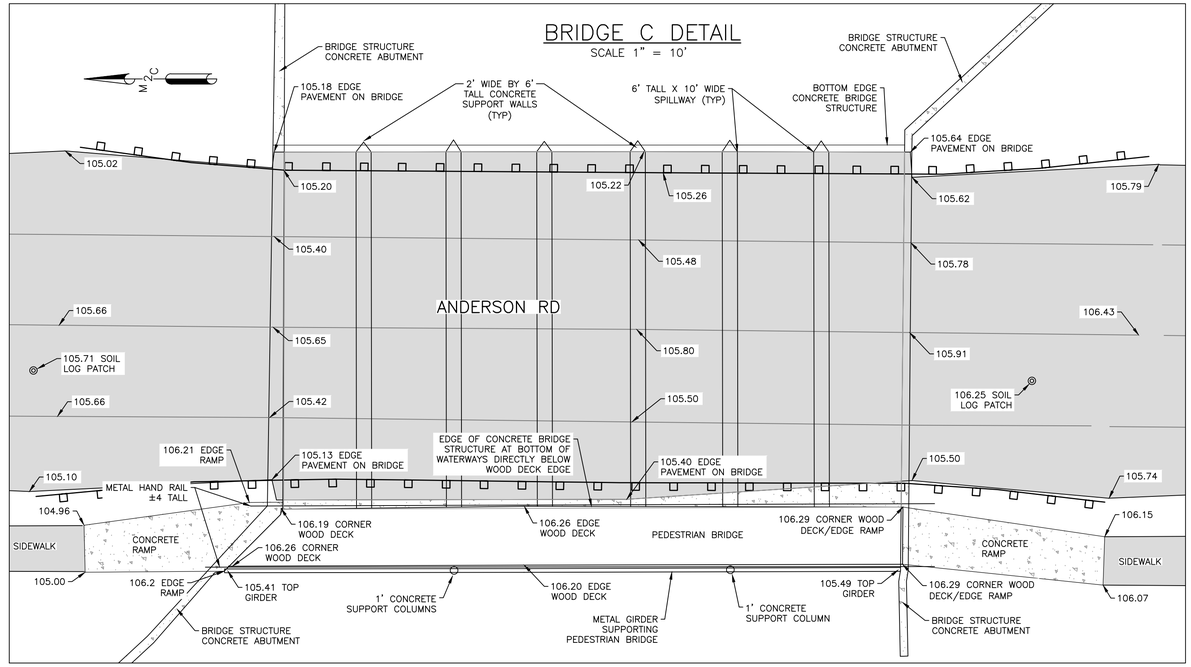
DEEDED RIGHT-OF-WAY

RIGHT-OF-WAY DESCRIBED IN USE AGREEMENT DEED AFN 5000732 BUT NO DEDICATION DEED FOUND

* PROPOSED RIGHT-OF-WAY FROM AFN 2002-07250067 (RD10)

BRIDGE C DETAIL

SCALE 1" = 10'



7/23/2025

DATE	7/23/2025
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M2C PROJECT NO.:	25-107
DRAWN	GMB
CHECKED	PBJ
APPROVED	SEP

STATE OF WASHINGTON SCOTT E. PAPPAS 21013244 REGISTERED PROFESSIONAL LAND SURVEYOR

MTN 2 COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

PROJECT NAME:
ANDERSON ROAD
TOPOGRAPHIC SURVEY

CLIENT NAME:
JSA CIVIL

SHEET NAME:
SV-6

SHEET NO.
6 OF 8

DEEDED RIGHT-OF-WAY

RIGHT-OF-WAY DESCRIBED IN USE AGREEMENT DEED AFN 5000732 BUT NO DEDICATION DEED FOUND

* PROPOSED RIGHT-OF-WAY FROM AFN 2002-07250067 (RD10)

0' 20' 40'

SCALE 1" = 20'

MATCHLINE SEE TOP RIGHT

MATCHLINE SEE SHEET SV-6

MATCHLINE SEE BOTTOM LEFT

188TH AVE SW

ANDERSON RD

TAHAOWN DR

HOWANUT RD

SOUTH LINE NW1/4 SECTION 2

SOUTH LINE NE1/4 SECTION 3

WEST LINE SECTION 2 S00°59'57"W 2544.59

WEST LINE SECTION 2 N03°22'52"E

THURSTON COUNTY GRAYS HARBOR COUNTY

TPN 14502230000 USA-TRUST SW1/4 NW1/4 SEC 2

TPN 14502320500 CHEHALIS INDIAN RESERVATION NW1/4 SW1/4 SEC 2

TPN 150403410020 USA IN TRUST

LOT 9 TRUST ALLOTMENT NO.105-25 SE1/4 NE1/4 SECTION 3

APARTMENT BUILDING

PARKING LOT

PROPANE TANK

GARAGE

STORM SWALE ±2' WIDE

FENCE ±4' TALL

FENCE ±5' TALL

PLASTIC FENCE ±5' TALL

BUS SHELTER ±7.5' TALL

STOP SIGN

STOP BAR

SPEED LIMIT SIGN

SIDEWALK

CROSSWALK

DRIVEWAY

DRIVEWAY ENTRANCE

MARKED UNTRACEABLE

BEGIN FLUSH CURB TO NORTH

END FLUSH CURB

CURB CUT

DRAINAGE GRATE

DEAD END

EDGE TIMBER

EDGE TIMBER/BRUSH

GRASS

EMPTY

SOLID WHITE FOG LINE

SOLID SINGLE WHITE STRIPING

DOUBLE SOLID YELLOW STRIPING

SINGLE DASH YELLOW STRIPING

DOUBLE SOLID/DASH YELLOW STRIPING

SOLID WHITE FOG LINE

RIGHT LANE MUST TURN RIGHT HIGHWAY 12 TO NORTH

FOUND 2.5" DIAMETER BRASS DISC WITH SCRIBE IN MONUMENT CASE HELD FOR WEST 1/4 CORNER SECTION 2

BOX MARKED "CUT"

SOUTH LINE NE1/4 SECTION 3

RESERVATION MONUMENT SIGN ON ±3' TALL CONCRETE BASE

MONUMENT SIGN FOR CASINO

SDCB 1318 RIM=121.45 8"PVC(N)IE=119.7 8"DI(W)IE=119.6

SDCB 1320 RIM=121.38 8"PVC(SE)IE=120.0

SDCB 2181 RIM=120.95 12"PVC(N)IE=116.0 12"RCP(SW)IE=116.3

SDCB 1319 RIM=121.13 8"DI(SW)IE=119.4

SDCB 1265 RIM=121.26 8"DI(W)IE=118.8

SDCB 1266 RIM=121.51 12"DI(N)IE=119.0 12"DI(S)IE=118.9

SDCB 1506 RIM=119.04 12"RCP(NE)IE=117.5

60 N: 551657.61 E: 974538.53 EL: 121.77 MNPK

61 N: 551685.48 E: 974016.92 EL: 123.10 MNHT

105 N: 551461.31 E: 974422.40 EL: 121.34 MNCC

CULVERT 8"DI IE=119.5

CULVERT 12"DI IE=119.4

CULVERT 8" DI IE=119.4

CULVERT 12" DI IE=118.8

CULVERT 8"DI IE=118.9

CULVERT 12" DI IE=118.5

CULVERT 12" DI IE=118.8

S86°22'02"E 69.24

S03°31'45"W 9.95

S03°31'45"W 50.00

D=025°50'40" L=157.29 R=348.71

S03°31'45"W 22.05

N03°37'56"E 2.00

S86°43'08"E

S00°59'57"W 657.42

N46°58'58"E 40.48

S41°06'54"E 65.45

N03°22'52"E

S86°22'02"E

SHEET INDEX

DATE	7/23/2025
SCALE	1" = 20'
M2C PROJECT NO.:	25-107
DRAWN	GMB
CHECKED	PBJ
APPROVED	SEP

7/23/2025

SEPTEMBER 21013244 REGISTERED PROFESSIONAL LAND SURVEYOR STATE OF WASHINGTON

MTN 2 COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

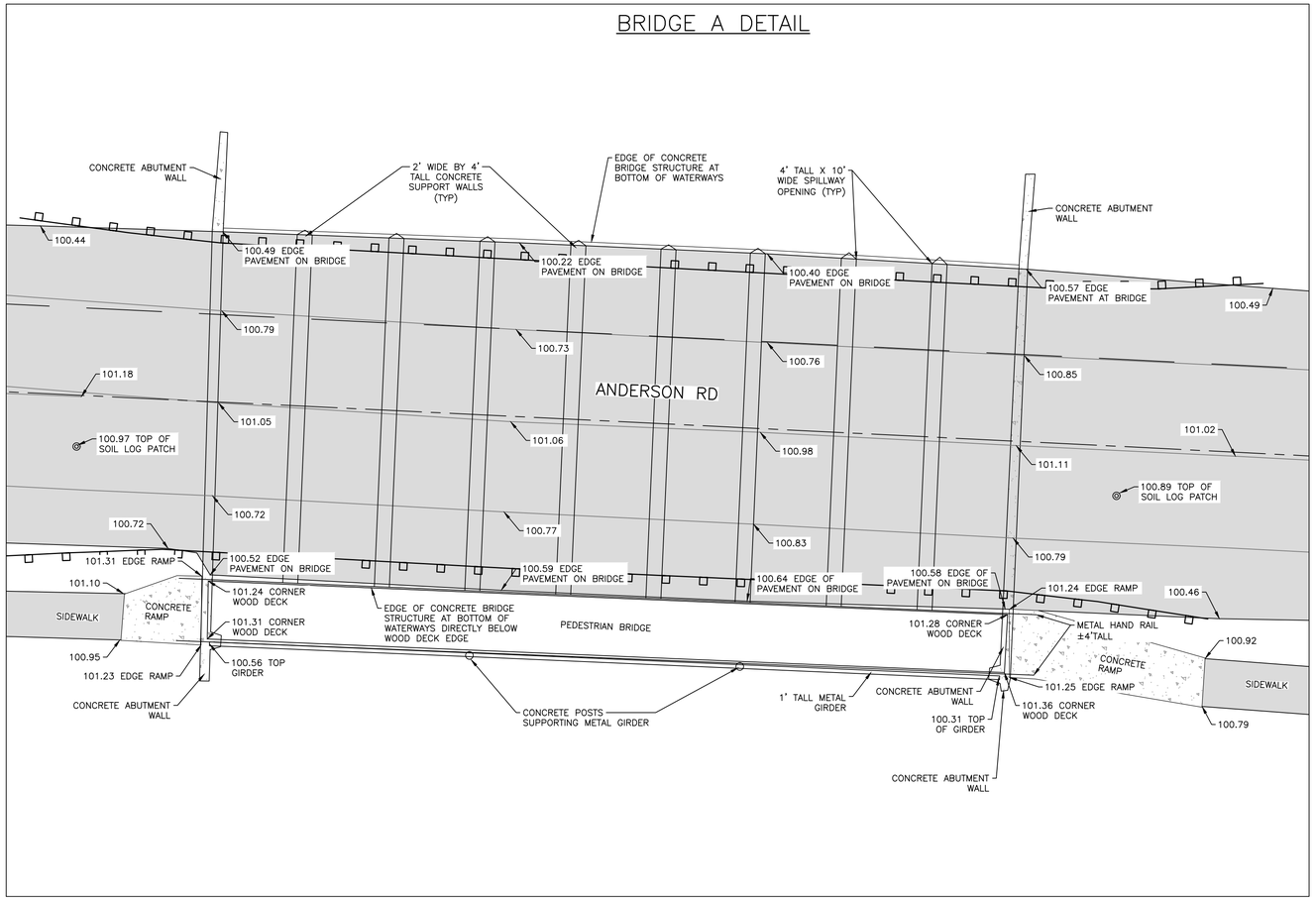
PROJECT NAME: ANDERSON ROAD TOPOGRAPHIC SURVEY

CLIENT NAME: JSA CIVIL

SHEET NAME: SV-7

SHEET NO. 7 OF 8

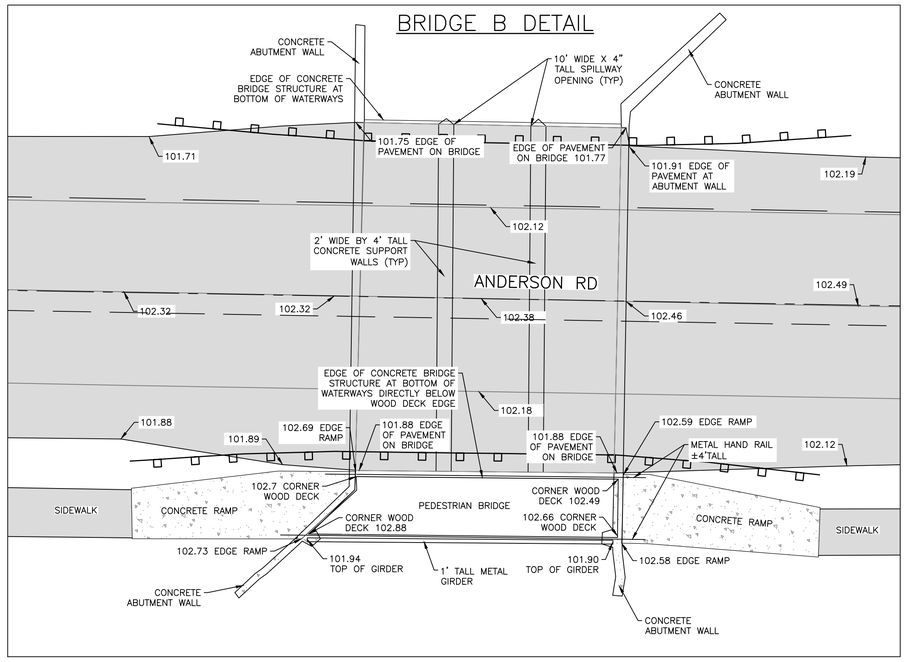
BRIDGE A DETAIL



0' 10' 20'

SCALE 1" = 10'

BRIDGE B DETAIL



BRIDGE NOTES

1. ALL THREE BRIDGES (A, B, AND C) ARE SOLID CONCRETE STRUCTURES SUPPORTING ROAD AND PEDESTRIAN BRIDGES. EACH HAS STRUCTURE AN ABUTMENT WALL ON THE NORTH AND SOUTH END SUPPORTING THE ENDS OF THE BRIDGE SPANS. THE ROAD BRIDGES ARE SUPPORTED BY 2 FOOT WIDE CONCRETE WALLS RUNNING HORIZONTALLY UNDER THE ROAD, WITH TEN FEET BETWEEN EACH WALL FOR WATERWAYS. THE WATERWAYS ARE 6 FEET TALL FOR BRIDGE C AND 4 FEET TALL FOR BRIDGES A AND B.
2. THE PEDESTRIAN BRIDGE DECKS ARE MADE OF WOOD PLANKS RUNNING PARALLEL TO THE ROADWAY. THE PLANKS ARE DIRECTLY SUPPORTED BY 6" TALL METAL CROSS BEAMS. THE EAST END OF THE CROSS BEAMS ARE ATTACHED TO THE TOP OF THE MAIN CONCRETE BRIDGE STRUCTURE. THE WEST END OF THE CROSS BEAMS ARE SUPPORTED BY A 1' TALL METAL GIRDER THAT CROSSES THE SPAN BETWEEN THE ABUTMENTS OF THE CONCRETE BRIDGE STRUCTURE. THE GIRDER FOR PEDESTRIAN BRIDGES A AND C ARE ALSO SUPPORTED BY 1' DIAMETER CONCRETE COLUMNS. A CONCRETE RAMP PROVIDES ACCESS TO THE PEDESTRIAN BRIDGES FROM THE PAVED SIDEWALK AT EACH END.

SHEET INDEX

7/23/2025

DATE	7/23/2025
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SEAN E. PRIGGE — SURVEY INSPECTION — 21013244 REGISTERED PROFESSIONAL LAND SURVEYOR

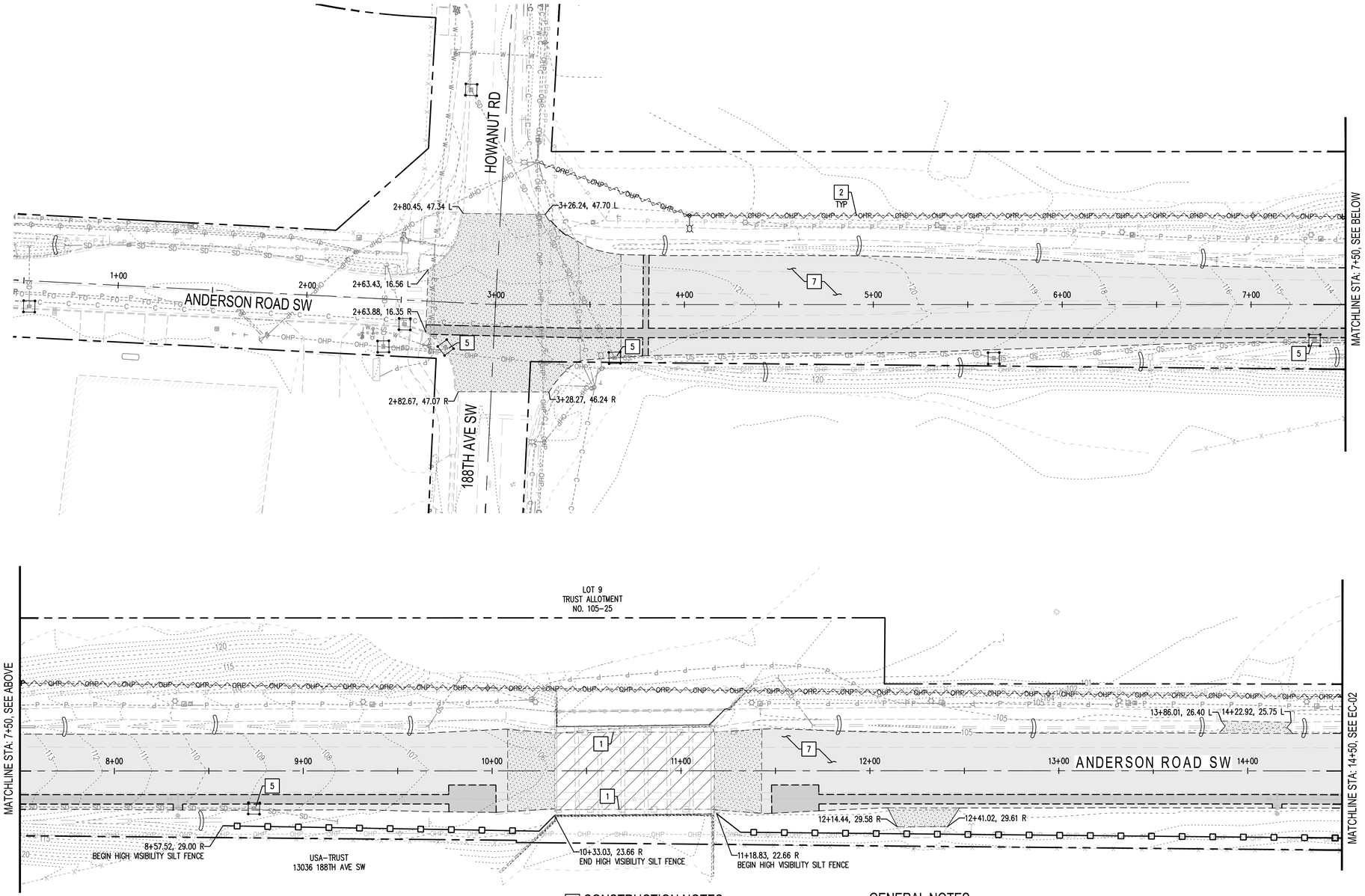
MTN 2 COAST LLC
PROFESSIONAL LAND SURVEYORS
2320 MOTTMAN RD SW, STE 106
TUMWATER, WA 98512
360.688.1949

PROJECT NAME:
ANDERSON ROAD
TOPOGRAPHIC SURVEY

CLIENT NAME:
JSA CIVIL

SHEET NAME:
SV–8

SHEET NO.
8 OF 8



CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

[X] CONSTRUCTION NOTES

1. PROTECT EXISTING GUARDRAIL: REPLACE IN-KIND IF DAMAGED
2. GRAYS HARBOR PUD OVERHEAD POWER (WEST SIDE OF ANDERSON ROAD) TO BE PLACED UNDERGROUND. SEE UT SHEETS UNDERGROUNDING PLANS FOR ADDITIONAL INFORMATION. ALL PROJECT BIDS SHALL INCLUDE THE NECESSARY SAWCUTTING, ASPHALT REMOVAL AND ASPHALT REPLACEMENT FOR THE UTILITY UNDERGROUNDING WHICH MAY OR MAY NOT BE SHOWN IN THESE DRAWINGS
3. NOT USED
4. REMOVE EXISTING TRAFFIC COUNT SENSOR
5. ADJUST STRUCTURE RIM TO FINAL GRADE
6. REPLACE DISTURBED CHANNELIZATION IN KIND
7. CLEAR AND GRUB AS NECESSARY FOR IMPROVEMENTS (TYP). EXCESS MATERIALS SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH THE APPLICABLE LOCAL, COUNTY, STATE, AND FEDERAL LAWS AND REGULATIONS AT A CONTRACTOR PROVIDED WASTE SITE.

GENERAL NOTES

1. CONTRACTOR SHALL SECURE ALL STORAGE AREAS
2. CONTRACTOR SHALL PROVIDE ALL EROSION CONTROL MEASURES FOR STORAGE AND STOCKPILE AREAS
3. ALL MATERIALS STORED ON-SITE SHALL HAVE PROPER ENCLOSURES AND/OR COVERINGS
4. CONTRACTOR SHALL RESTORE ALL LANDSCAPING IN KIND. DISTURBED AREAS NOT OTHERWISE LANDSCAPED SHALL BE HYDROSEEDED UPON COMPLETION WITH EROSION CONTROL MIX
5. CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES PRIOR TO COMMENCING WITH ANY SITE DISTURBING ACTIVITIES
6. SIDEWALK, DRIVEWAYS, AND CURBING THAT ARE TO BE REMOVED SHALL BE SAWCUT AND REMOVED TO THE NEAREST FULL DEPTH EXPANSION JOINT REGARDLESS OF THE DEMOLITION LIMITS THAT ARE SHOWN ON THE PLANS. SAWCUTTING BETWEEN JOINTS SHALL NOT BE ALLOWED
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8. CONTRACTOR SHALL USE EXTREME CAUTION WHEN EXCAVATING NEAR EXISTING UTILITIES AND STRUCTURES. REPLACE IN-KIND IF DAMAGED
9. WATER LINE UNDER THE BRIDGES MUST BE BORED OR COMPLETED BY ANOTHER TRENCHLESS METHOD
10. CONTRACTOR SHALL POTHOLE AND FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF EXISTING UTILITY PIPING. PROTECT EXISTING UTILITIES IN-PLACE. REPLACE IN-KIND IF DAMAGED
11. SAWCUT LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND FOR REFERENCE ONLY. THE CONTRACTOR SHALL DETERMINE THE NECESSARY TRENCH WIDTHS TO PROPERLY INSTALL THE WATER MAIN. ALL PROJECT BIDS SHALL INCLUDE THE COMPLETE COST FOR ALL SAWCUTTING, ASPHALT REMOVAL, AND ASPHALT REPLACEMENT, INCLUDING ANY WORK ASSOCIATED WITH THE BORE PITS
12. A STAGING AREA OF AT LEAST 1.5 ACRES WILL BE PROVIDED ADJACENT TO THE PROJECT WORK AREA FOR USE BY THE CONTRACTOR. LOCATION TO BE IDENTIFIED BY OWNER PRIOR TO START OF CONSTRUCTION.

N

0 30 60
SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING CONTOURS
- EXISTING FENCE
- EXISTING STORM LINE
- EXISTING WATER LINE
- EXISTING DITCH
- EXISTING EDGE OF DITCH
- EXISTING OVERHEAD POWER LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING GUARDRAIL
- EXISTING POWER STRUCTURE
- EXISTING LUMINAIRE
- EXISTING POWER POLE & GUY LINE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING HOSE BIB
- EXISTING IRRIGATION CONTROL VALVE
- EXISTING STORM STRUCTURE
- EXISTING SEWER STRUCTURE
- EXISTING CULVERT
- EXISTING COMMUNICATION STRUCTURE
- EXISTING TREE
- EXISTING SIGN
- SURVEY MONUMENT
- HIGH VISIBILITY SILT FENCE: SEE EC-05
- SAWCUT (FULL DEPTH)
- PAVEMENT RESTORATION LIMIT
- EXISTING OVERHEAD POWER LINE TO BE UNDERGROUNDED: SEE UT SHEETS AND UNDERGROUNDING PLANS BY GHPUD
- REMOVAL OF PAVEMENT, SIDEWALKS, CURBS, AND GUTTERS INCLUDING HAUL TO A CONTRACTOR PROVIDED WASTE SITE: SEE WT SHEETS AND GENERAL NOTE 11, THIS SHEET, FOR INTENT OF TRENCHING LIMITS AS SHOWN
- PULVERIZE FULL DEPTH OF EXISTING ASPHALT FOR FULL DEPTH RECLAMATION: SEE PV SHEETS
- PLANING BITUMINOUS PAVEMENT AND HMA OVERLAY: SEE PV SHEETS
- BUTT JOINT: SEE PV SHEETS
- INLET PROTECTION: SEE EC-05
- STRAW WATTLE: SEE EC-05

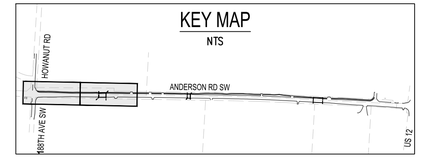
REQUIRED EROSION CONTROL MEASURES

CONTRACTOR SHALL PROVIDE EROSION CONTROL MEASURES FOR ALL SLOPES DURING AND AFTER CONSTRUCTION PER THE TABLE BELOW

SLOPE	
4:1-2:1 (25%-50%)	NORTH AMERICAN GREEN ROLLMAX SC150BN
2:1-1:1 (50%-100%)	NORTH AMERICAN GREEN ROLLMAX C125BN

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

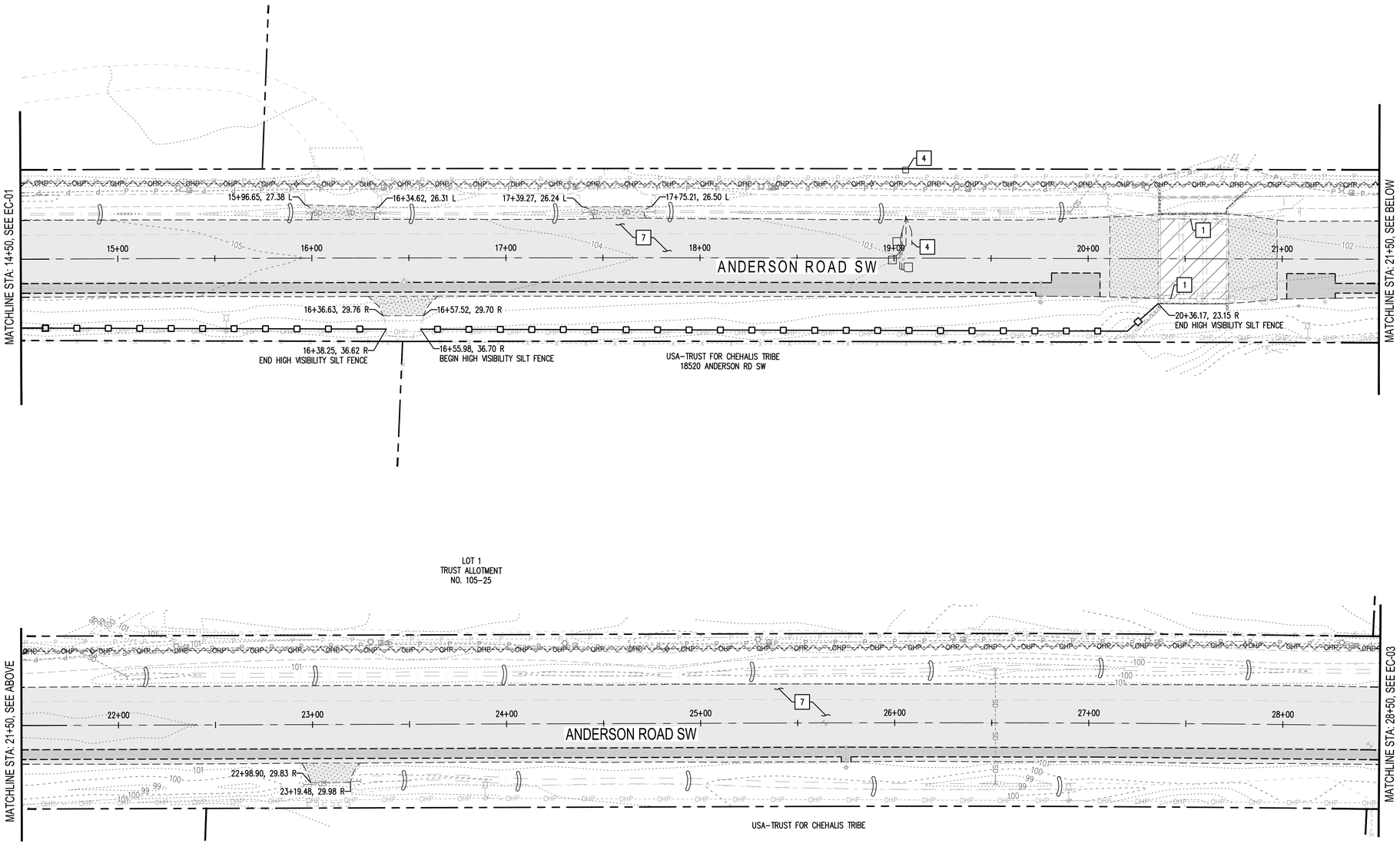
JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP
MAHTNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

SHEET TITLE
EROSION CONTROL
& DEMOLITION PLAN

SHEET
EC-01



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VERTICAL DATUM
NAVD 88

[X] CONSTRUCTION NOTES

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7. CLEAR AND GRUB AS NECESSARY FOR IMPROVEMENTS (TYP). EXCESS MATERIALS SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH THE APPLICABLE LOCAL, COUNTY, STATE, AND FEDERAL LAWS AND REGULATIONS AT A CONTRACTOR PROVIDED WASTE SITE.

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N

0 30 60
SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING CONTOURS
- EXISTING FENCE
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- PULVERIZE FULL DEPTH OF EXISTING ASPHALT FOR FULL DEPTH RECLAMATION: SEE PV SHEETS
- PLANING BITUMINOUS PAVEMENT AND HMA OVERLAY: SEE PV SHEETS
- BUTT JOINT: SEE PV SHEETS
- INLET PROTECTION: SEE EC-05
- STRAW WATTLE: SEE EC-05

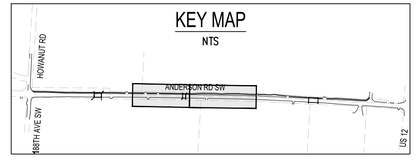
REQUIRED EROSION CONTROL MEASURES

CONTRACTOR SHALL PROVIDE EROSION CONTROL MEASURES FOR ALL SLOPES DURING AND AFTER CONSTRUCTION PER THE TABLE BELOW

SLOPE	
4:1-2:1 (25%-50%)	NORTH AMERICAN GREEN ROLLMAX SC150BN
2:1-1:1 (50%-100%)	NORTH AMERICAN GREEN ROLLMAX C125BN

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
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S. JANIK
SUBMITTAL DATES
OTB DATE
04/20/2026

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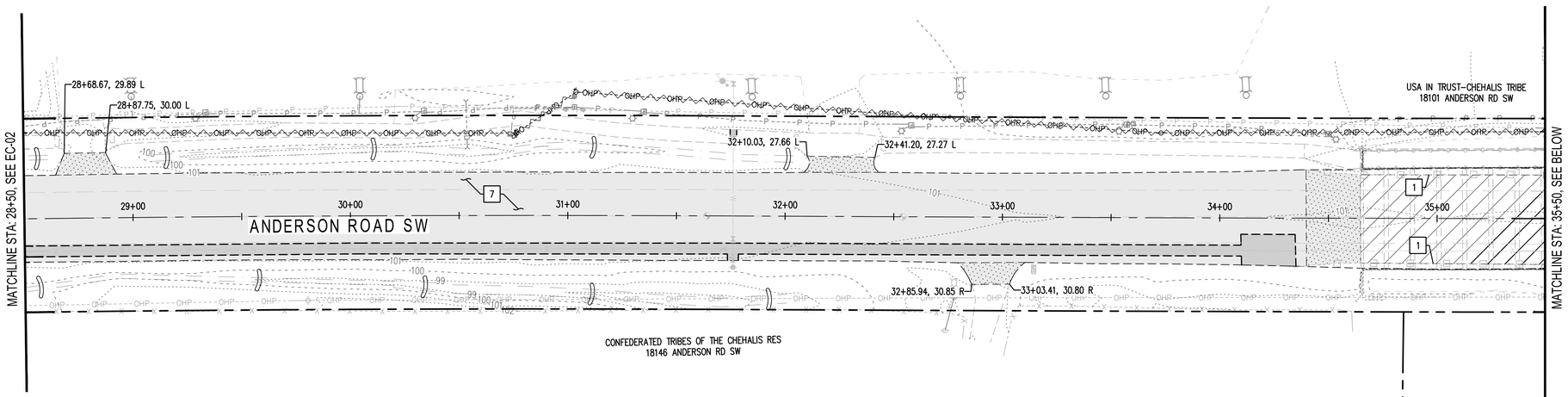
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

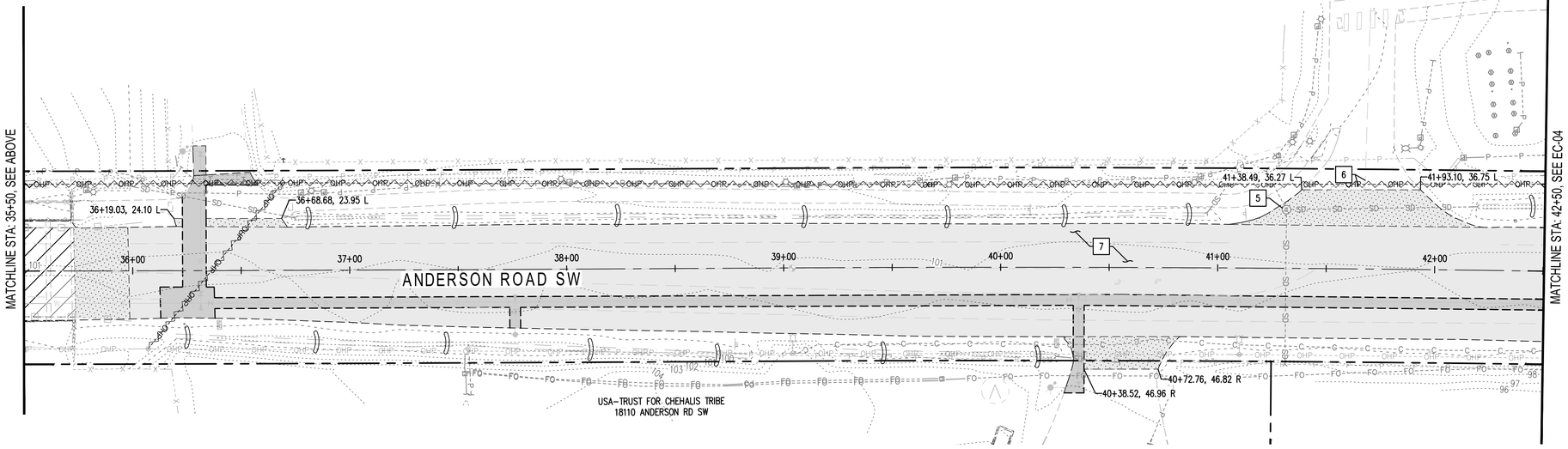
ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
EROSION CONTROL & DEMOLITION PLAN

SHEET
EC-02





CONSTRUCTION NOTES

1. PROTECT EXISTING GUARDRAIL: REPLACE IN-KIND IF DAMAGED
2. GRAYS HARBOR PUD OVERHEAD POWER (WEST SIDE OF ANDERSON ROAD) TO BE PLACED UNDERGROUND. SEE UT SHEETS UNDERGROUNDING PLANS FOR ADDITIONAL INFORMATION. ALL PROJECT BIDS SHALL INCLUDE THE NECESSARY SAWCUTTING, ASPHALT REMOVAL AND ASPHALT REPLACEMENT FOR THE UTILITY UNDERGROUNDING WHICH MAY OR MAY NOT BE SHOWN IN THESE DRAWINGS
3. NOT USED
4. REMOVE EXISTING TRAFFIC COUNT SENSOR
5. ADJUST STRUCTURE RIM TO FINAL GRADE
6. REPLACE DISTURBED CHANNELIZATION IN KIND
7. CLEAR AND GRUB AS NECESSARY FOR IMPROVEMENTS (TYP). EXCESS MATERIALS SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH THE APPLICABLE LOCAL, COUNTY, STATE, AND FEDERAL LAWS AND REGULATIONS AT A CONTRACTOR PROVIDED WASTE SITE.

GENERAL NOTES

1. CONTRACTOR SHALL SECURE ALL STORAGE AREAS
2. CONTRACTOR SHALL PROVIDE ALL EROSION CONTROL MEASURES FOR STORAGE AND STOCKPILE AREAS
3. ALL MATERIALS STORED ON-SITE SHALL HAVE PROPER ENCLOSURES AND/OR COVERINGS
4. CONTRACTOR SHALL RESTORE ALL LANDSCAPING IN KIND. DISTURBED AREAS NOT OTHERWISE LANDSCAPED SHALL BE HYDROSEEDED UPON COMPLETION WITH EROSION CONTROL MIX
5. CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES PRIOR TO COMMENCING WITH ANY SITE DISTURBING ACTIVITIES
6. SIDEWALK, DRIVEWAYS, AND CURBING THAT ARE TO BE REMOVED SHALL BE SAWCUT AND REMOVED TO THE NEAREST FULL DEPTH EXPANSION JOINT REGARDLESS OF THE DEMOLITION LIMITS THAT ARE SHOWN ON THE PLANS. SAWCUTTING BETWEEN JOINTS SHALL NOT BE ALLOWED
7. EROSION CONTROL IS NOT LIMITED TO THE ITEMS ON THESE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES. NO SILTATION OF EXISTING OR PROPOSED DRAINAGE FACILITIES SHALL BE ALLOWED. CARE SHALL BE TAKEN TO PREVENT MIGRATION OF SILTS TO OFFSITE PROPERTIES
8. CONTRACTOR SHALL USE EXTREME CAUTION WHEN EXCAVATING NEAR EXISTING UTILITIES AND STRUCTURES. REPLACE IN-KIND IF DAMAGED
9. WATER LINE UNDER THE BRIDGES MUST BE BORED OR COMPLETED BY ANOTHER TRENCHLESS METHOD
10. CONTRACTOR SHALL POTHOLE AND FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF EXISTING UTILITY PIPING. PROTECT EXISTING UTILITIES IN-PLACE. REPLACE IN-KIND IF DAMAGED
11. SAWCUT LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND FOR REFERENCE ONLY. THE CONTRACTOR SHALL DETERMINE THE NECESSARY TRENCH WIDTHS TO PROPERLY INSTALL THE WATER MAIN. ALL PROJECT BIDS SHALL INCLUDE THE COMPLETE COST FOR ALL SAWCUTTING, ASPHALT REMOVAL, AND ASPHALT REPLACEMENT, INCLUDING ANY WORK ASSOCIATED WITH THE BORE PITS
12. A STAGING AREA OF AT LEAST 1.5 ACRES WILL BE PROVIDED ADJACENT TO THE PROJECT WORK AREA FOR USE BY THE CONTRACTOR. LOCATION TO BE IDENTIFIED BY OWNER PRIOR TO START OF CONSTRUCTION.

CALL BEFORE YOU DIG

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VERTICAL DATUM
NAVD 88

N

0 30 60
SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING CONTOURS
- EXISTING FENCE
- EXISTING STORM LINE
- EXISTING WATER LINE
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KEY MAP

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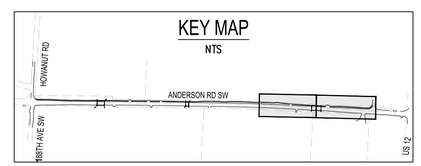

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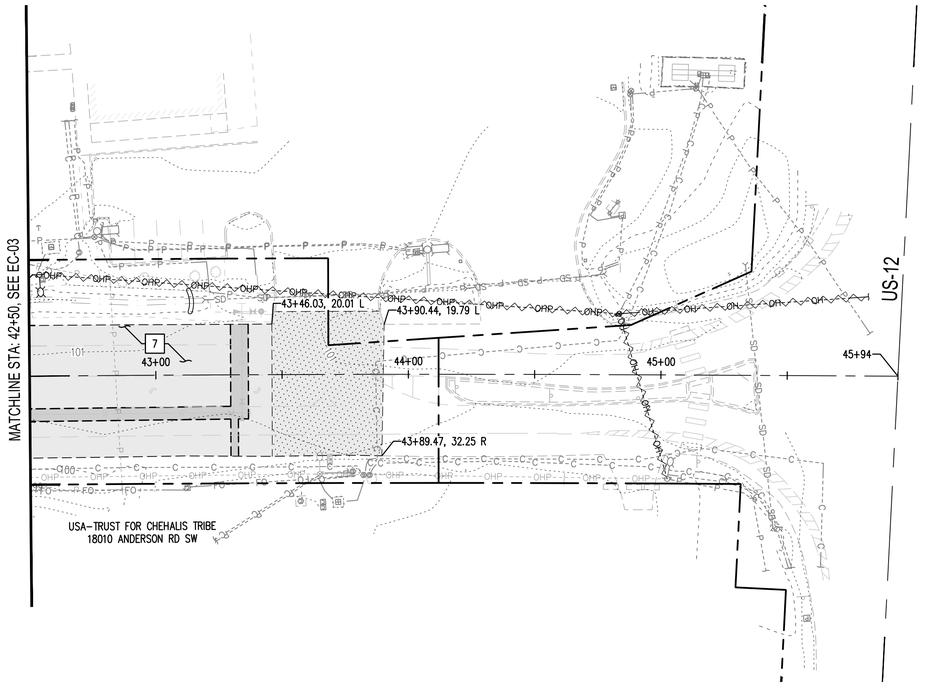
THE CHEHALIS TRIBE

SHEET TITLE
EROSION CONTROL & DEMOLITION PLAN

SHEET
EC-03



CONSTRUCTION NOTES

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VERTICAL DATUM
NAVD 88

N

0 30 60
SCALE IN FEET

LEGEND

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REQUIRED EROSION CONTROL MEASURES

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SLOPE	
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KEY MAP

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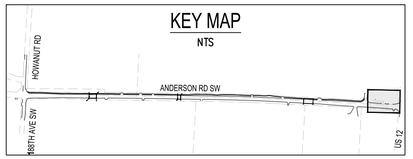

REVISIONS

PROJECT NO.
133.005
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SUBMITTAL DATES

OTB DATE
04/20/2026

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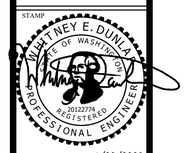


4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

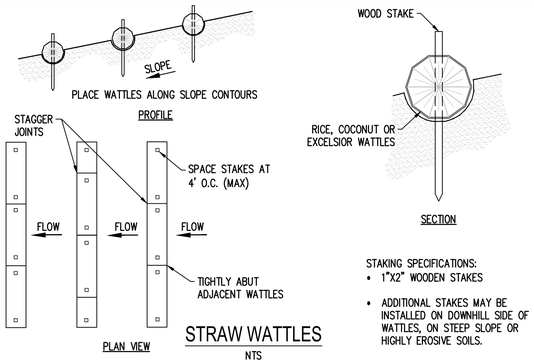
THE CHEHALIS TRIBE

SHEET TITLE
EROSION CONTROL & DEMOLITION PLAN

SHEET
EC-04

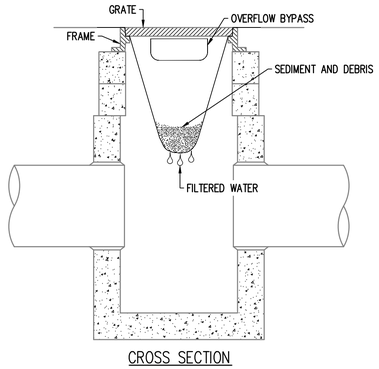
GENERAL EROSION CONTROL NOTES:

1. THE CONTRACTOR SHALL FOLLOW EROSION CONTROL PRACTICES OUTLINED IN THE 2012 EDITION OF THE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON AND THE SWPPP.
2. EROSION CONTROL MEASURES ARE NOT LIMITED TO THE ITEMS ON THESE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES. NO SILTATION OF EXISTING OR PROPOSED DRAINAGE FACILITIES SHALL BE ALLOWED. CARE SHALL BE TAKEN TO PREVENT MIGRATION OF SILTS TO OFF-SITE PROPERTIES.
3. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO THE BEGINNING OF CONSTRUCTION. THE PROJECT ENGINEER AND THE REVIEWING AGENCY SHALL INSPECT AND APPROVE THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING CONSTRUCTION.
   A. INSTALL INLET SEDIMENTATION AS SPECIFIED AT ALL CATCH BASIN LOCATIONS IMMEDIATELY UPON ARRIVAL AT PROJECT/CONSTRUCTION SITE.
   B. STABILIZED CONSTRUCTION ENTRANCE SHALL CONFORM TO DETAIL ON THIS SHEET. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED AT ALL INGRESS/EGRESS POINTS TO CONSTRUCTION SITE.
4. ALL EROSION/SEDIMENTATION CONTROL FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL CONSTRUCTION IS COMPLETE AND THE SITE HAS BEEN STABILIZED. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTATION, MAINTENANCE, REPLACEMENT, AND ADDITIONS TO THE SYSTEM AS REQUIRED BY THE OWNER, ENGINEER, OR THE AUTHORITY HAVING JURISDICTION.
5. THE CONTRACTOR SHALL MAKE A DAILY SURVEILLANCE OF ALL EROSION CONTROL MEASURES AND MAKE ANY NECESSARY REPAIRS OR ADDITIONS TO THE EROSION CONTROL MEASURES AS REQUIRED. THE CONTRACTOR SHALL PROVIDE ADDITIONAL EROSION CONTROL MEASURES AS DETERMINED NECESSARY BY THE INSPECTOR AND/OR PROJECT ENGINEER. FAILURE TO COMPLY WITH ALL LOCAL AND STATE EROSION CONTROL REQUIREMENTS MAY RESULT IN CIVIL PENALTIES BEING LEVIED AGAINST THE CONTRACTOR.
6. PRIOR TO CLEARING AND GRADING THE CONTRACTOR SHALL PROTECT TREES TO BE SAVED WITH HIGH VISIBILITY FENCING AT THE ROOT PROTECTION DELINEATION OR OTHERWISE PROTECTED AS DIRECTED BY THE ENGINEER, CITY STAFF, OR OWNERS REPRESENTATIVE. CLEARING AND GRADING LIMITS SHALL BE STAKED IN THE FIELD PRIOR TO EXCAVATION.
7. ALL STORM DRAINAGE INLETS RECEIVING RUNOFF FROM THE PROJECT DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER WILL BE FILTERED BEFORE ENTERING THE CONVEYANCE SYSTEM.
8. ALL OFF-SITE CATCH BASINS IMMEDIATELY ADJACENT TO THE PROPOSED SITE SHALL BE PROTECTED FROM SILTATION.
9. THE CONSTRUCTION OF TRENCHES (E.G., PIPES, UNDERGROUND UTILITY LINES AND STRUCTURES) SHALL BE SUBJECT TO THE FOLLOWING CRITERIA:
   A. NO MORE THAN 300 FEET OF TRENCH ON A DOWNSLOPE OF MORE THAN FIVE PERCENT SHALL BE OPENED AT ONE TIME.
   B. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES.
10. TRENCH DEWATERING DEVICES SHALL BE DISCHARGED IN A MANNER THAT WILL NOT ADVERSELY AFFECT STREAMS, DRAINAGE SYSTEMS, OR OFF-SITE PROPERTIES.
11. TRACKING OF SOIL, MUD, OR DEBRIS OFF-SITE IS NOT ALLOWED. SOIL, MUD, OR DEBRIS TRACKED ONTO A PUBLIC ROADWAY, SHALL BE REMOVED BY THE END OF THAT WORKING DAY. TO PREVENT THE TRACKING OF SOIL, MUD, OR DEBRIS ONTO PUBLIC ROADWAYS, SWEEPING OR WASHING OF THE VEHICLE'S TIRES MAY BE REQUIRED PRIOR TO ENTERING A PUBLIC ROADWAY.
12. ALL DISTURBED AREAS SHALL BE HYDROSEEDED WITH EROSION CONTROL SEED MIX. INCLUDING BUT NOT LIMITED TO ROADWAY EMBANKMENTS, SHOULDERS, UTILITY EASEMENTS, STAGING AREAS, CONSTRUCTED WETLANDS AND CUT/FILL SLOPES.
13. ALL SEEDED OR SODDED AREAS SHALL BE CHECKED REGULARLY TO ENSURE VEGETATIVE COVERAGE IS COMPLETE. AREAS SHALL BE REPAIRED, RESEEDED, AND FERTILIZED AS REQUIRED.
14. DROP-IN CATCH BASIN FILTERS MAY BE USED IN PLACE OF OTHER STANDARD INLET PROTECTION PRACTICES. THIS INLET PROTECTION TECHNOLOGY CAN BE USED IN SITUATIONS WHERE RIGHT-OF-WAY FLOODING WOULD BE PROBLEMATIC.
15. TO MAINTAIN FUNCTION, THE CONTRACTOR SHALL REMOVE AND CLEAN OR REPLACE FILTERS AFTER EACH STORM EVENT. CONTACT THE JURISDICTION TO DETERMINE ITS ACCEPTANCE OF SPECIFIC FILTER PRODUCTS, PRIOR TO INSTALLATION.
16. NO MATERIAL SHALL BE STOCKPILED ON PAVEMENT WITHOUT AUTHORIZATION FROM THE PROJECT ENGINEER OR OWNER'S REPRESENTATIVE WHICH WILL BE CONDITIONAL ON IMPLEMENTATION OF A PROCEDURE TO PREVENT SEDIMENT TRANSPORT.
17. ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED OR AFTER THE MEASURES ARE NO LONGER NEEDED. SEDIMENT COLLECTED IN TRAPS, PONDS, OR SILT FENCE SHALL BE REMOVED AND DISPOSED IN AN APPROVED MANNER OR STABILIZED ON SITE. DISTURBED SOIL AREAS RESULTING FROM SEDIMENT REMOVAL SHALL BE PERMANENTLY STABILIZED WITHIN SEVEN (7) DAYS.

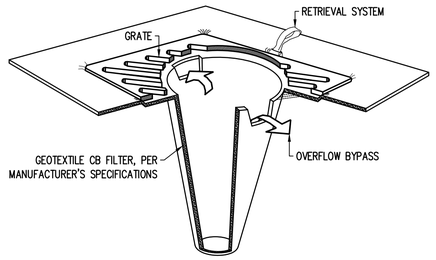


STAKING SPECIFICATIONS:
- 1"X2" WOODEN STAKES
- ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE OR HIGHLY EROSIVE SOILS.

STRAW WATTLES
NTS



CROSS SECTION

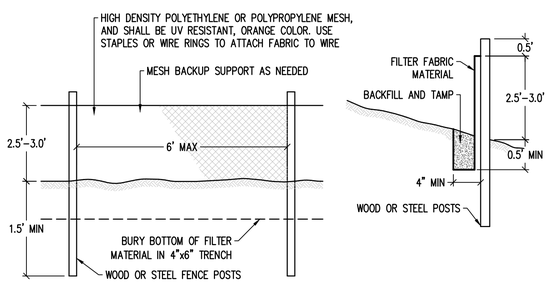


ISOMETRIC VIEW

INLET PROTECTION
NTS

EROSION CONTROL SEED MIXTURE NOTES:

1. SEEDING MIXTURE SHALL BE AS SHOWN BELOW AND SHALL BE APPLIED AT A RATE OF 220 POUNDS PER ACRE (5 POUNDS PER 1000 SQ. FT.)
2. SEEDING THAT IS APPLIED BETWEEN MAY 1 AND OCTOBER 31 WILL REQUIRE IRRIGATION AND OTHER MAINTENANCE AS NECESSARY TO ESTABLISH AND PROTECT THE ROOT STRUCTURE.
3. SEEDING THAT IS APPLIED BETWEEN NOVEMBER 1 AND APRIL 30 WILL REQUIRE ARMORING OF THE APPLIED SEED AS NECESSARY TO ESTABLISH AND PROTECT THE ROOT STRUCTURE. ARMORING SHALL BE ONE OR A COMBINATION OF THE FOLLOWING: GEOTEXTILES, JUTE MATTING, ETC.
4. BEFORE SEED IS APPLIED, INSTALL NEEDED RUNOFF CONTROL MEASURES, SUCH AS: GRADIENT TERRACES, INTERCEPTOR DIKES, SWALES, LEVEL SPREADERS, AND/OR SEDIMENT BASINS.
5. APPLIED SEEDING SHALL BE FIRM WITH A FAIRLY FINE SURFACE, FOLLOWING SURFACE ROUGHENING. PERFORM ALL OPERATIONS ACROSS OR AT RIGHT ANGLES OF THE SLOPE.
6. FERTILIZERS TO ESTABLISH THE SEED ROOT STRUCTURE SHALL BE APPLIED AT THE SUPPLIER'S RECOMMENDATIONS.
7. CONTRACTOR SHALL WATER APPLIED SEEDING UNTIL GERMINATION IS ACHIEVED. WHAT SHALL BE FURNISHED AND PROVIDED BY THE CONTRACTOR AND NO ADDITIONAL COST TO THE OWNER.
8. THE CONTRACTOR SHALL FOLLOW EROSION CONTROL PRACTICES OUTLINED IN THE WASHINGTON STATE DEPARTMENT OF ECOLOGY STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, THE WSDOT STANDARD SPECIFICATIONS, AND THE SWPPP.



HIGH VISIBILITY SILT FENCE
NTS

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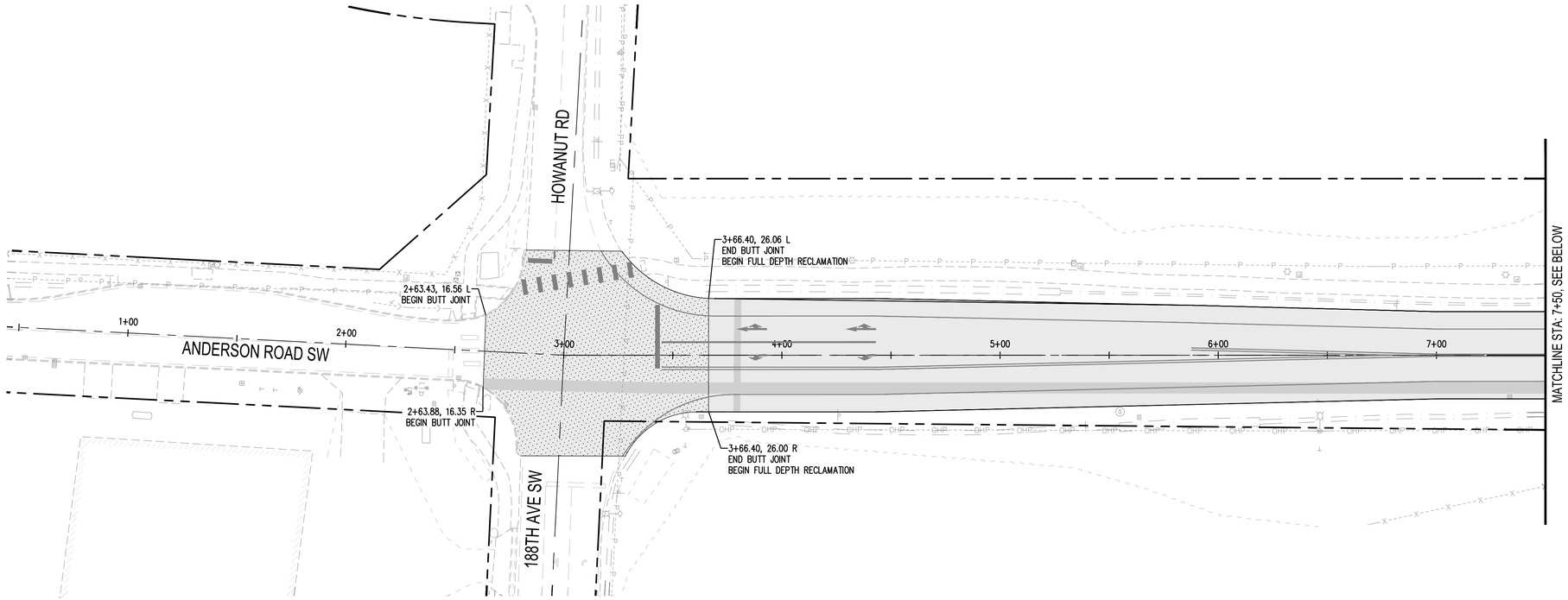
4/20/2026

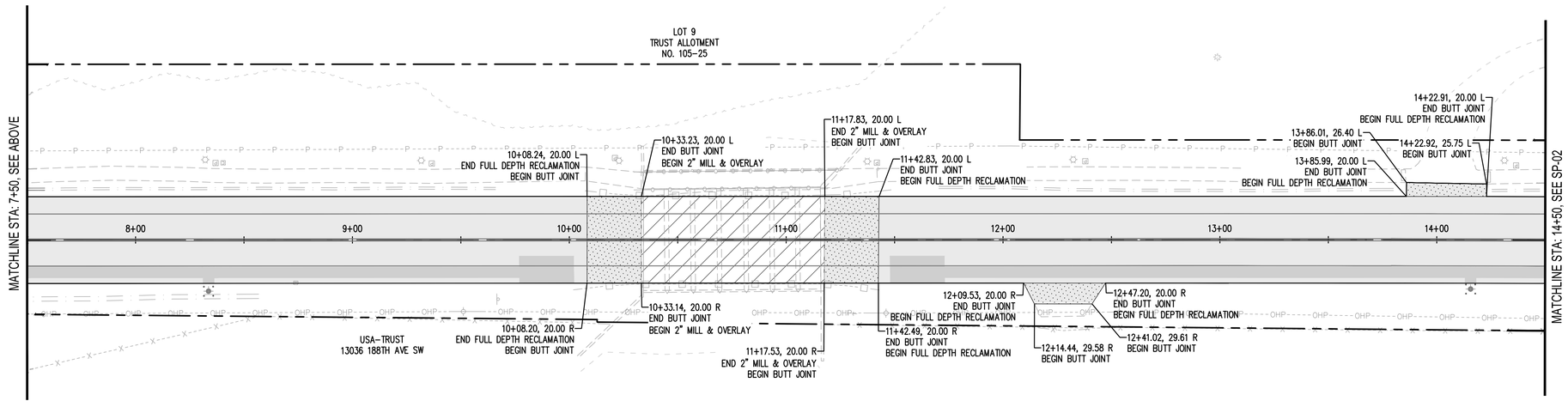
ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
EROSION CONTROL NOTES & DETAILS

SHEET
EC-05





N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- ASPHALT PAVEMENT PER SECTION ON PV-05
- 2" PLANING BITUMINOUS PAVEMENT & HMA OVERLAY
- FULL DEPTH RECLAMATION PER SECTION ON PV-05
- BUTT JOINT PER SECTION ON PV-05
- GRAVEL RESTORATION PER SECTION ON PV-05

GENERAL NOTES

1. FINAL PAVING LIFT SHALL OCCUR AT SAME TIME FOR ALL ASPHALT REPAIR SECTIONS, NO JOINTS SHALL BE PRESENT WITHIN LIMITS OF PAVEMENT RESTORATION.
2. MAINTAIN 8' MINIMUM WIDTH SHOULDER FOR NEW PAVEMENT SECTION

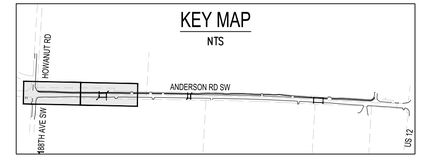
CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

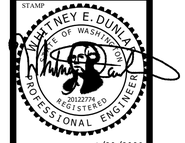
CHECKED
S. JANIK

SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP



4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

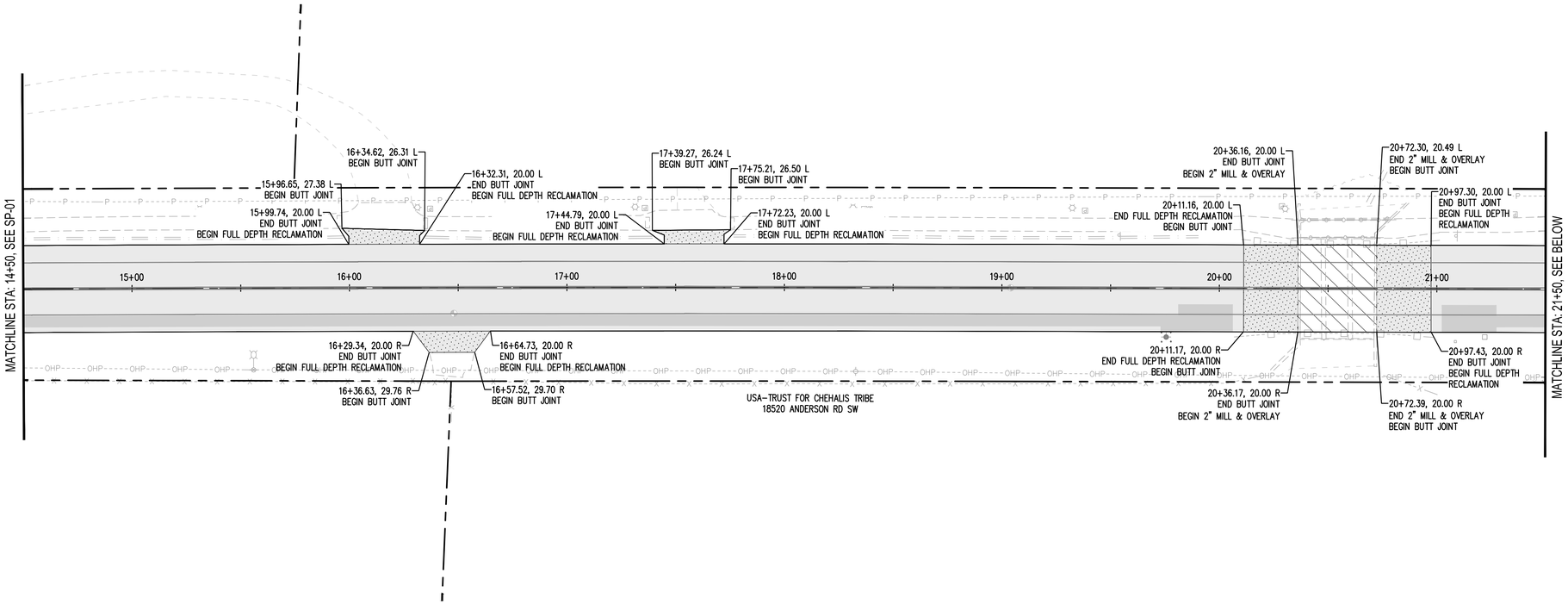
THE CHEHALIS TRIBE

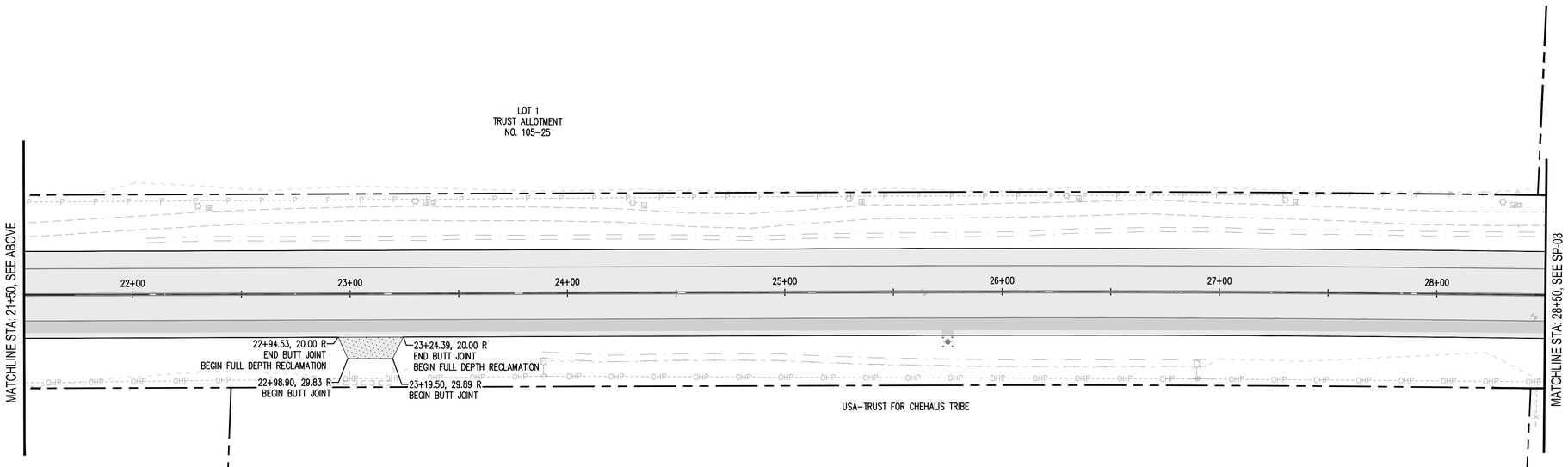
SHEET TITLE

PAVING PLAN

SHEET

PV-01





N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT–OF–WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- ASPHALT PAVEMENT PER SECTION ON PV–05
- 2" PLANING BITUMINOUS PAVEMENT & HMA OVERLAY
- FULL DEPTH RECLAMATION PER SECTION ON PV–05
- BUTT JOINT PER SECTION ON PV–05
- GRAVEL RESTORATION PER SECTION ON PV–05

GENERAL NOTES

1. FINAL PAVING LIFT SHALL OCCUR AT SAME TIME FOR ALL ASPHALT REPAIR SECTIONS, NO JOINTS SHALL BE PRESENT WITHIN LIMITS OF PAVEMENT RESTORATION.
2. MAINTAIN 8' MINIMUM WIDTH SHOULDER FOR NEW PAVEMENT SECTION

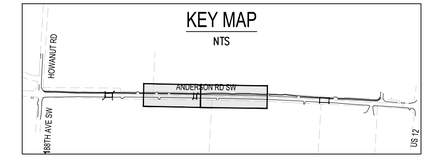
CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

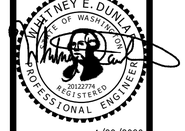
CHECKED
S. JANIK

SUBMITTAL DATES

QTR DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP



4/20/2026

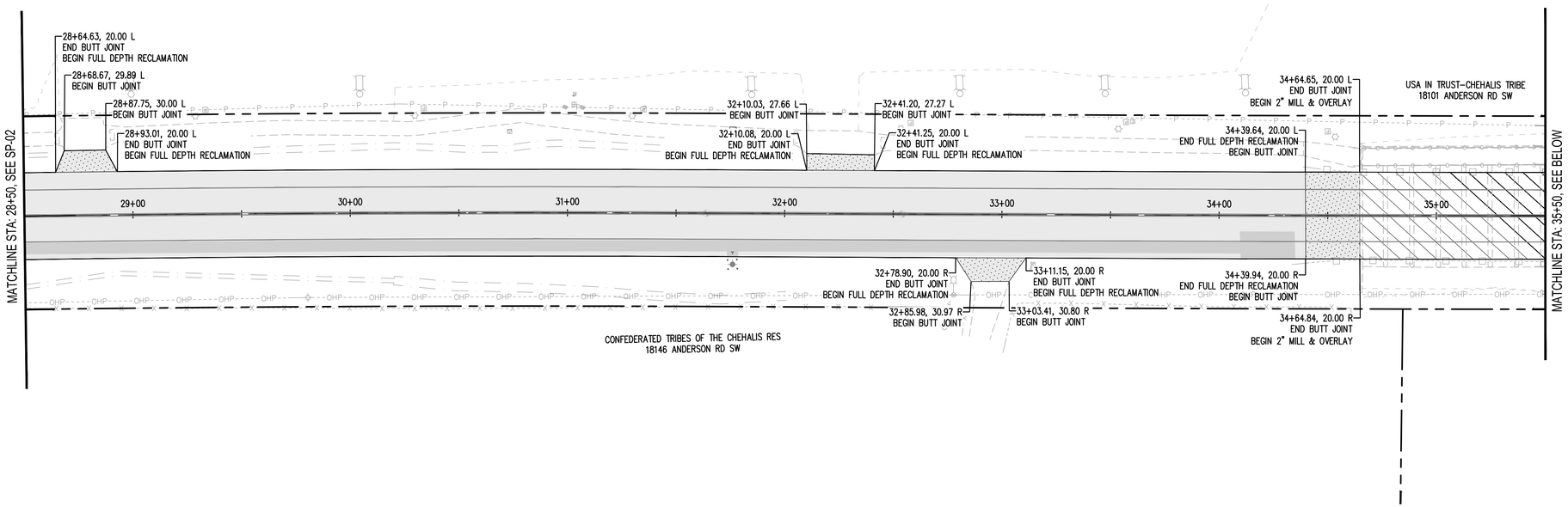
ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

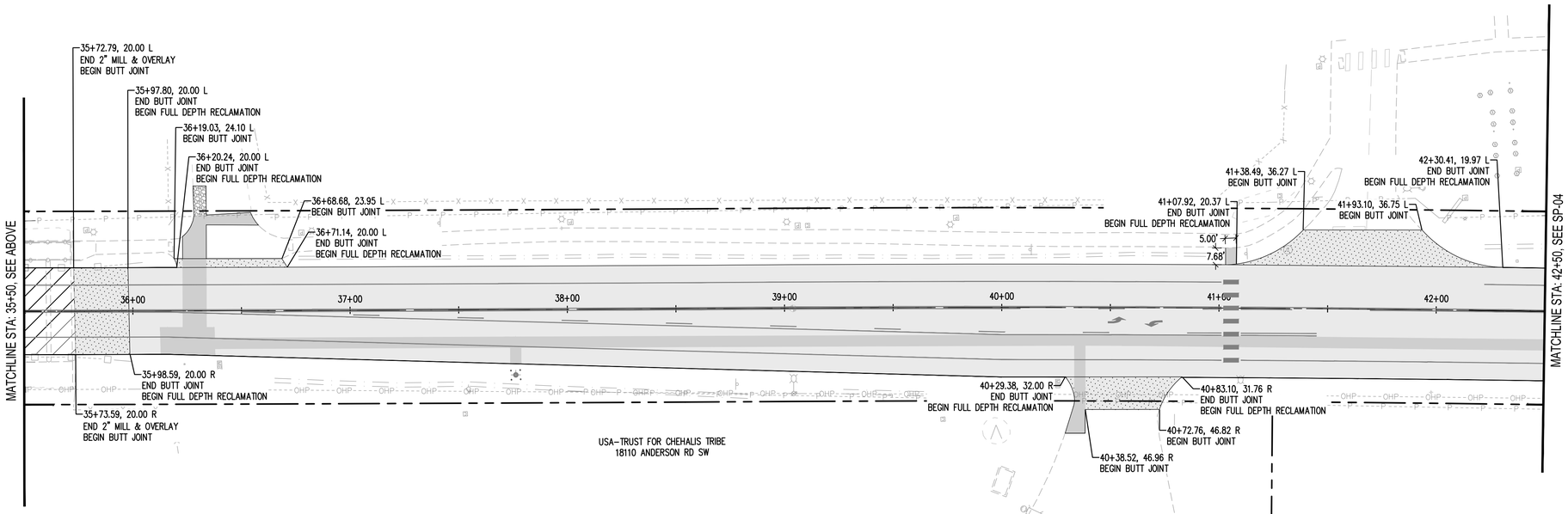
SHEET TITLE

PAVING PLAN

SHEET

PV-02





N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- ASPHALT PAVEMENT PER SECTION ON PV-05
- 2" PLANING BITUMINOUS PAVEMENT & HMA OVERLAY
- FULL DEPTH RECLAMATION PER SECTION ON PV-05
- BUTT JOINT PER SECTION ON PV-05
- GRAVEL RESTORATION PER SECTION ON PV-05

GENERAL NOTES

1. FINAL PAVING LIFT SHALL OCCUR AT SAME TIME FOR ALL ASPHALT REPAIR SECTIONS, NO JOINTS SHALL BE PRESENT WITHIN LIMITS OF PAVEMENT RESTORATION.
2. MAINTAIN 8' MINIMUM WIDTH SHOULDER FOR NEW PAVEMENT SECTION

CALL BEFORE YOU DIG

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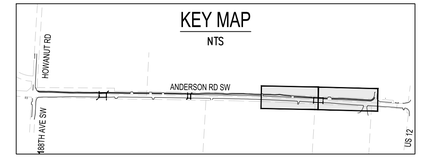
VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES
OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP
MAHTNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED
PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
PAVING PLAN

SHEET
PV-03

Apr 16, 2026, 12:59:43pm - User WhitneyDunlap
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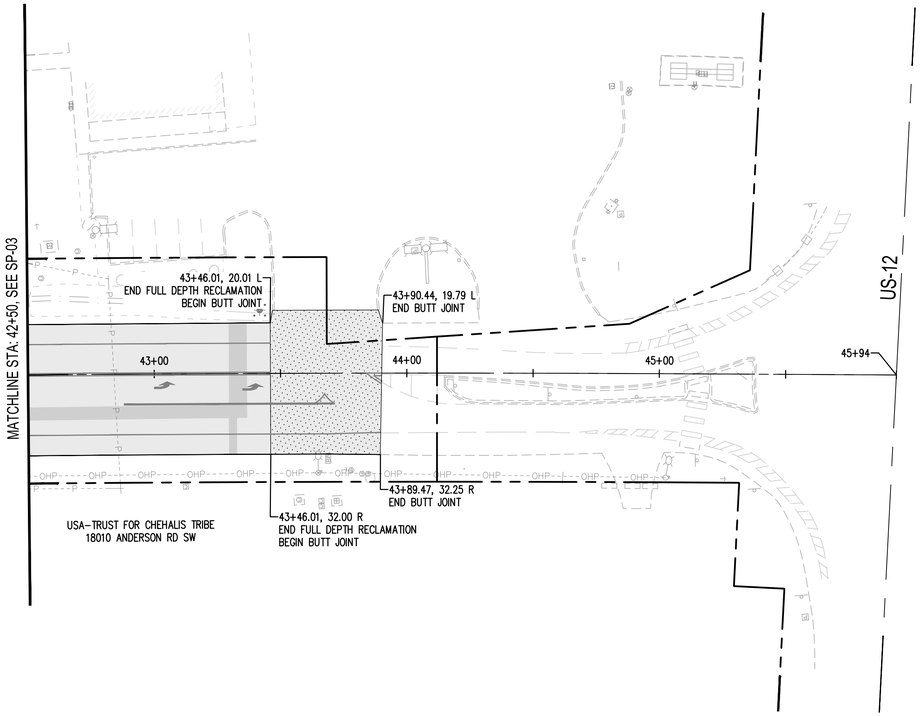

N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- ASPHALT PAVEMENT PER SECTION ON PV-05
- 2" PLANING BITUMINOUS PAVEMENT & HMA OVERLAY
- FULL DEPTH RECLAMATION PER SECTION ON PV-05
- BUTT JOINT PER SECTION ON PV-05
- GRAVEL RESTORATION PER SECTION ON PV-05

GENERAL NOTES

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2. MAINTAIN 8' MINIMUM WIDTH SHOULDER FOR NEW PAVEMENT SECTION

CALL BEFORE YOU DIG

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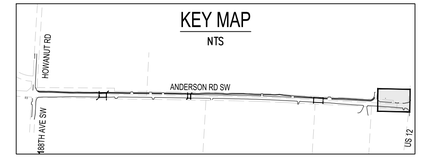
VERTICAL DATUM
NAVD 88

KEY MAP
NTS



REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP
MAHTNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
PAVING PLAN

SHEET
PV-04

Apr 16, 2026, 12:59:48pm - User: WhitneyDunlap
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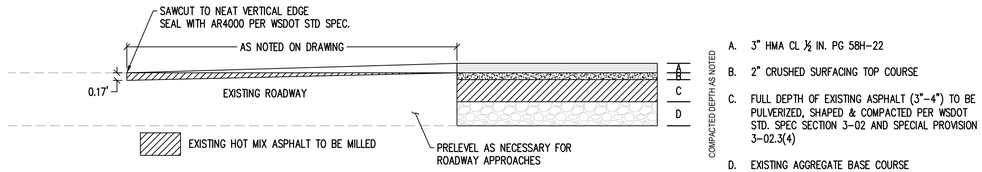


A. 3" HMA CL ½ IN. PG 58H-22

B. 2" CRUSHED SURFACING TOP COURSE

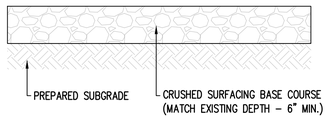
C. FULL DEPTH OF EXISTING ASPHALT (3"-4") TO BE PULVERIZED, SHAPED & COMPACTED PER WSDOT STD. SPEC SECTION 3-02 AND SPECIAL PROVISION 3-02.3(4)

D. EXISTING AGGREGATE BASE COURSE

NOTES
1. MATERIALS, COMPACTION, AND CONSTRUCTION OF PAVEMENTS FOR THE PROJECT SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE GEOTECHNICAL ENGINEERING REPORT THAT WAS FINALIZED BY SAGE GEOTECHNICAL, LLC ON JUNE 13TH, 2025 (THE GEOTECH REPORT).

BUTT JOINT MILLING W/ FULL DEPTH RECLAMATION

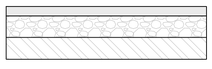
NTS



NOTES
1. BASE COURSE MATERIAL SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY, DETERMINED IN ACCORDANCE WITH ASTM STANDARD TEST METHOD D1557.
2. COMPACTED BASE COURSE SHALL MEET THE REQUIREMENTS IN GEOTECH REPORT.

GRAVEL SURFACE RESTORATION SECTION

NTS



A. 3" HMA CL 1/2" PG 58H-22

B. 8" CRUSHED SURFACING BASE COURSE PER WSDOT STD. SPEC. 9-03.9(3) OR PULVERIZED ASPHALT PER FULL DEPTH RECLAMATION SECTION

C. TRENCH BACKFILL AND UTILITY INSTALLATION PER WATERMAIN TRENCH SECTION: SEE WT-09

ASPHALT PAVEMENT

NOTES
1. MATERIALS, COMPACTION, AND CONSTRUCTION OF PAVEMENTS FOR THE PROJECT SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE GEOTECHNICAL ENGINEERING REPORT THAT WAS FINALIZED BY SAGE GEOTECHNICAL, LLC ON JUNE 13TH, 2025 (THE GEOTECH REPORT).

ASPHALT PAVEMENT SECTION

NTS

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

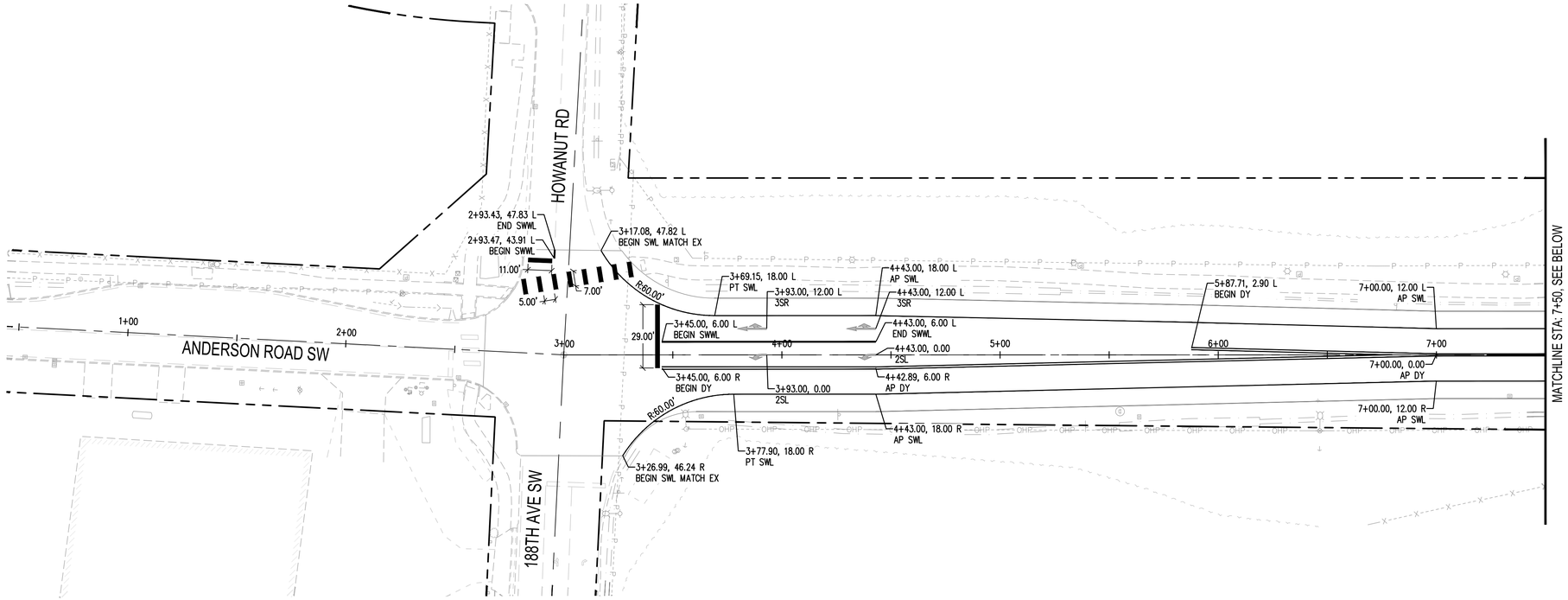
STAMP
WHITNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
PAVING NOTES & DETAILS

SHEET
PV-05



N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING CONTOURS
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- SOLID WHITE LANE LINE (SWL) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- SOLID WHITE WIDE LANE LINE (SWWL) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- DOUBLE YELLOW CENTERLINE (DY) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- TWO WAY LEFT TURN CENTERLINE (TWLT) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- TYPE 2SL ARROW (2SL) PER WSDOT STD PLAN M-24.40-02: SEE SP-05
- TYPE 3SR ARROW (3SR) PER WSDOT STD PLAN M-24.40-02: SEE SP-05
- PAINTED STOP LINE, LENGTH PER PLAN PER WSDOT STD PLAN M-24.60-04: SEE SP-05
- PLASTIC CROSSWALK LINE PER WSDOT STD PLAN M-15.10-02: SEE SP-05
- 4" WIDE DIAGONAL STRIPING @ 24" O.C. TWO (2) COATS OF YELLOW PAINTING W/7 MIL. DFT PER COAT

GENERAL NOTES

1. ALL LANE MARKINGS, ARROWS AND STOP BARS SHALL BE PAINT. ALL CROSSWALK LINES SHALL BE THERMOPLASTIC. PAVEMENT MARKINGS WILL COMPLY WITH WSDOT STD SPEC 8-22.

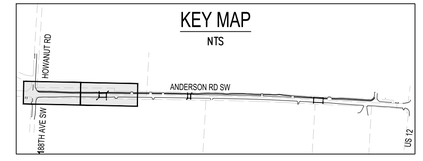
CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

CHECKED
S. JANIK

SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP

4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

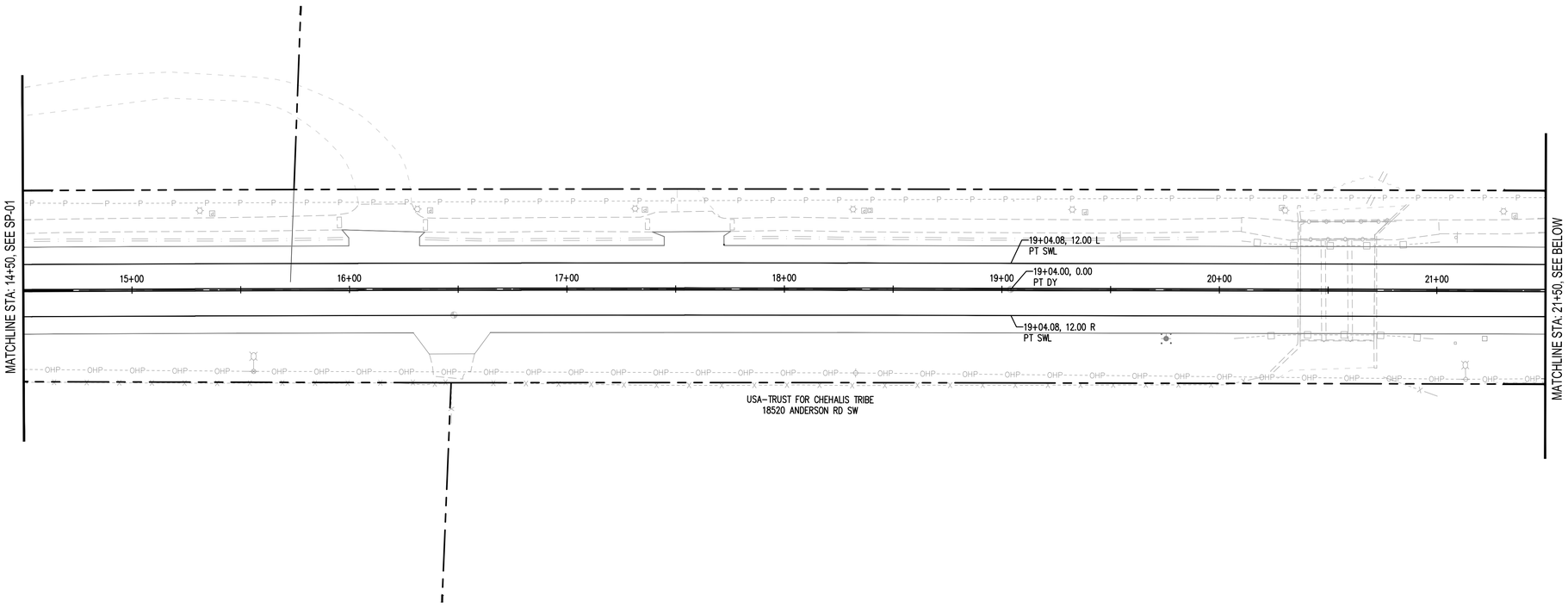
THE CHEHALIS TRIBE

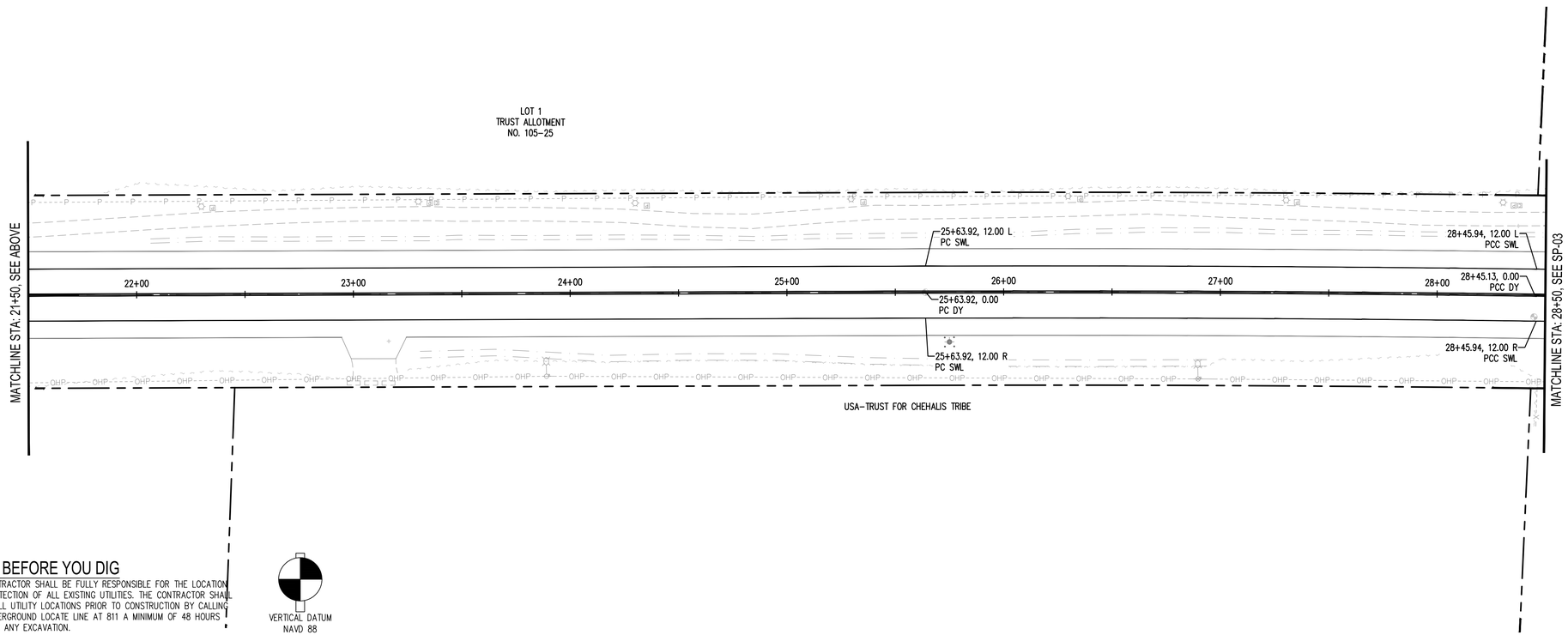
SHEET TITLE

STRIPING PLAN

SHEET

SP-01





N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING CONTOURS
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- SOLID WHITE LANE LINE (SWL) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- SOLID WHITE WIDE LANE LINE (SWWL) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- DOUBLE YELLOW CENTERLINE (DY) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- TWO WAY LEFT TURN CENTERLINE (TWLT) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
- TYPE 2SL ARROW (2SL) PER WSDOT STD PLAN M-24.40-02: SEE SP-05
- TYPE 3SR ARROW (3SR) PER WSDOT STD PLAN M-24.40-02: SEE SP-05
- PAINTED STOP LINE, LENGTH PER PLAN PER WSDOT STD PLAN M-24.60-04: SEE SP-05
- PLASTIC CROSSWALK LINE PER WSDOT STD PLAN M-15.10-02: SEE SP-05
- 4" WIDE DIAGONAL STRIPING @ 24" O.C. TWO (2) COATS OF YELLOW PAINTING W/7 MIL. DFT PER COAT

GENERAL NOTES

1. ALL LANE MARKINGS, ARROWS AND STOP BARS SHALL BE PAINT. ALL CROSSWALK LINES SHALL BE THERMOPLASTIC. PAVEMENT MARKINGS WILL COMPLY WITH WSDOT STD SPEC 8-22.

CALL BEFORE YOU DIG

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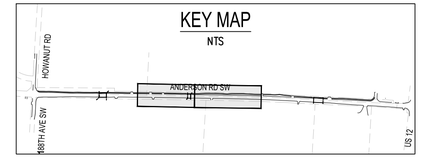
VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

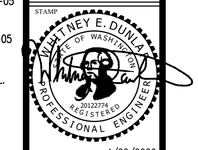
CHECKED
S. JANIK

SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP



4/20/2026

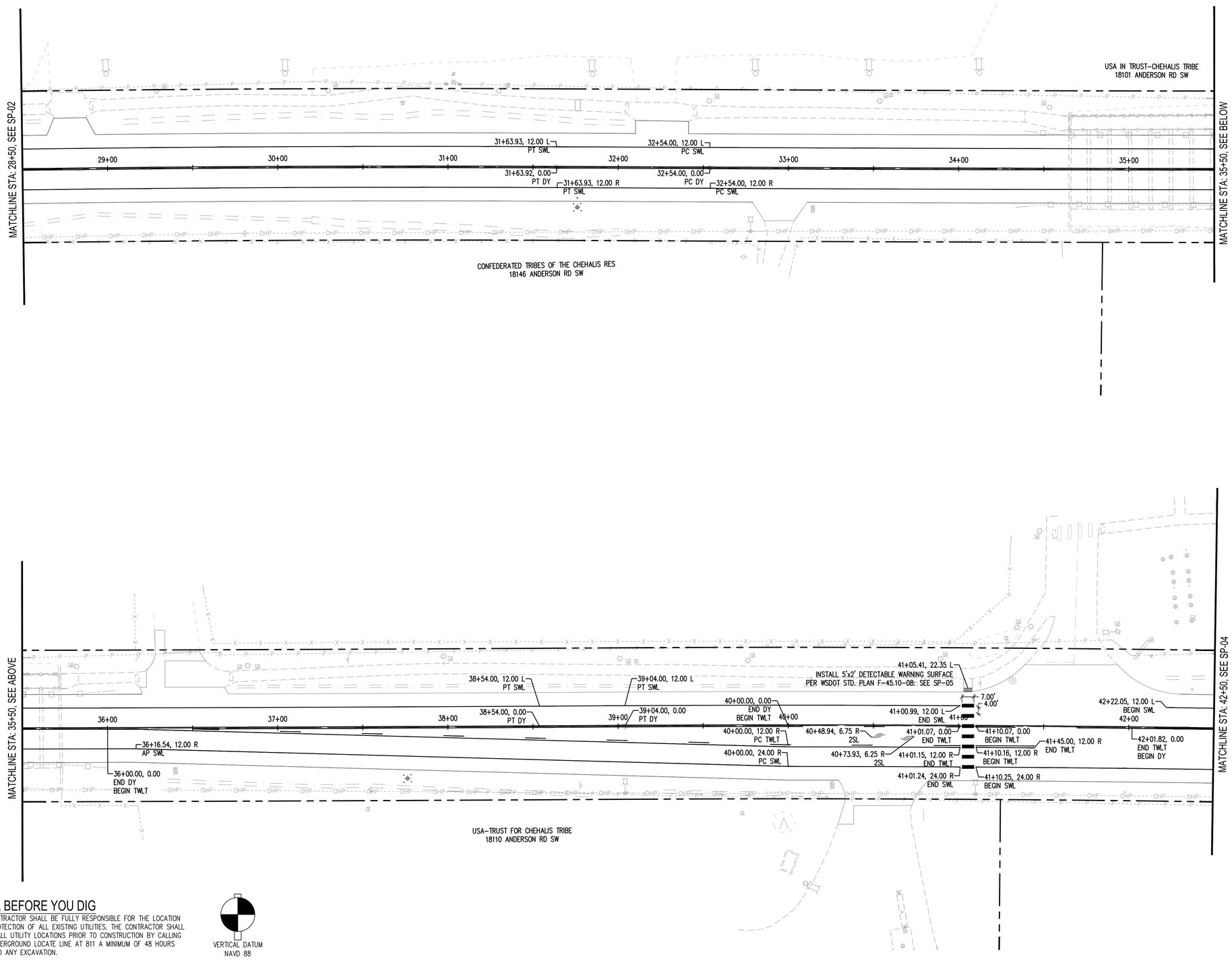
ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

SHEET TITLE

STRIPING PLAN

SHEET

SP-02



N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING CONTOURS
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- EXISTING EDGE OF PAVEMENT
- SOLID WHITE LANE LINE (SWL) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
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- DOUBLE YELLOW CENTERLINE (DY) PER WSDOT STD PLAN M-20.10-04: SEE SP-05
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- TYPE 2SL ARROW (2SL) PER WSDOT STD PLAN M-24.40-02: SEE SP-05
- TYPE 3SR ARROW (3SR) PER WSDOT STD PLAN M-24.40-02: SEE SP-05
- PAINTED STOP LINE, LENGTH PER PLAN PER WSDOT STD PLAN M-24.60-04: SEE SP-05
- PLASTIC CROSSWALK LINE PER WSDOT STD PLAN M-15.10-02: SEE SP-05
- 4" WIDE DIAGONAL STRIPING @ 24" O.C. TWO (2) COATS OF YELLOW PAINTING W/7 MIL. DFT PER COAT

GENERAL NOTES

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CALL BEFORE YOU DIG

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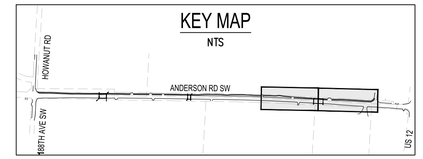
VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

CHECKED
S. JANIK

SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP

4/20/2026

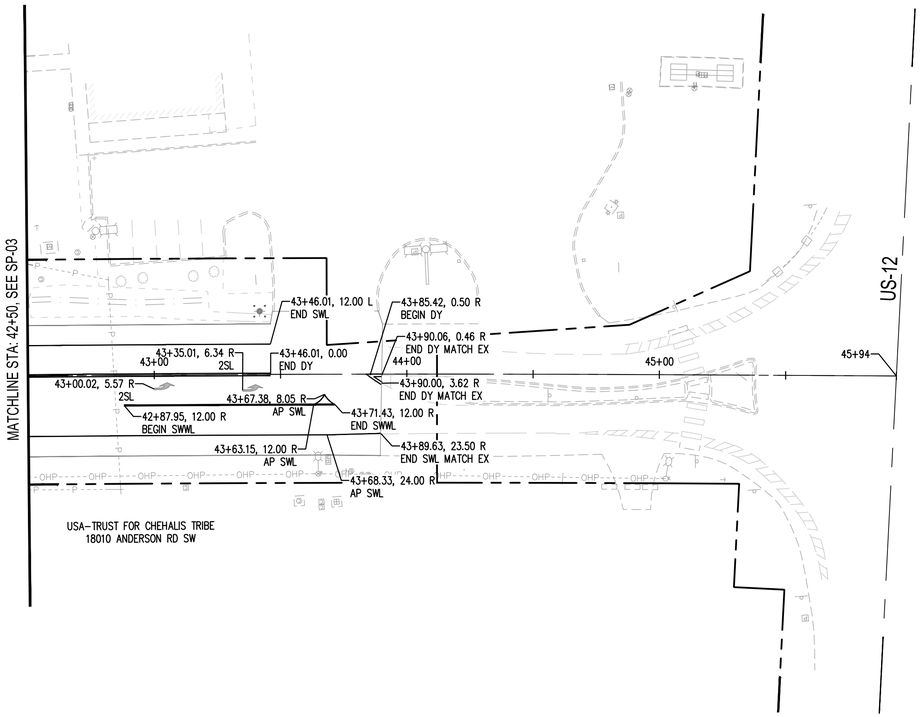
ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

SHEET TITLE

STRIPING PLAN

SHEET

SP-03



N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT–OF–WAY / PROPERTY LINE
- EXISTING CONTOURS
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- SOLID WHITE LANE LINE (SWL) PER WSDOT STD PLAN M–20.10–04: SEE SP–05
- SOLID WHITE WIDE LANE LINE (SWWL) PER WSDOT STD PLAN M–20.10–04: SEE SP–05
- DOUBLE YELLOW CENTERLINE (DY) PER WSDOT STD PLAN M–20.10–04: SEE SP–05
- TWO WAY LEFT TURN CENTERLINE (TWLT) PER WSDOT STD PLAN M–20.10–04: SEE SP–05
- TYPE 2SL ARROW (2SL) PER WSDOT STD PLAN M–24.40–02: SEE SP–05
- TYPE 3SR ARROW (3SR) PER WSDOT STD PLAN M–24.40–02: SEE SP–05
- PAINTED STOP LINE, LENGTH PER PLAN PER WSDOT STD PLAN M–24.60–04: SEE SP–05
- PLASTIC CROSSWALK LINE PER WSDOT STD PLAN M–15.10–02: SEE SP–05
- 4" WIDE DIAGONAL STRIPING @ 24" O.C. TWO (2) COATS OF YELLOW PAINTING W/7 MIL. DFT PER COAT

GENERAL NOTES

1. ALL LANE MARKINGS, ARROWS AND STOP BARS SHALL BE PAINT. ALL CROSSWALK LINES SHALL BE THERMOPLASTIC. PAVEMENT MARKINGS WILL COMPLY WITH WSDOT STD SPEC 8–22.

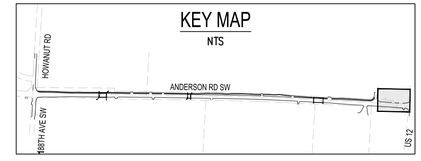
CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

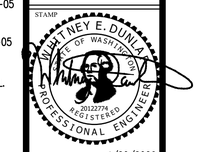
CHECKED
S. JANIK

SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP



4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

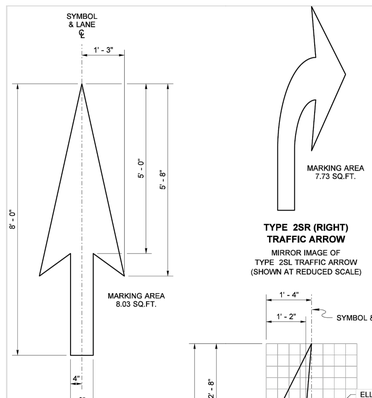
SHEET TITLE

STRIPING PLAN

SHEET

SP-04

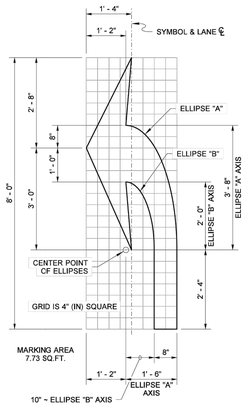
Apr 16, 2026 1:00:44pm – User WhitneyDunlap
N:\2 - PROJECTS\133 CHEHALIS TRIBAL PLANNING\133.005 ANDERSON ROAD RESTORATION\ACAD\133.005 SP-01.DWG



TYPE 1S TRAFFIC ARROW

TYPE 2SR (RIGHT) TRAFFIC ARROW

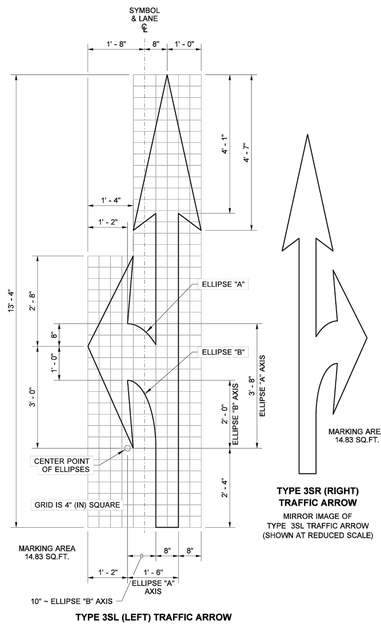
MIRROR IMAGE OF TYPE 2SL TRAFFIC ARROW (SHOWN AT REDUCED SCALE)



TYPE 2SL (LEFT) TRAFFIC ARROW

NOTE

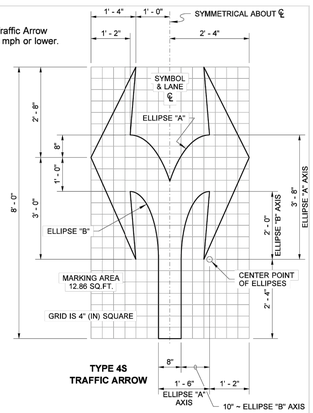
Use the dimensions shown on this plan for each type of Traffic Arrow being placed on roadways with a posted speed limit of 40 mph or lower.



TYPE 3SL (LEFT) TRAFFIC ARROW

TYPE 3SR (RIGHT) TRAFFIC ARROW

MIRROR IMAGE OF TYPE 3SL TRAFFIC ARROW (SHOWN AT REDUCED SCALE)



TYPE 4S TRAFFIC ARROW

DRAWN BY: COLBY FLETCHER

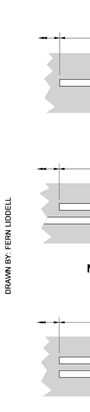
Brian J. Walsh, Brian
Apr 16 2015 2:21 PM

SYMBOL MARKINGS ~ TRAFFIC ARROWS FOR LOW-SPEED ROADWAYS

STANDARD PLAN M-24.40-02

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Bukoleth, Pasco
Apr 20 2015 10:31 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation

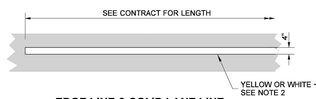


CENTERLINE & LANE LINE

NO-PASS LINE & TWO-WAY LEFT-TURN CENTERLINE

REVERSIBLE LANE LINE

WIDE BROKEN LANE LINE

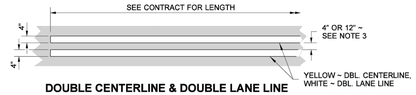


EDGE LINE & SOLID LANE LINE

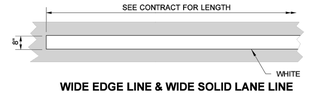
NOTES

1. Dotted Extension Line shall be the same color as the line it is extending.
2. Edge Line shall be white on the right edge of traveled way, and yellow on the left edge of traveled way (on one-way roadways). Solid Lane Line shall be white.
3. The distance between the lines of the Double Centerline shall be 12" everywhere, except 4" for left-turn channelization and narrow roadways with lane widths of 10 feet or less. Local Agencies (on non-state routes) may specify a 4" distance for all locations.

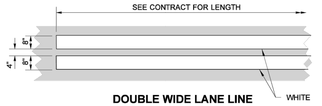
   The distance between the lines of the Double Lane Line shall be 4".



DOUBLE CENTERLINE & DOUBLE LANE LINE



WIDE EDGE LINE & WIDE SOLID LANE LINE
OPTION TO USE AS CIRCULATORY ON ROUNDABOUT APPLICATIONS



DOUBLE WIDE LANE LINE

BARRIER LINE

Brian J Walsh (Aug 2, 2022 10:17 PDT)
Aug 1, 2022

LONGITUDINAL MARKING PATTERNS

STANDARD PLAN M-20.10-04

SHEET 1 OF 4 SHEETS

APPROVED FOR PUBLICATION
Mark Gaines (Aug 2, 2022 10:17 PDT)
Aug 2, 2022
STATE DESIGN ENGINEER
Washington State Department of Transportation

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

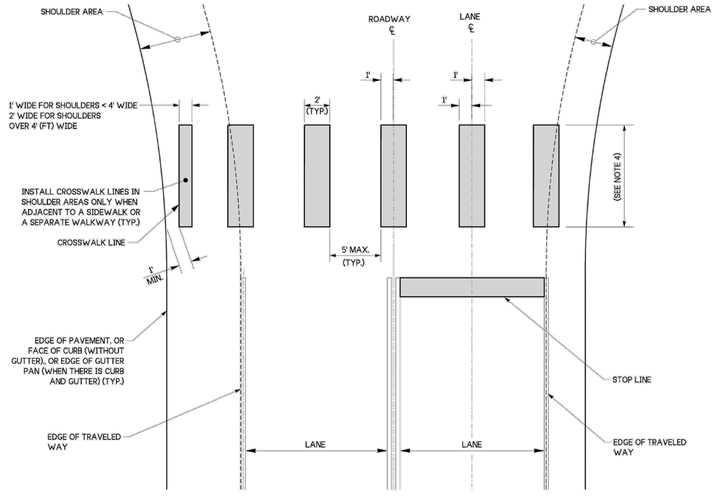
JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP
4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

SHEET TITLE
STRIPING NOTES & DETAILS

SHEET
SP-05



CROSSWALK DETAIL

NOTES:

1. See Contract Plans for crosswalk locations.
2. To the maximum extent possible, curb ramp centerline should be perpendicular to the crosswalk centerline.
3. To the maximum extent possible, crosswalks should be perpendicular to the traveled way centerline.
4. See Contract plans for crosswalk width.
5. To maximim extent possible, place crosswalk bars out of the wheel paths.

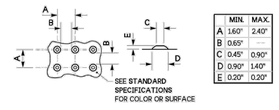
Scott Andrew Davis (Jul 17, 2023 15:08 PDT)
Jul 17, 2023

CROSSWALK LAYOUT

STANDARD PLAN M-15.10-02

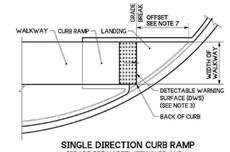
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Mark A. Gaines
Jul 17, 2023
STATE DESIGN ENGINEER
Washington State Department of Transportation

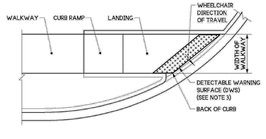


	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	----
C	0.45"	0.90"
D	0.90"	1.40"
E	0.20"	0.20"

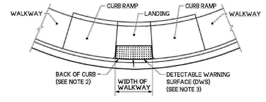
TRUNCATED DOME DETAILS
(SEE NOTE 3)



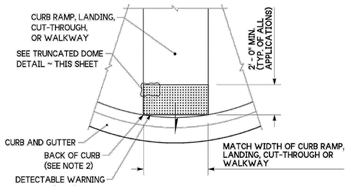
SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING < 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



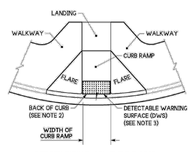
SINGLE DIRECTION CURB RAMP
(GRADE BREAK BETWEEN CURB AND LANDING > 5 FEET FROM BACK OF CURB)
(SEE NOTE 5)



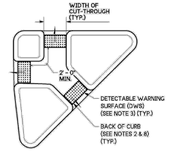
PARALLEL CURB RAMP
(SEE NOTE 6)



DETECTABLE WARNING SURFACE DETAIL

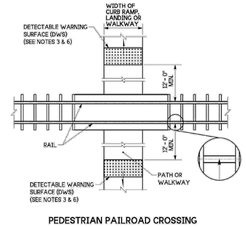


PERPENDICULAR CURB RAMP
(SEE NOTE 6)

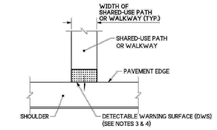


ISLAND CUT-THROUGH

ROUNDABOUT SPLITTER ISLAND



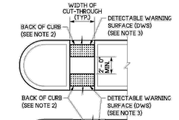
PEDESTRIAN RAILROAD CROSSING



SHARED-USE PATH CONNECTION

NOTES:

1. Permanent Detectable Warning Surfaces (DWS) shall extend the full width of the curb ramp, landing, or other roadway entrance as applicable. Exception: If the manufacturer of the DWS requires a concrete border around the DWS, a variance of up to 2" (in) on each side of the DWS is permitted.
2. Permanent Detectable Warning Surfaces (DWS) shall be placed on a minimum 4" (in) thick concrete pad. The DWS panel shall be placed adjacent to the back of the curb and with no more than a 2" (in) gap between the DWS and the back of the curb measured at the center of the DWS panel. Exception: If the Manufacturer of the selected DWS requires a concrete border around the DWS, a variance of up to 2" (in) from the back of the curb is permitted (measured at the leading corners of the DWS panel).
3. The rows of truncated domes shall be aligned to be parallel to the direction of travel, and perpendicular to the grade break at the back of curb.
4. If curb and gutter are not present, such as a shared-use path connection, the Detectable Warning Surface shall be placed at the pavement edge.
5. See **Standard Plans** for sidewalk and curb ramp details.
6. If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from the rail crossing.
7. When the grade break between the curb ramp and the landing is less than or equal to 5 feet from the back of curb at all points, place the Detectable Warning Surface on the bottom of the curb ramp directly above the grade break.
8. Glued or stick down Detectable Warning Surfaces are allowed only for temporary work zone applications.



MEDIAN CUT-THROUGH

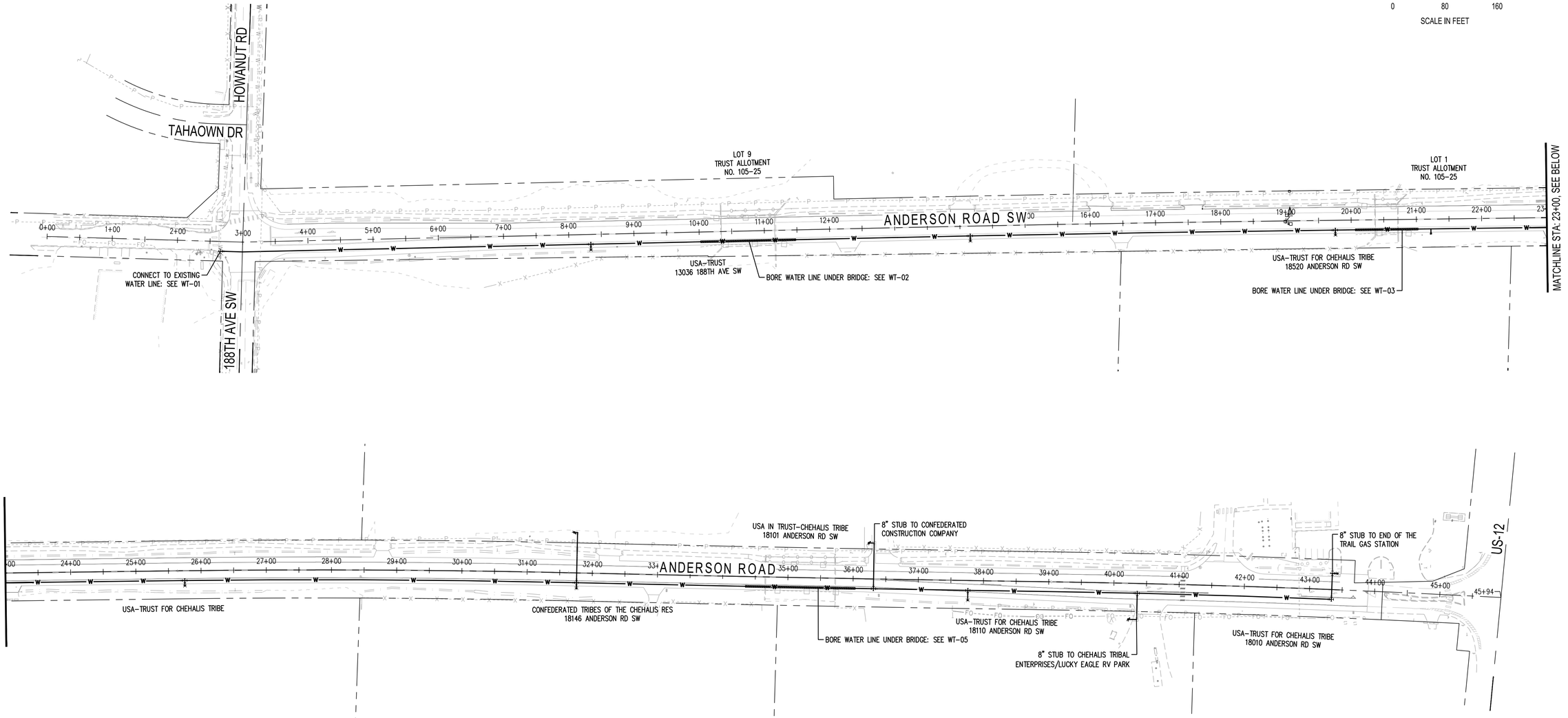
Joanna W. Lowing (Jun 4, 2024 13:54 PDT)
Jun 4, 2024

DETECTABLE WARNING SURFACE

STANDARD PLAN F-45.10-05

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Mark A. Gaines
Jun 4, 2024
STATE DESIGN ENGINEER
Washington State Department of Transportation



CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

Apr 16, 2026 1:01:33pm - User WhitneyDunlop
N:\2 - PROJECTS\133 CHEHALIS TRIBAL PLANNING\133.005 ANDERSON ROAD RESTORATION\ACAD\133.005 WT-00.DWG

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

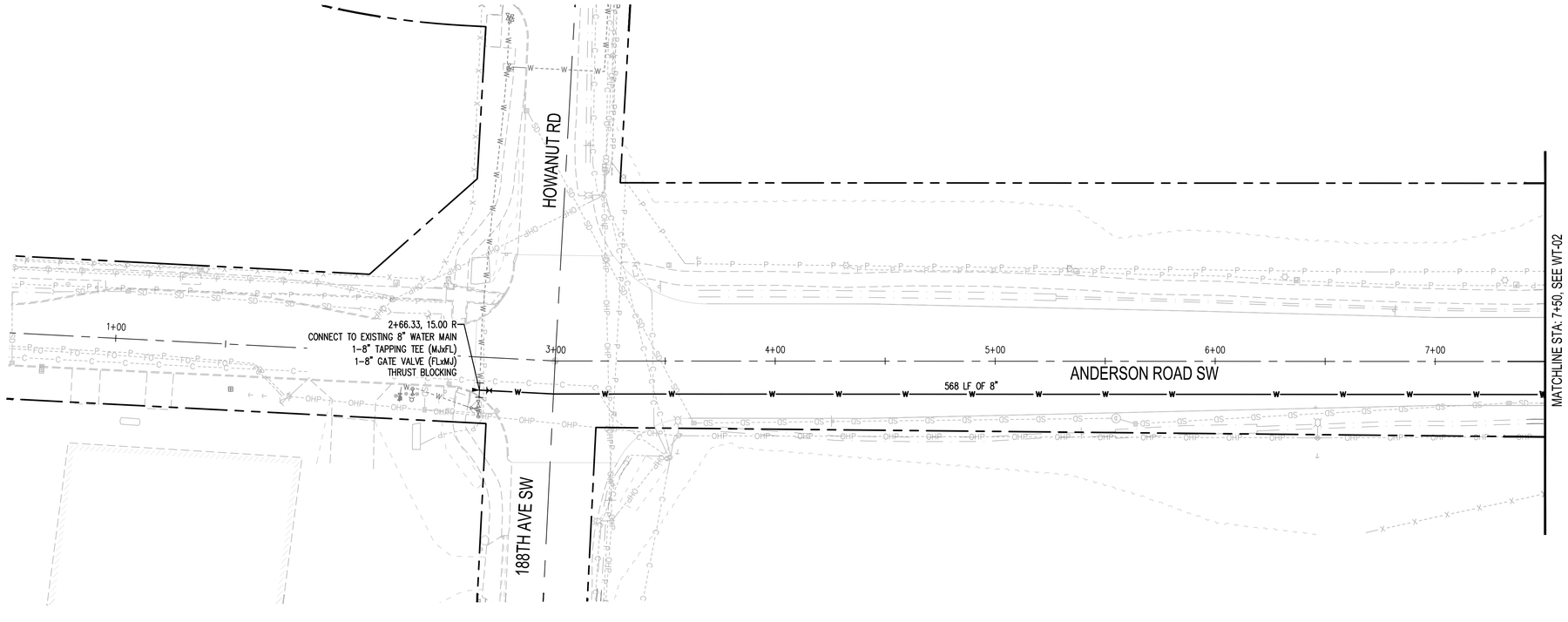
STAMP
WHITNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED
PROFESSIONAL ENGINEER
4/20/2026

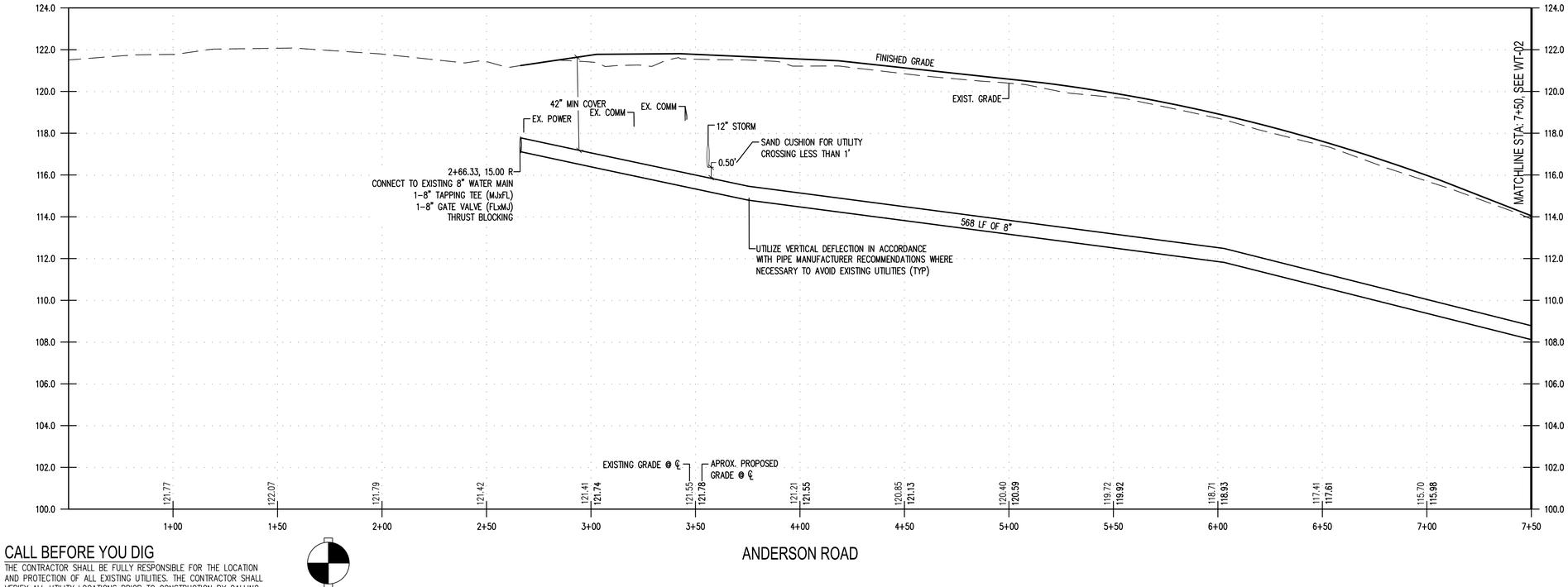
ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
WATER SYSTEM MAP

SHEET
WT-00





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VERTICAL DATUM
NAVD 88

N

H 0 30 60

V 0 3 6

SCALE IN FEET

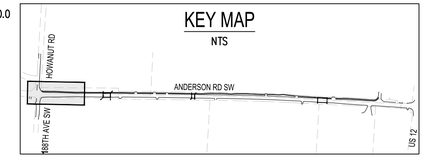
LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING WATER LINE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING HOSE BIB
- EXISTING IRRIGATION CONTROL VALVE
- PVC C900 DR 14 WATER LINE UNLESS OTHERWISE NOTED
- FITTING AND THRUST BLOCKING: SEE WT-08
- FIRE HYDRANT ASSEMBLY: SEE WT-09
- GATE VALVE AND BOX: SEE WT-08
- BLOWOFF ASSEMBLY: SEE WT-09
- 2" AIR AND VACUUM RELEASE VALVE SEE WT-09

GENERAL NOTES

1. HYDRANT TO BE PLACED ON A LEVEL PAD WITH SURROUNDING BOLLARDS PER HYDRANT BOLLARD & GRADING DETAIL: SEE WT-08
2. UTILITY INSTALLATION & TRENCH RESTORATION SHALL BE PER WATERMAIN TRENCH SECTION: SEE WT-09
3. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITY CROSSINGS TO DETERMINE THEIR EXACT DEPTHS AND LOCATIONS PRIOR TO COMMENCING CONSTRUCTION. THE DEPTHS OF POWER AND COMMUNICATION LINES SHOWN IN THESE DRAWINGS ARE APPROXIMATE AND BASED ON INDUSTRY STANDARDS

KEY MAP
NTS



REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

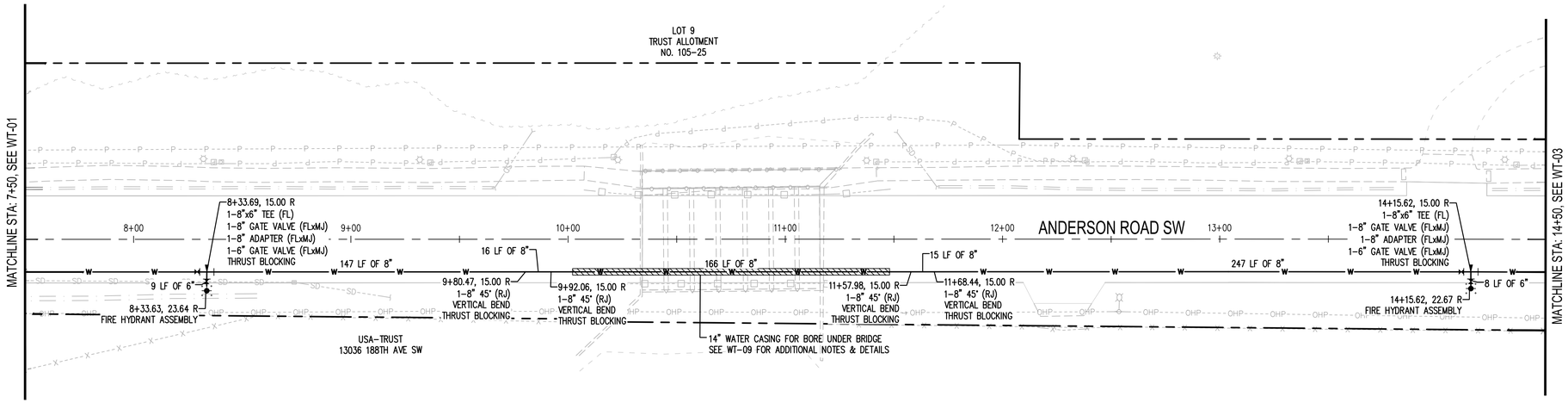
STAMP

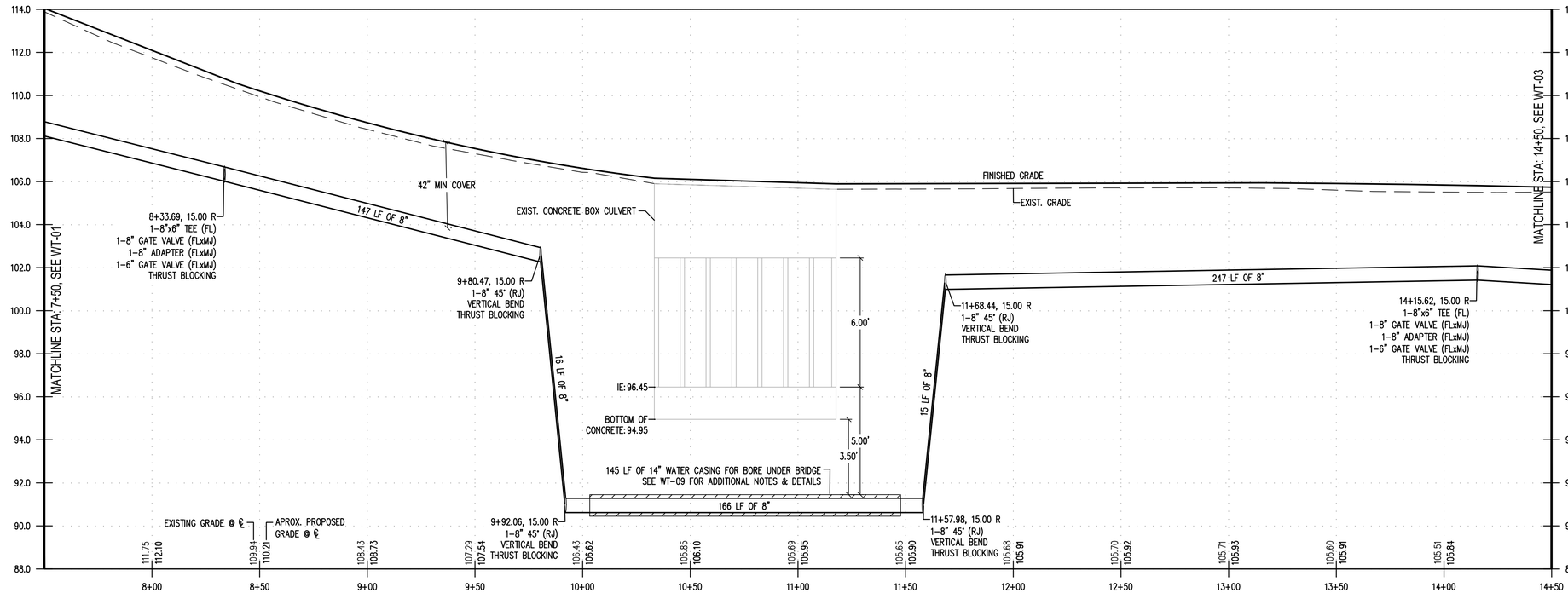

4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

SHEET TITLE
WATER PLAN & PROFILE

SHEET
WT-01





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VERTICAL DATUM
NAVD 88

N

H 0 30 60

V 0 3 6

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING WATER LINE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING HOSE BIB
- EXISTING IRRIGATION CONTROL VALVE
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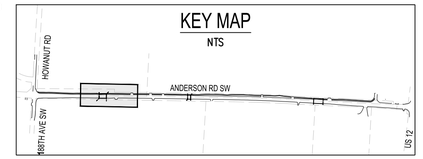
KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES
OTB DATE
04/20/2026

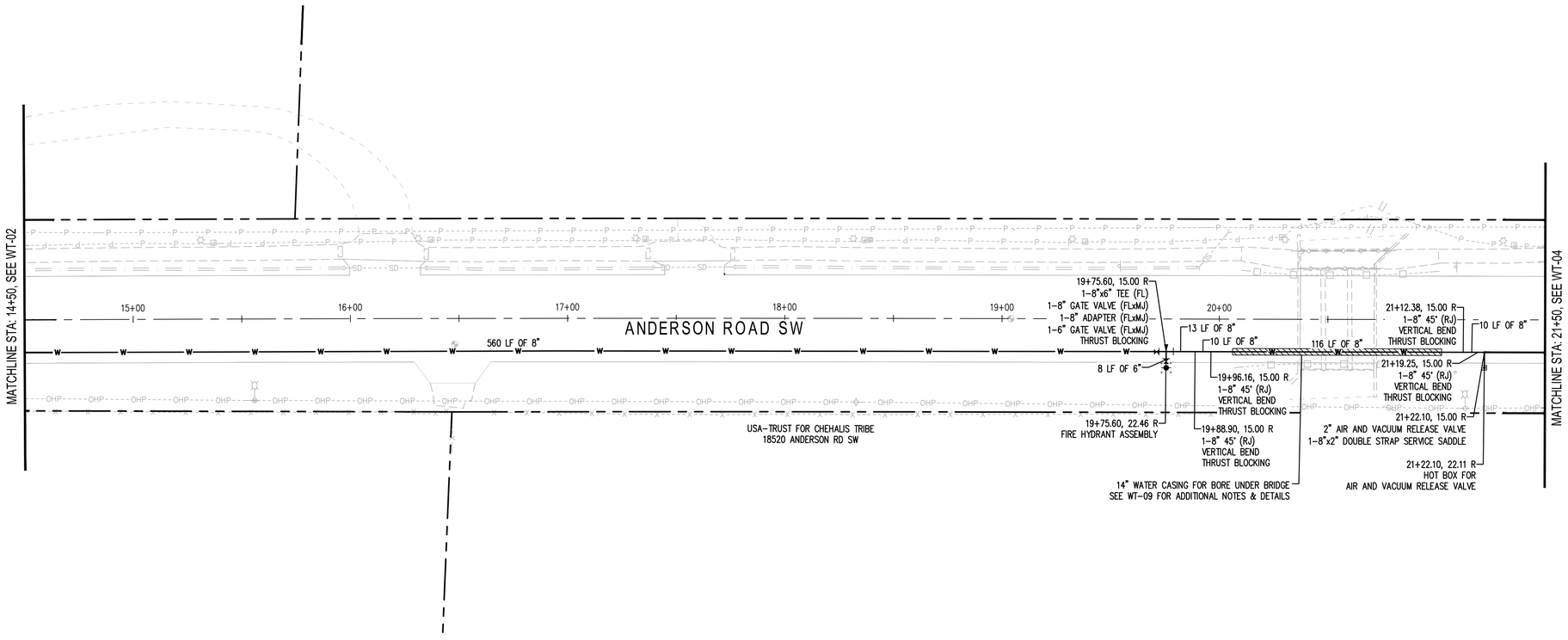
JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

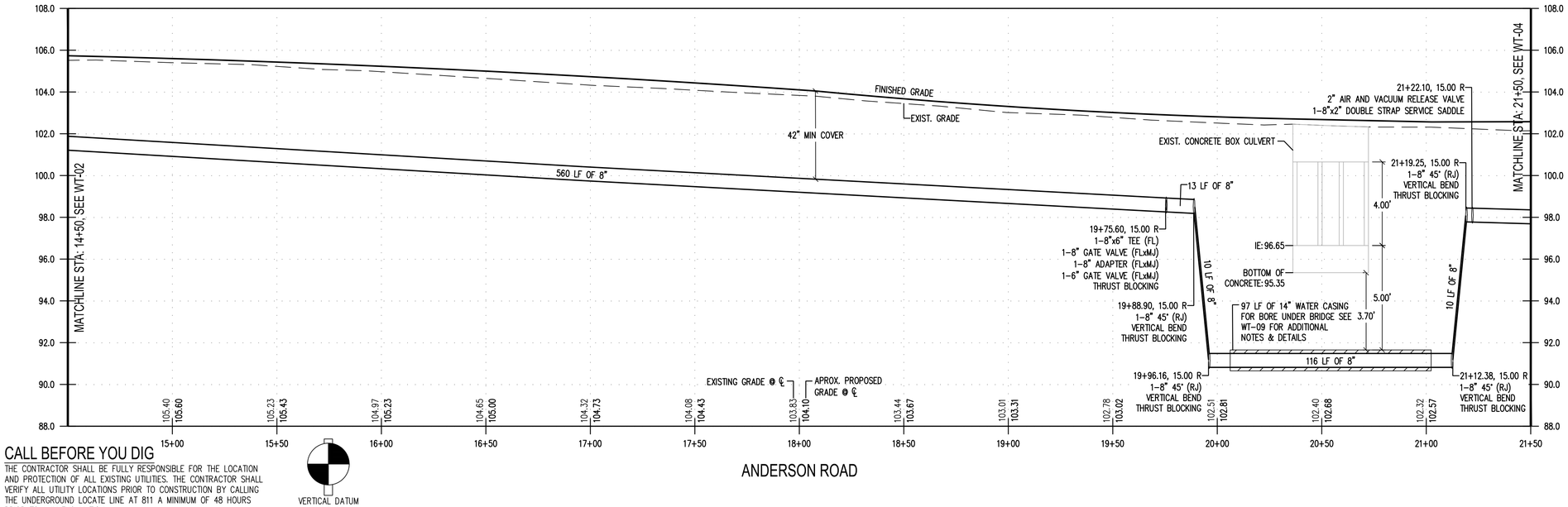
STAMP
MAHTNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

SHEET TITLE
WATER PLAN & PROFILE

SHEET
WT-02





CALL BEFORE YOU DIG

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VERTICAL DATUM
NAVD 88

N

H 0 30 60

V 0 3 6

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING WATER LINE
- EXISTING FIRE HYDRANT
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- FITTING AND THRUST BLOCKING: SEE WT-08
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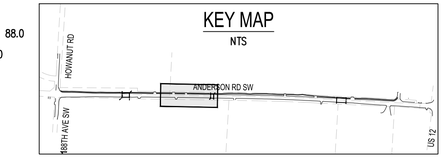

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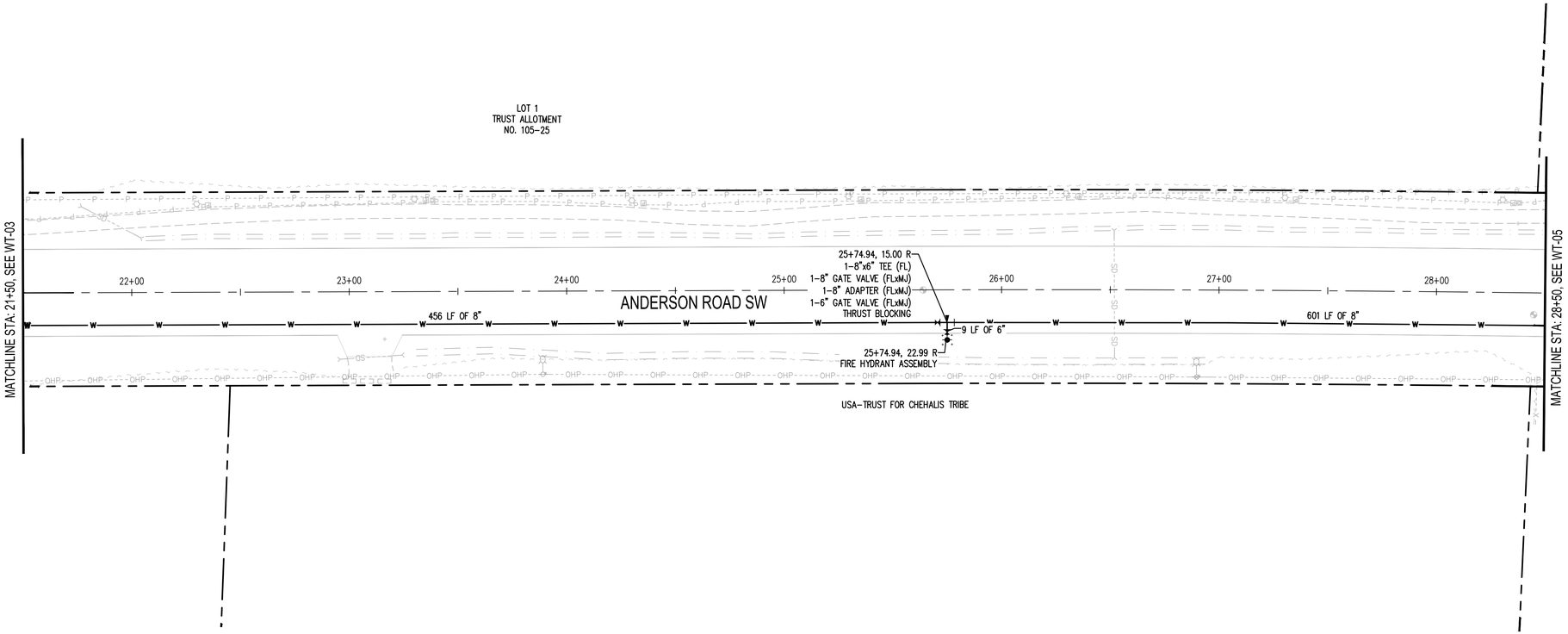
ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

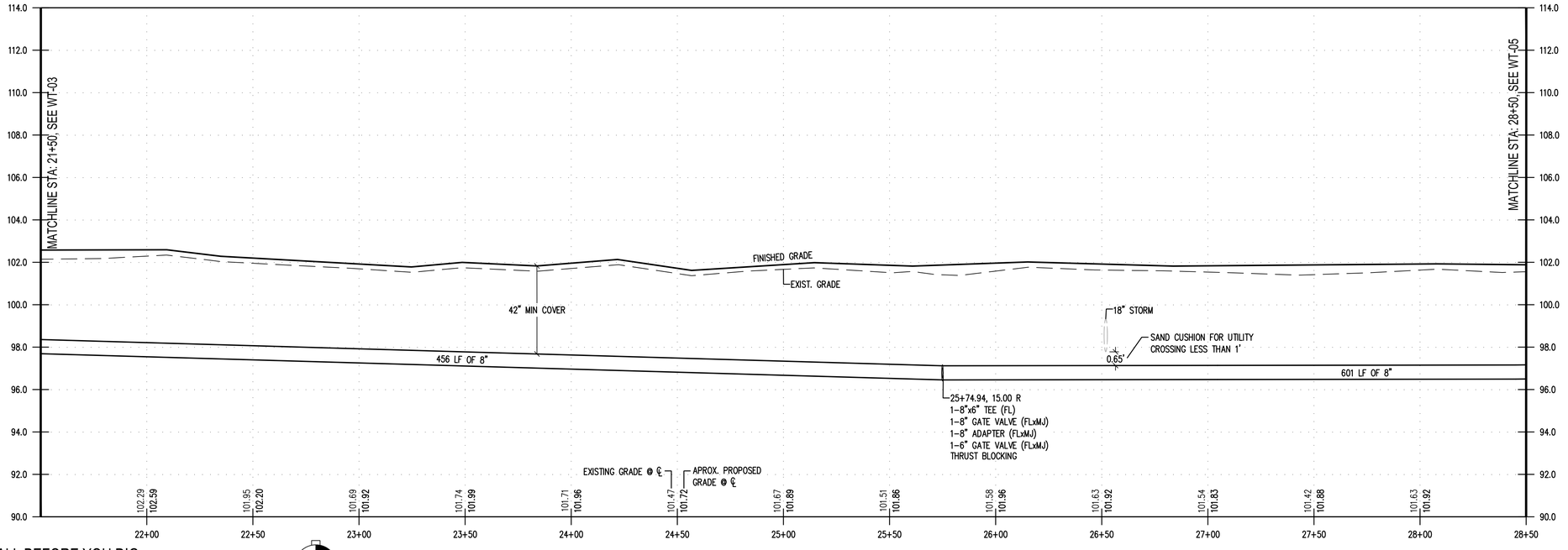
THE CHEHALIS TRIBE

SHEET TITLE
WATER PLAN & PROFILE

SHEET
WT-03

Apr 16, 2026, 1:02:16pm – User.Whitney.Dunlap
N:\2 - PROJECTS\133 CHEHALIS TRIBAL PLANNING\133.005 ANDERSON ROAD RESTORATION\ACAD\133.005 WT-01.DWG





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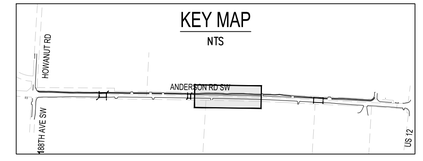

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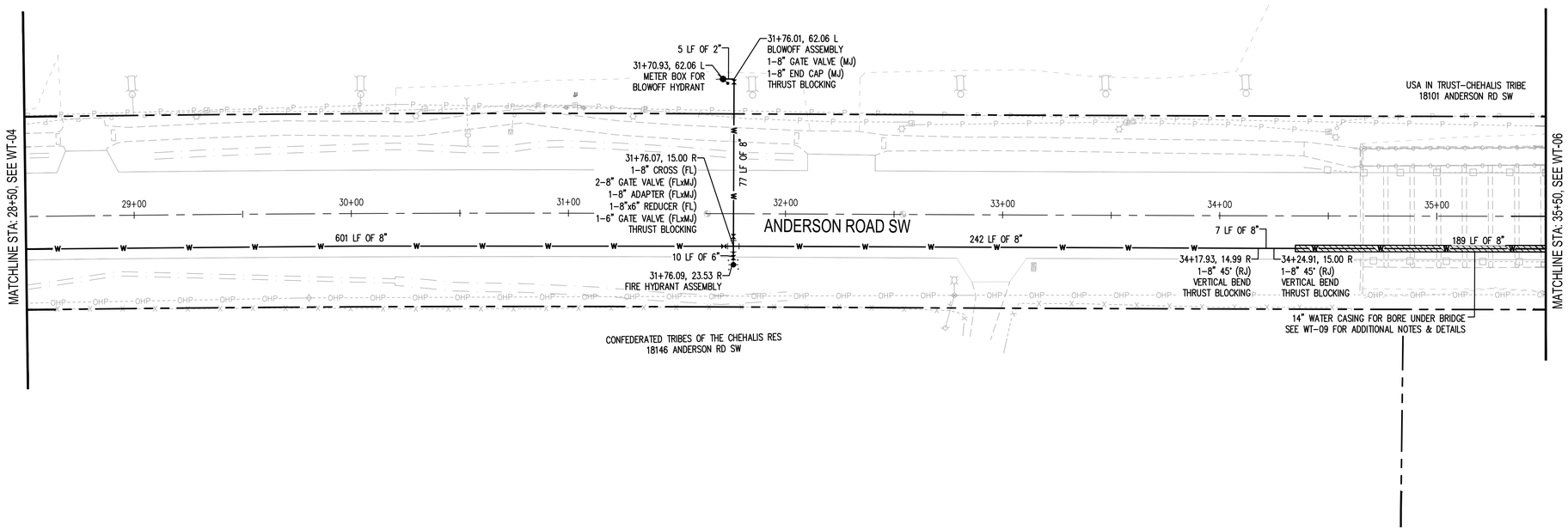
4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
WATER PLAN & PROFILE

SHEET
WT-04



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VERTICAL DATUM
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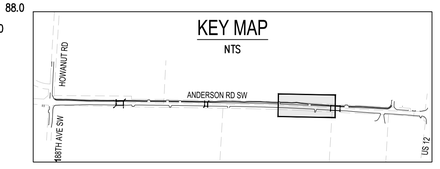

REVISIONS

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4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
WATER PLAN & PROFILE

SHEET
WT-05

Apr 16, 2026, 1:02:51pm – User.Whitney.Dunlap
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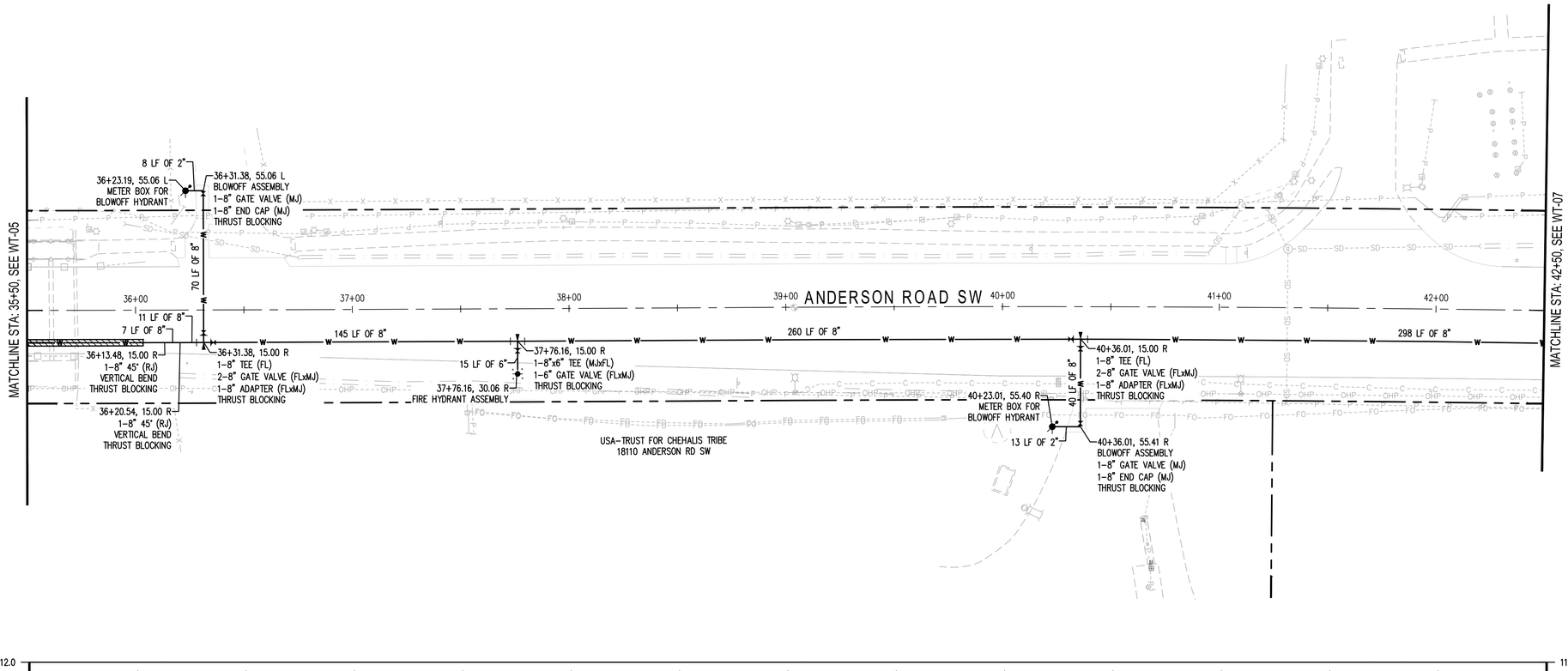

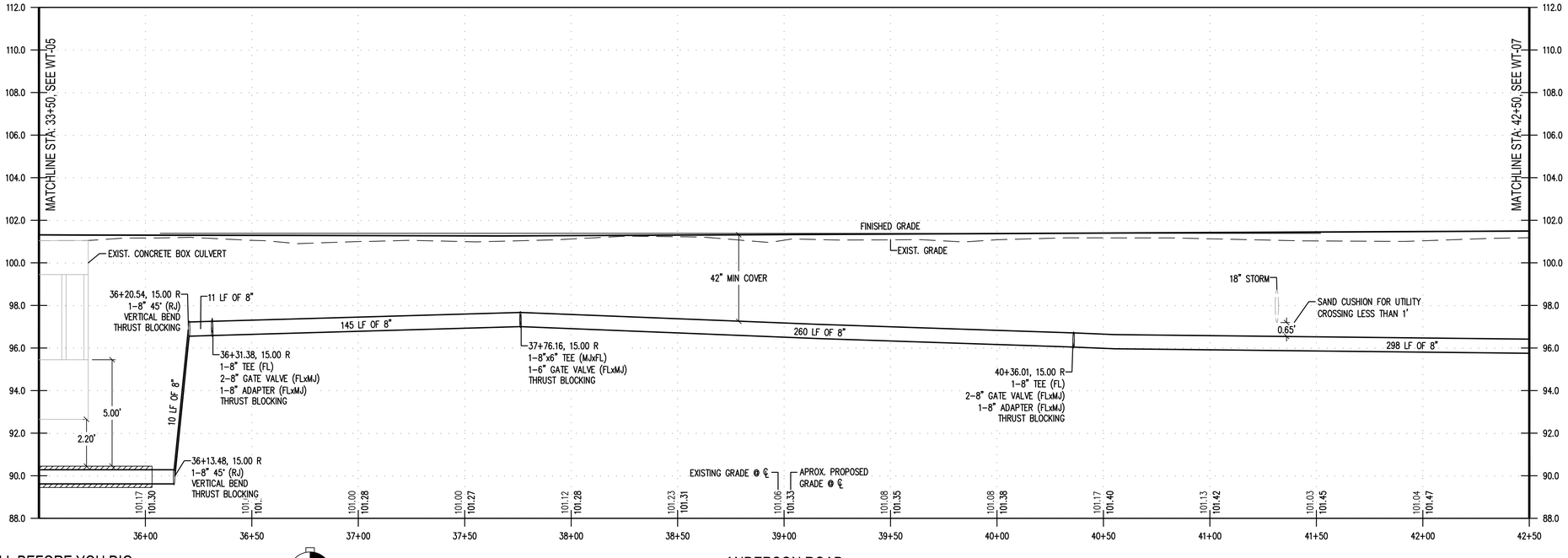

ANDERSON ROAD

CALL BEFORE YOU DIG

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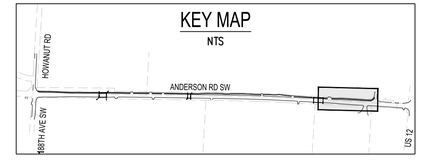

REVISIONS

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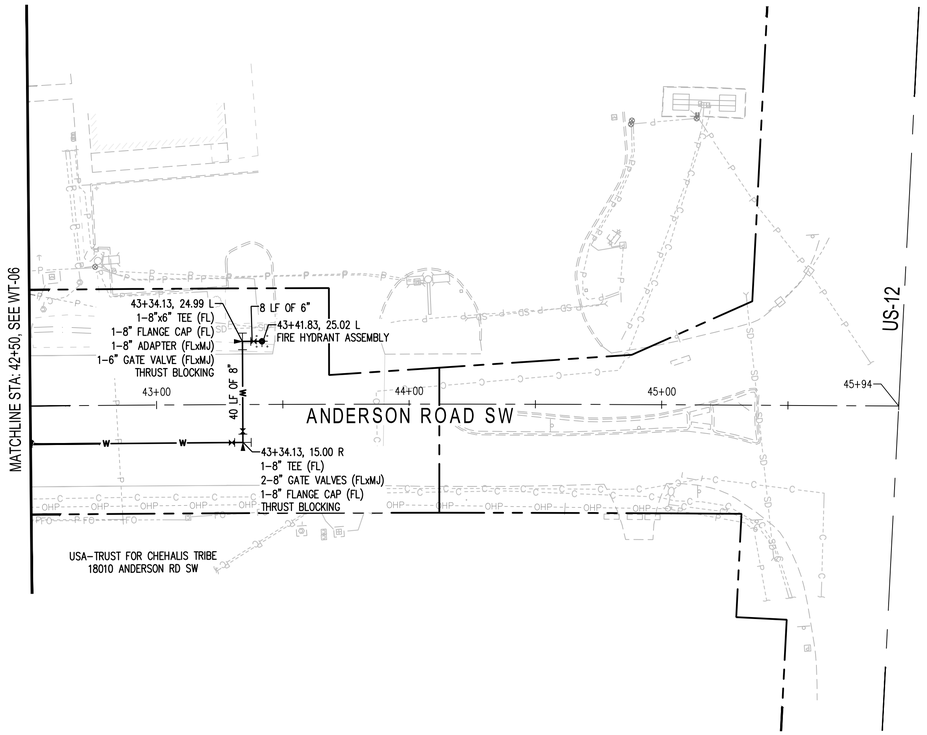
4/20/2026

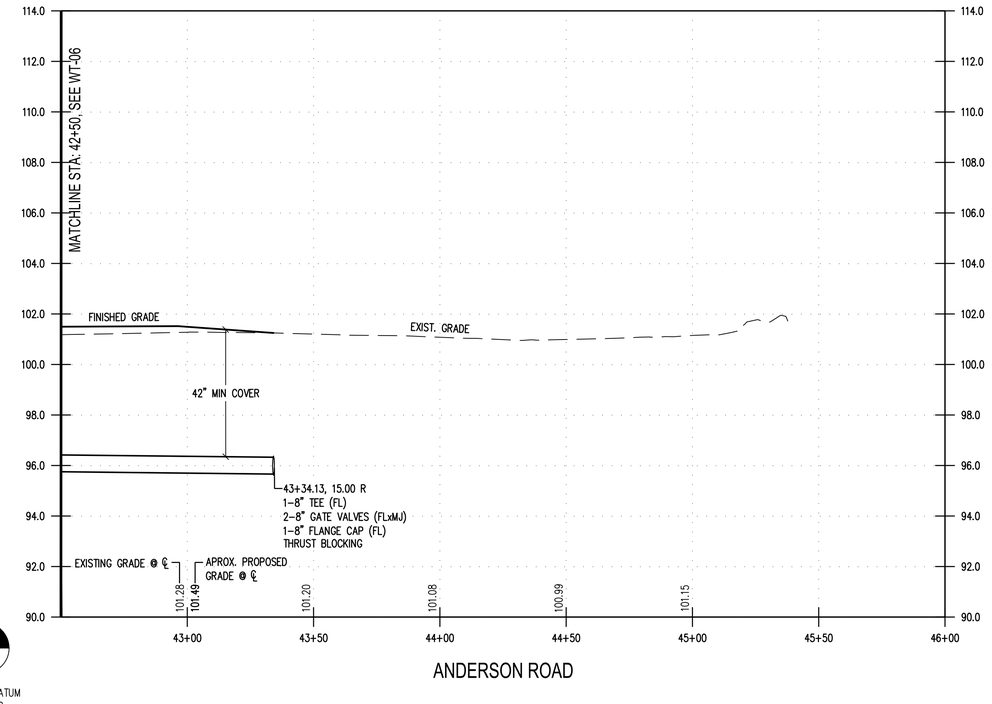
ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
WATER PLAN & PROFILE

SHEET
WT-06





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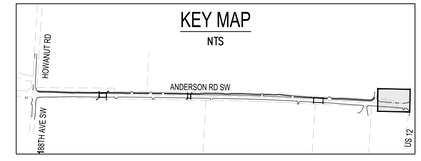

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S. JANIK

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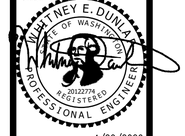


4/20/2026

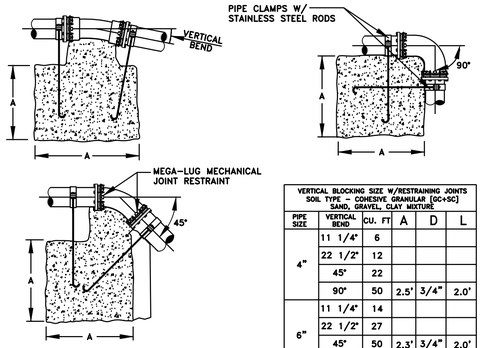
ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

SHEET TITLE

WATER PLAN & PROFILE

SHEET

WT-07



VERTICAL BLOCKING SIZE W/RESTRAINING JOINTS SOIL TYPE – COHESIVE GRANULAR (GC+SC) SAND, GRAVEL, CLAY MIXTURE					
PIPE SIZE	VERTICAL BEND	CU. FT	A	D	L
4"	11 1/4°	6			
	22 1/2°	12			
	45°	22			
	90°	50	2.5'	3/4"	2.0'
6"	11 1/4°	14			
	22 1/2°	27			
	45°	50	2.3'	3/4"	2.0'
	90°	89	3.5'	3/4"	2.0'
8"	11 1/4°	25			
	22 1/2°	48			
	45°	89	3.2'	3/4"	2.0'
	90°	139	4.4'	3/4"	2.0'
10"	11 1/4°	38			
	22 1/2°	75	2.3'	3/4"	2.0'
	45°	139	4.0'	3/4"	2.0'
	90°	200	5.2'	1"	3.5'
12"	11 1/4°	55			
	22 1/2°	108	2.7'	3/4"	2.0'
	45°	200	4.8'	3/4"	2.0'
	90°	272	5.9'	1 1/8"	4.0'

NOTES:
1. NO CHANGE IN PIPE DIRECTION OR DIAMETER SHALL OCCUR WITHIN 36 FEET OF THE VERTICAL BEND, BENDS, TEES AND REDUCERS. BEYOND THE 36 FOOT LIMIT SHALL BE RESTRAINED BY STANDARD CONCRETE BLOCKING PER DETAIL.
2. CONCRETE BLOCKING SIZING BASED ON MINIMUM 3 FEET OF COVER.
   PIPE THRUST BASED ON 225 PSI PRESSURE.
   PIPE ENCASED IN POLYETHYLENE.
   VERTICAL BLOCK SIZE BASED ON CONCRETE WEIGHT OF 150 POUNDS PER CUBIC FOOT.
   TRENCH CONDITIONS BASED ON TYPE 2, FLAT BOTTOM TRENCH WITH LIGHTLY CONSOLIDATED BACKFILL, PER ANSI/AWWA C150.A21.50.
   FACTOR OF SAFETY IS 1.5.
   SOIL FRICTIONAL RESISTANCE BASED ON COHESIVE GRANULAR SOIL TYPE (GC+SC). SAND, GRAVEL, CLAY MIXTURE.
3. BLOCKING DESIGN MUST BE ADJUSTED FOR OTHER SIZE PIPE, PRESSURES AND SOIL CONDITIONS.
4. PIPE CLAMP (STAINLESS STEEL TOLCO 4H 316SS). RODS (STAINLESS STEEL ALL-THREAD 316SS).
5. LINE SHALL NOT BE PRESSURIZED UNTIL ALL TRENCHING WITHIN 100 FEET OF VERTICAL BENDS IS BACKFILLED AND COMPACTED TO A MINIMUM COVER OF 3 FEET OVER PIPE.
6. BACKFILL TRENCH BEYOND 90° VERTICAL BLOCK WITH CRUSHED SURFACING TOP COURSE MATERIAL COMPACTED TO 95% MAXIMUM DENSITY. CRUSHED BACKFILL SHALL EXTEND 20 FEET BEYOND BLOCK OR TO FIRM BEARING TRENCH WALL, WHICHEVER IS LESS.
7. LEAVE BLOCK OPEN OR SHEETED 24 HOURS MINIMUM.
8. MEGA-LUG FITTINGS.

VERTICAL BLOCKING WITH RESTRAINED JOINTS FOR NEW LINES

NOT TO SCALE

THRUST LOADS

THRUST AT FITTINGS IN POUNDS AT 225 POUNDS PER SQUARE INCH OF WATER PRESSURE

PIPE DIAMETER	90° BEND	45° BEND	22-1/2° BEND	11-1/4° BEND	DEAD END OR TEE
4"	4,100	2,300	1,200	600	3,000
6"	9,000	5,000	2,600	1,400	6,500
8"	16,500	9,000	4,700	2,500	11,500
10"	25,500	14,000	7,000	3,500	18,000
12"	36,000	20,000	10,500	5,500	26,000
14"	50,000	27,000	14,000	7,000	35,000
16"	65,000	35,000	18,000	9,000	46,000

NOTES:
1. BLOCKING SHALL BE COMMERCIAL CONCRETE POURED IN PLACE THRUST BLOCK WITH PLASTIC SHEETING OR SIMILAR MATERIAL TO ISOLATE THE FITTING.
2. TO DETERMINE THE BEARING AREA OF THE THRUST BLOCK IN SQUARE FEET(S.F.)
   EXAMPLE : 12" – 90° BEND IN SAND AND GRAVEL 36,000 LBS
   3000 LB/S.F. = 12 S.F. OF AREA
3. AREAS MUST BE ADJUSTED FOR OTHER PIPE SIZE, PRESSURES AND SOIL CONDITIONS.
4. BLOCKING SHALL BE ADEQUATE TO WITHSTAND FULL TEST PRESSURE AS WELL AS TO CONTINUOUSLY WITHSTAND OPERATING PRESSURE UNDER ALL CONDITIONS OF SERVICE.

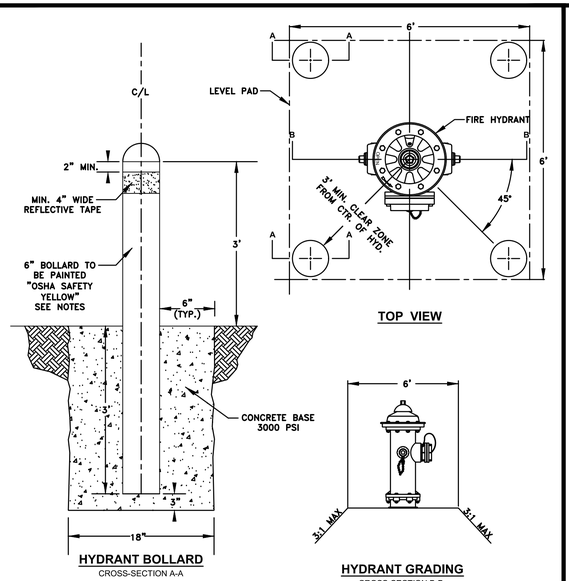
SAFE SOIL BEARING LOADS

FOR HORIZONTAL THRUSTS WHEN THE DEPTH OF COVER OVER THE PIPE EXCEEDS 2 FEET

SOIL	POUNDS PER SQUARE FOOT
MUCK, PEAT	0
SOFT CLAY	1,000
SAND	2,000
SAND & GRAVEL	3,000
SAND & GRAVEL CEMENTED WITH CLAY	4,000
HARD SHALE	10,000

THRUST LOADS

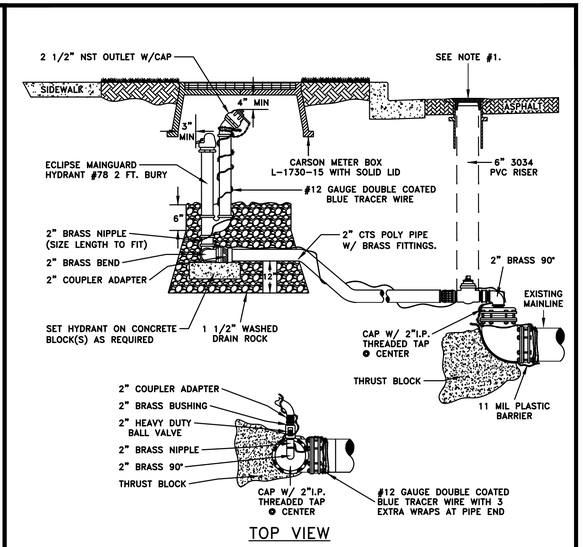
NOT TO SCALE



GENERAL NOTES:
1. HYDRANT BOLLARDS SHALL BE INSTALLED 3' FROM THE HYDRANT SITUATED SO AS NOT TO BLOCK ANY OF THE HYDRANT PORTS.
2. THE HYDRANT BOLLARDS SHALL BE 6" IN DIAMETER SCHEDULE 20 STEEL POST AND FILLED WITH CONCRETE.
3. THE HYDRANT BOLLARDS SHALL BE COATED WITH 1 PRIME COAT AND TWO COATS OUTDOOR OIL BASE ENAMEL, "OSHA SAFETY YELLOW" COLOR, BY CONTRACTOR.
4. WHEN HYDRANT BOLLARDS ARE REQUIRED IN HIGH TRAFFIC AREAS, GLASS BEADS SHALL BE SPRAYED OR PLACED ON TO THE WET PAINT TO PROVIDE BETTER VISABILITY AT NIGHT.

HYDRANT BOLLARD & GRADING

NOT TO SCALE

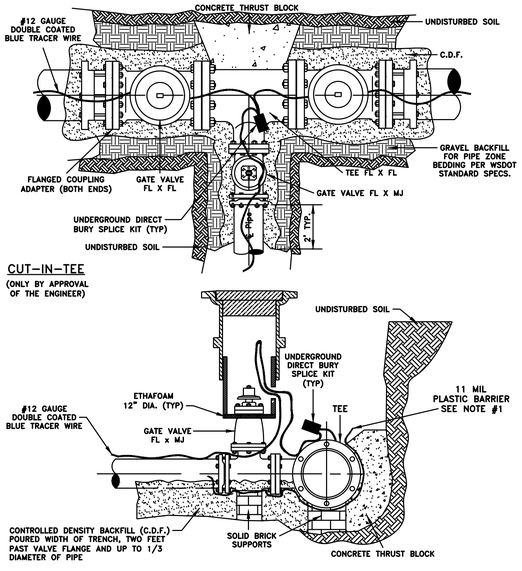


TOP VIEW

GENERAL NOTES:
1. VALVE BOX AND COVER SHALL BE PER STANDARD DETAIL.
2. CARSON METER BOX SHALL HAVE A SOLID LID. A TRAFFIC RATED LID SHALL BE REQUIRED IF THE METER BOX IS IN THE TRAVELED WAY.
3. WHEN CONCEIVABLE LOCATE BLOW-OFF HYDRANT OUTSIDE ROADWAY.
4. ON WATER MAINS WHICH WILL BE EXTENDED IN THE FUTURE, THE VALVE WHICH OPERATES THE BLOW-OFF HYDRANT ASSEMBLY SHALL BE THE SAME SIZE AS THE WATERLINE AND PROVIDED WITH MEGALUG RESTRAINING JOINTS, PER DETAIL.
5. WATER MAIN ELEVATION WILL VARY FROM BLOW-OFF HYDRANT BASE ELEVATION. ADJUST AS NECESSARY.

BLOW-OFF HYDRANT ASSEMBLY

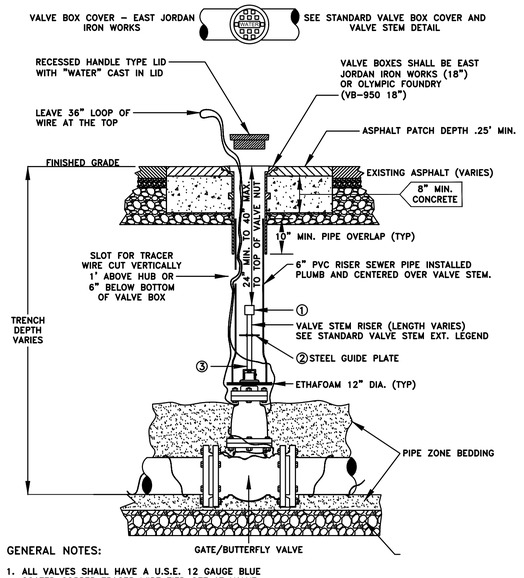
NOT TO SCALE



GENERAL NOTES:
1. 11 MIL PLASTIC SHALL BE WRAPPED AROUND PIPE AND FITTINGS BEFORE THRUST BLOCK AND BACKFILL ARE POURED.
2. CONTROLLED DENSITY BACKFILL IS A PLANT MIX CONSISTING OF 1750# SAND, 1750# PEA GRAVEL, 230# WATER, 141# CEMENT, 6 OUNCES WATER REDUCING AGENT PER 100# CEMENT.
3. SUPPORT VALVE AND SLEEVE CONTINUOUSLY THROUGH INSTALLATION.

CUT-IN TEE

NOT TO SCALE



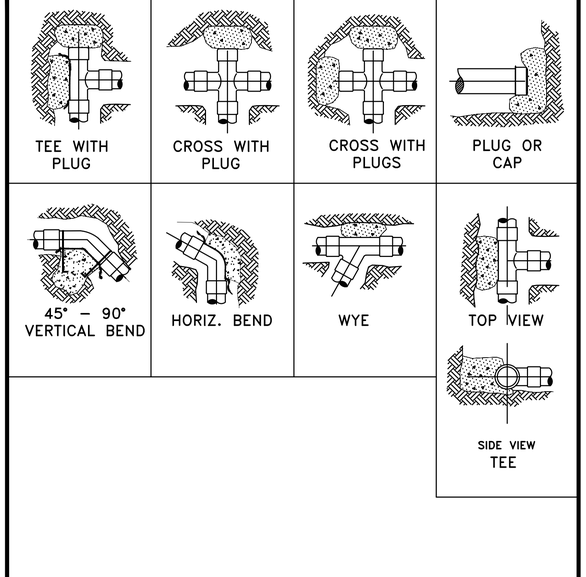
GENERAL NOTES:
1. ALL VALVES SHALL HAVE A U.S.E. 12 GAUGE BLUE COATED COPPER TRACER WIRE TIED OFF AT VALVE BODY. THE WIRE SHALL BE EXTENDED UP ON THE OUTSIDE RISER PIPE A FOOT ABOVE THE VALVE HUB BEFORE THE WIRE IS PUT INTO THE RISER THROUGH A SLOT CUT INTO THE RISER. LEAVE 36" OF WIRE ABOVE THE TOP OF VALVE BOX.
2. ALL WELDS TO THE SHAFT SHALL BE FILLET WELD, AROUND THE ENTIRE PLATE PER #2 BELOW,

VALVE STEM EXTENSION LEGEND

① VALVE OPERATING NUT OR 1-7/8" X 1- 7/8" X 2" HIGH GRADE STEEL WELDED TO GUIDE PLATE.
② 3/16" THICK X 5 1/5" DIA STEEL GUIDE PLATE WELDED TO RISER SHAFT.
③ 2"X2"X 3/16" SQUARE STRUCTURAL STEEL TUBING TO FIT OPERATING NUT. LENGTH AS REQUIRED.

STANDARD VALVE BOX

NOT TO SCALE



GENERAL NOTES:
1. CONCRETE THRUST BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
2. PLASTIC BARRIER SHALL BE PLACED BETWEEN ALL THRUST BLOCKS AND FITTIINGS.
3. ANCHOR REBAR SHALL BE 5/8" MINIMUM DIAMETER

STANDARD BLOCKING DETAIL

NOT TO SCALE

WATER MAIN INSTALLATION NOTES

1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, LATEST EDITION.
2. A PRECONSTRUCTION MEETING SHALL BE HELD WITH THE CONTRACTOR, TRIBE, AND ENGINEER PRIOR TO THE START OF CONSTRUCTION.
3. GATE VALVES SHALL BE RESILIENT WEDGE, NRS (NON RISING STEM) WITH O-RINGS SEALS. VALVE ENDS SHALL BE MECHANICAL JOINT OR ANSI FLANGES. VALVES SHALL CONFORM TO AWWA 509-80. VALVES SHALL BE MUELLER, M & H, KENNEDY, CLOW R/W OR WATEROUS SERIES 500.
4. ALL LINES SHALL BE CHLORINATED AND TESTED IN CONFORMANCE WITH THE ABOVE REFERENCED SPECIFICATION (SEE NOTE 1).
5. ALL PIPE AND SERVICES SHALL BE INSTALLED WITH 12 GAUGE COATED COPPER WIRE, WRAPPED AROUND THE PIPE, BROUGHT UP AND TIED OFF AT TOP OF VALVE BOX.
6. PROVIDE TRAFFIC CONTROL PLAN(S) AS REQUIRED IN ACCORDANCE WITH MUTCD.
7. ALL WATER MAINS SHALL BE STAKED FOR GRADES AND ALIGNMENT BY AN ENGINEERING OR SURVEYING FIRM CAPABLE OF PERFORMING SUCH WORK.
8. CALL UNDERGROUND LOCATE AT 1-800-424-5555 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATIONS.
9. WHERE CONNECTIONS REQUIRE "FIELD VERIFICATION", CONNECTION POINTS WILL BE EXPOSED BY CONTRACTOR AND FITTINGS VERIFIED 48 HOURS PRIOR TO DISTRIBUTING SHUT-DOWN NOTICES.
10. AT ANY CONNECTION TO AN EXISTING LINE WHERE A NEW VALVE IS NOT INSTALLED, THE EXISTING VALVE MUST BE PRESSURE TESTED PRIOR TO CONNECTION. IF AN EXISTING VALVE FAILS TO PASS THE TEST, THE CONTRACTOR SHALL MAKE THE NECESSARY PROVISIONS TO TEST THE NEW LINE PRIOR TO CONNECTION TO THE EXISTING SYSTEM OR INSTALL A NEW VALVE.
11. CONTRACTOR SHALL INSTALL FIELD LOCK GASKETS FOR WATERMAINS.

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

QTB DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
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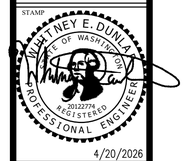
TUMWATER, WA 98501

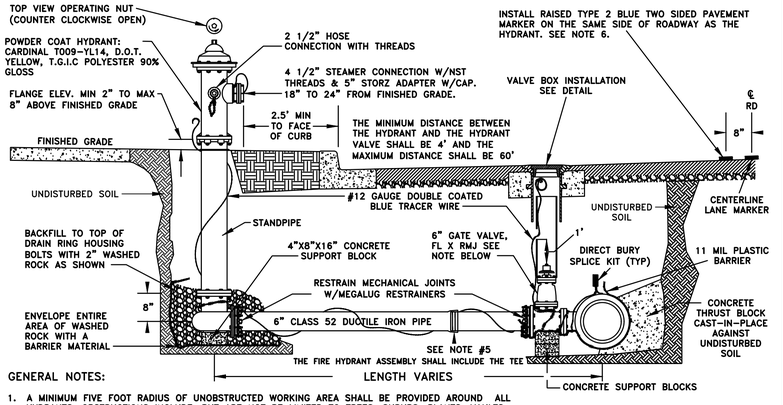
STAMP


4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

SHEET TITLE
WATER NOTES & DETAILS

SHEET
WT-08

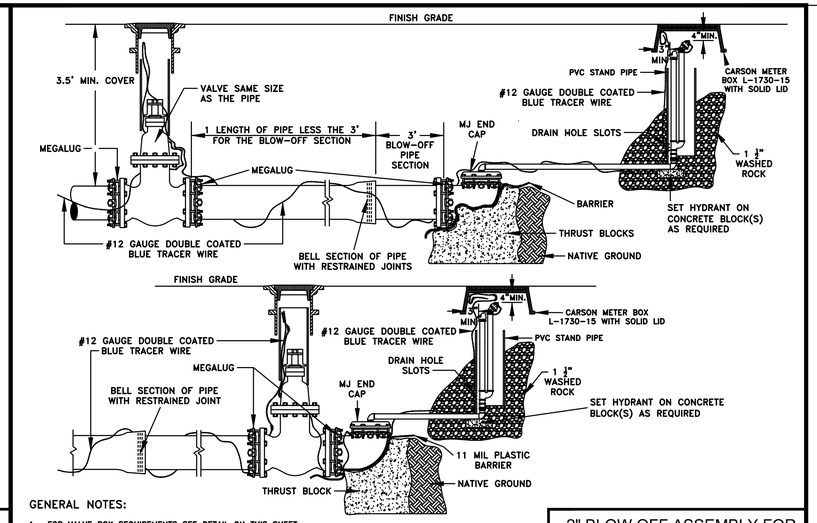


GENERAL NOTES:

1. A MINIMUM FIVE FOOT RADIUS OF UNOBSTRUCTED WORKING AREA SHALL BE PROVIDED AROUND ALL HYDRANTS. OBSTRUCTIONS INCLUDE, BUT ARE NOT BE LIMITED TO TREES, SHRUBS, PLANTS, VAULTS, FDC, METERS, WALLS, EMBANKMENTS, SIGN POSTS, ETC.
2. HYDRANT SHALL BE WATEROUS PACER, M & H RELIANT STYLE 929, AMERICAN AVK, KENNEDY K-81, MUELLER CENTURION, OR CLOW MEDALLION.
3. GATE VALVES SHALL BE RESILIENT WEDGE NRS WITH O-RING SEALS. VALVE ENDS SHALL BE MECHANICAL JOINT BY ANSI FLANGES. VALVES SHALL CONFORM TO AWWA C515 LATEST REVISION. VALVES SHALL BE MUELLER, M&H, KENNEDY, CLOW R/W, WATEROUS SERIES 2500 OR AMERICAN AVK.
4. REMOVE FACTORY CHAINS HOLDING CAPS.
5. WHEN DISTANCE BETWEEN FIRE HYDRANT AND VALVE EXCEEDS MORE THAN 1 STICK OF PIPE RESTRAINED JOINTS SHALL BE REQUIRED.
6. INSTALLATION OF A BLUE, TYPE 2, TWO WAY, REFLECTIVE HYDRANT MARKER SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE HYDRANT MARKER SHALL BE ALIGNED WITH THE OUTSIDE EDGE OF THE LANE MARKER 8" FROM THE CENTERLINE.

FIRE HYDRANT ASSEMBLY

NOT TO SCALE



GENERAL NOTES:

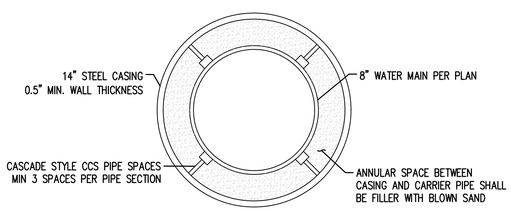
1. FOR VALVE BOX REQUIREMENTS SEE DETAIL ON THIS SHEET.
2. FILL THE AREA OUTSIDE OF THE BLOW-OFF RISER STAND PIPE WITH WASHED ROCK.
3. ALL 2" FITTINGS SHALL BE BRASS.
4. CARSON METER BOX SHALL HAVE A SOLID LID. A TRAFFIC RATED LID SHALL BE REQUIRED IF THE METER BOX IS IN THE TRAVELED WAY.
5. WHEN CONCEIVABLE LOCATE BLOW-OFF HYDRANT OUTSIDE ROADWAY.

2" BLOW OFF ASSEMBLY FOR EXTENDABLE MAINS

NOT TO SCALE

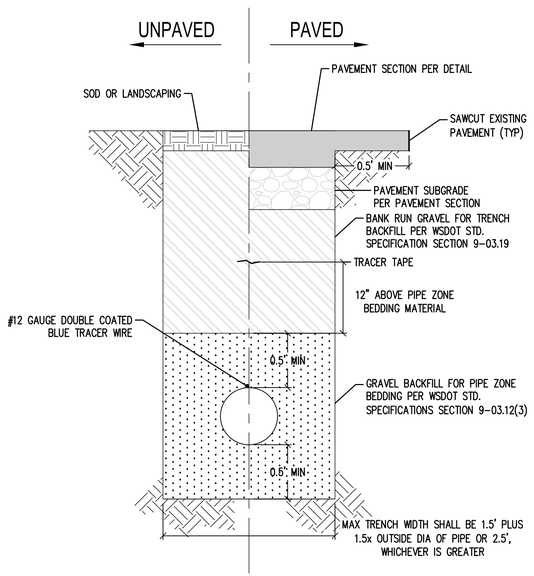
TRENCHLESS CONSTRUCTION NOTES:

1. EXCEPT AS OTHERWISE NOTED, ALL WORK SHALL BE COMPLETED TO THE MOST CURRENT WSDOT STANDARD SPECIFICATIONS, STANDARDS AND REQUIREMENTS.
2. THE CONTRACTOR SHALL CHOOSE THE METHOD OF TRENCHLESS CONSTRUCTION THAT WILL ENSURE A SUCCESSFUL INSTALLATION, AND THAT WILL CAUSE NO DAMAGE TO THE BOX CULVERT/BRIDGES.
3. IF THE METHOD CHOSEN BY THE CONTRACTOR FAILS, AT NO ADDITIONAL COST TO THE OWNER, THE CONTRACTOR SHALL PRESSURE GROUT THE UNSUCCESSFUL ATTEMPT WITH FLOWABLE FILL AND ANOTHER METHOD SHALL BE PROPOSED UNTIL THE WORK IS SUCCESSFULLY COMPLETED.
4. FOLLOWING TRENCHLESS OPERATIONS, ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITIONS UNLESS OTHERWISE NOTED IN THESE CONSTRUCTION DOCUMENTS.
5. THE CONTRACTOR SHALL SUBMIT THE PROPOSED TRENCHLESS CONSTRUCTION METHOD TO THE ENGINEER FOR REVIEW 10 WORKING DAYS PRIOR TO THE PROPOSED START DATE FOR THE WORK. THE SUBMITTAL SHALL INCLUDE A DETAILED PLAN OF THE GENERAL PROCEDURES, SCHEDULE, BORE PIT LOCATIONS, CONTRACTOR QUALIFICATIONS, EQUIPMENT AND MATERIALS TO BE USED. THE ENGINEER WILL REVIEW THE SUBMITTAL AND PROVIDE COMMENTS WITHIN 5 WORKING DAYS OF RECEIPT OF THE SUBMITTAL.
6. THE CONTRACTOR SHALL INSTALL HDPE RACI NORTH AMERICAN CASING SPACERS, OR APPROVED EQUAL, AS REQUIRED TO ADEQUATELY SUPPORT THE WATER MAIN WITHIN THE CASING PIPE. SAGS WITHIN THE WATER MAIN SHALL NOT EXCEED 15% OF THE PIPE DIAMETER. NO MORE THAN ONE (1) SAG WILL BE ALLOWED WITHIN THE LIMITS OF TRENCHLESS CONSTRUCTION. MAXIMUM DISTANCE BETWEEN SPACERS SHALL BE 60' ON CENTER.
7. THE ANNULAR SPACES BETWEEN THE CARRIER PIPE AND CASING SHALL BE FILLED WITH BLOWN SAND.
8. ALL CARRIER PIPE JOINTS WITHIN THE CASING SHALL BE RESTRAINED.



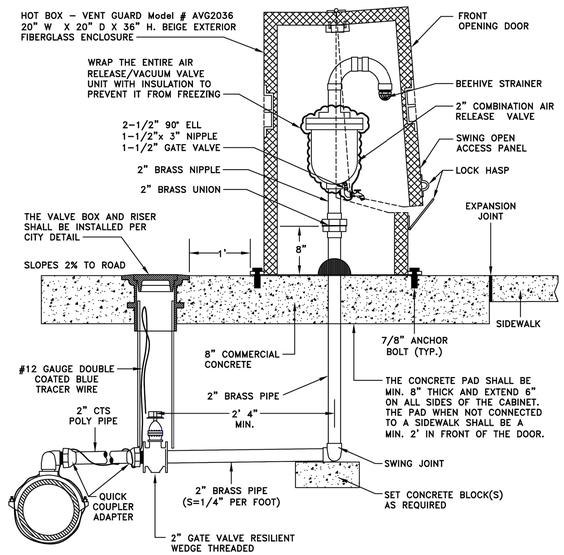
WATER CASING SECTION

NTS



WATERMAIN TRENCH SECTION

NTS



GENERAL NOTES:

1. VALVE ASSEMBLY SHALL BE SET AT THE HIGH POINT OF THE LINE.
2. ALL AIR/VACUUM RELEASE VALVES SHALL BE INSTALLED BEHIND THE SIDEWALK AT THE NEAREST PROPERTY CORNER AND NOT IN FRONT OF A RESIDENCE.
3. AIR RELEASE VALVES SHALL BE 2" APCO 145C, VAL MATIC 202C OR CRISPIN UL-20, ARI D-040 W/THERMO PROTECTION ENCASEMENT.
4. ALL FITTINGS AND PIPING SHALL BE BRASS.
5. CABINET SHALL OPEN TOWARDS SIDEWALK.
6. WRAP THE AIR/VACUUM RELEASE VALVE UNIT AND PIPING W/INSULATION TO PREVENT IT FROM FREEZING.
7. AIR/VACUUM RELEASE VALVES FOR 14" AND LARGER MAINS SHALL BE SIZED BY THE DESIGN ENGINEER.

2" AIR AND VACUUM RELEASE VALVE

NOT TO SCALE

REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES

OTB DATE
04/20/2026

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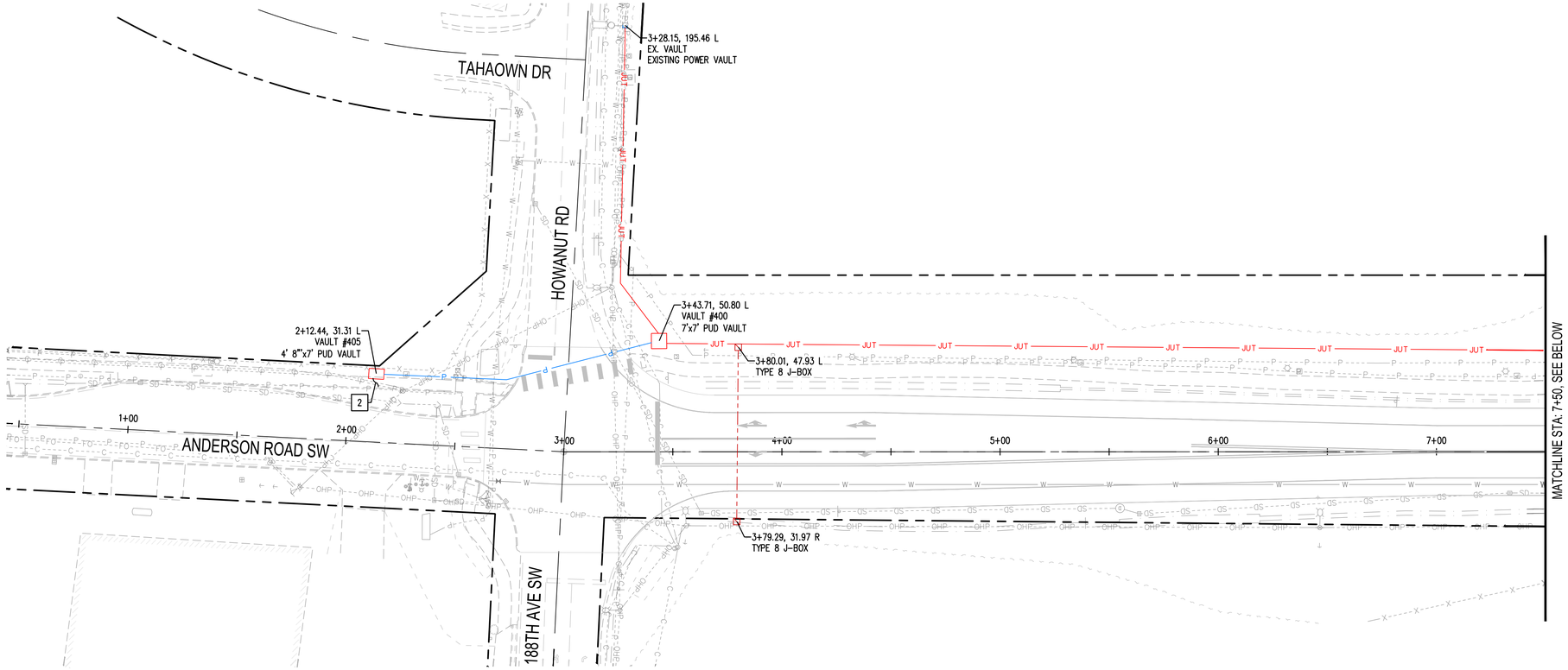
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

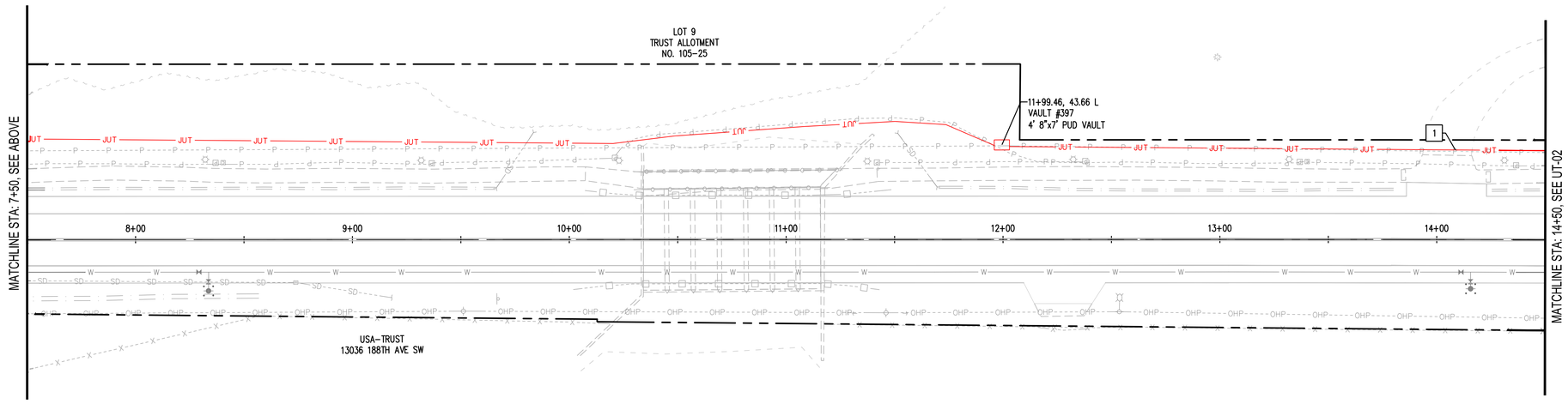
ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
WATER NOTES & DETAILS

SHEET
WT-09





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0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING PEDESTRIAN LIGHT
- EXISTING JUNCTION BOX
- EXISTING POWER POLE
- EXISTING UNDERGROUND POWER LINE
- (3) 4" SCH 40 CONDUIT PIPES SPARE WITH PULL STRING FOR FUTURE COMMUNICATION UTILITY CROSSING
- UTILITY BORING TO BE COMPLETED BY GRAYS HARBOR PUD
- JOINT UTILITY TRENCH: SEE UT-05
- PUD VAULT AS NOTED: SEE UT-06 EXCAVATION TO BE COMPLETED BY CONTRACTOR
- TYPE 8 JUNCTION BOX PER WSDOT STD PLAN J-40.30: SEE UT-05

[X] CONSTRUCTION NOTES

1. JUT ACROSS GRAVEL, RESTORE TO PRE-CONSTRUCTION CONDITION OR BETTER: SEE PV-05
2. REPLACE SIDEWALK PANEL AS NEEDED FOR VAULT INSTALLATION.

GENERAL NOTES

1. EXCAVATOR TO CLEAR WORKING SPACE & ESTABLISH FINISH GRADE.
2. EXCAVATOR TO MAINTAIN DEWATERING OF PITS DURING CONSTRUCTION.
3. EXCAVATOR TO ASSIST WITH PLACEMENT OF VAULT, IF REQUIRED.
4. CONTRACTOR RESPONSIBLE FOR ALL COORDINATION AND SCHEDULING WITH UTILITY PURVEYORS.
5. FINAL VAULT LOCATIONS TO BE DETERMINED IN THE FIELD BY UTILITY PURVEYOR REPRESENTATIVE.
6. GRAYS HARBOR PUD TO INSTALL CONDUITS IN JUT AND VAULTS UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE FOR ALL SERVICE CONNECTIONS BETWEEN METERS AND VAULTS.

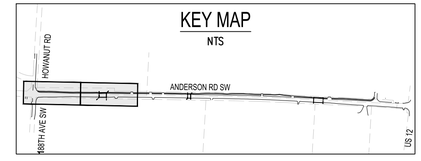
CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

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S. JANIK

SUBMITTAL DATES

OTB DATE
04/20/2026

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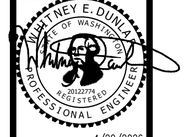

4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE

UTILITY TRENCH PLAN

SHEET

UT-01

Apr 16, 2026, 1:03:54pm - User: WhitneyDunlap
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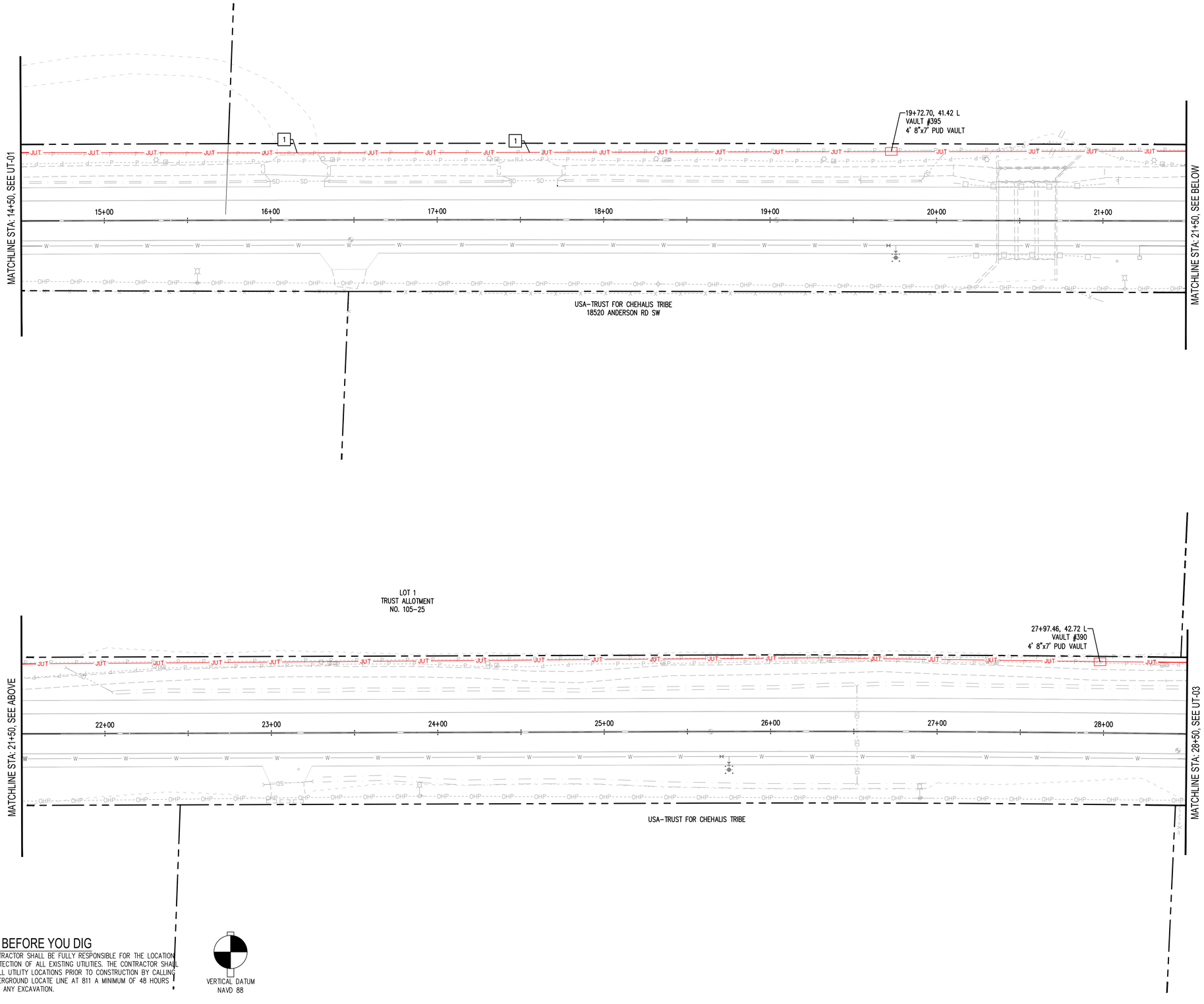

N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING PEDESTRIAN LIGHT
- EXISTING JUNCTION BOX
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- (3) 4" SCH 40 CONDUIT PIPES SPARE WITH PULL STRING FOR FUTURE COMMUNICATION UTILITY CROSSING
- UTILITY BORING TO BE COMPLETED BY GRAYS HARBOR PUD
- JOINT UTILITY TRENCH: SEE UT-05
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- TYPE 8 JUNCTION BOX PER WSDOT STD PLAN J-40.30: SEE UT-05

[X] CONSTRUCTION NOTES

1. JUT ACROSS GRAVEL, RESTORE TO PRE-CONSTRUCTION CONDITION OR BETTER: SEE PV-05
2. REPLACE SIDEWALK PANEL AS NEEDED FOR VAULT INSTALLATION.

GENERAL NOTES

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2. EXCAVATOR TO MAINTAIN DEWATERING OF PITS DURING CONSTRUCTION.
3. EXCAVATOR TO ASSIST WITH PLACEMENT OF VAULT, IF REQUIRED.
4. CONTRACTOR RESPONSIBLE FOR ALL COORDINATION AND SCHEDULING WITH UTILITY PURVEYORS.
5. FINAL VAULT LOCATIONS TO BE DETERMINED IN THE FIELD BY UTILITY PURVEYOR REPRESENTATIVE.
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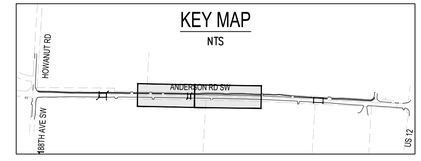
VERTICAL DATUM
NAVD 88

KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

CHECKED
S. JANIK

SUBMITTAL DATES

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JSA CIVIL
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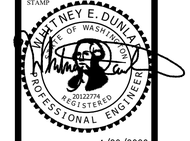

4/20/2026

ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

SHEET TITLE

UTILITY TRENCH PLAN

SHEET

UT-02

Apr 16, 2026, 1:04:00pm - User: WhitneyDunlap
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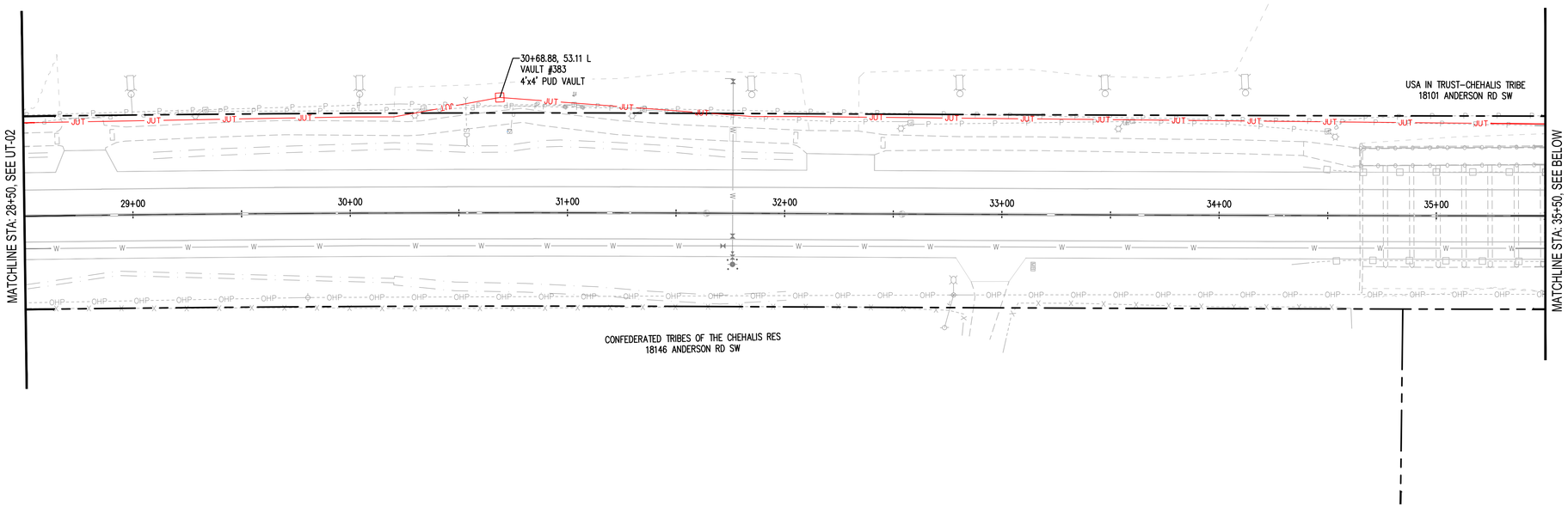

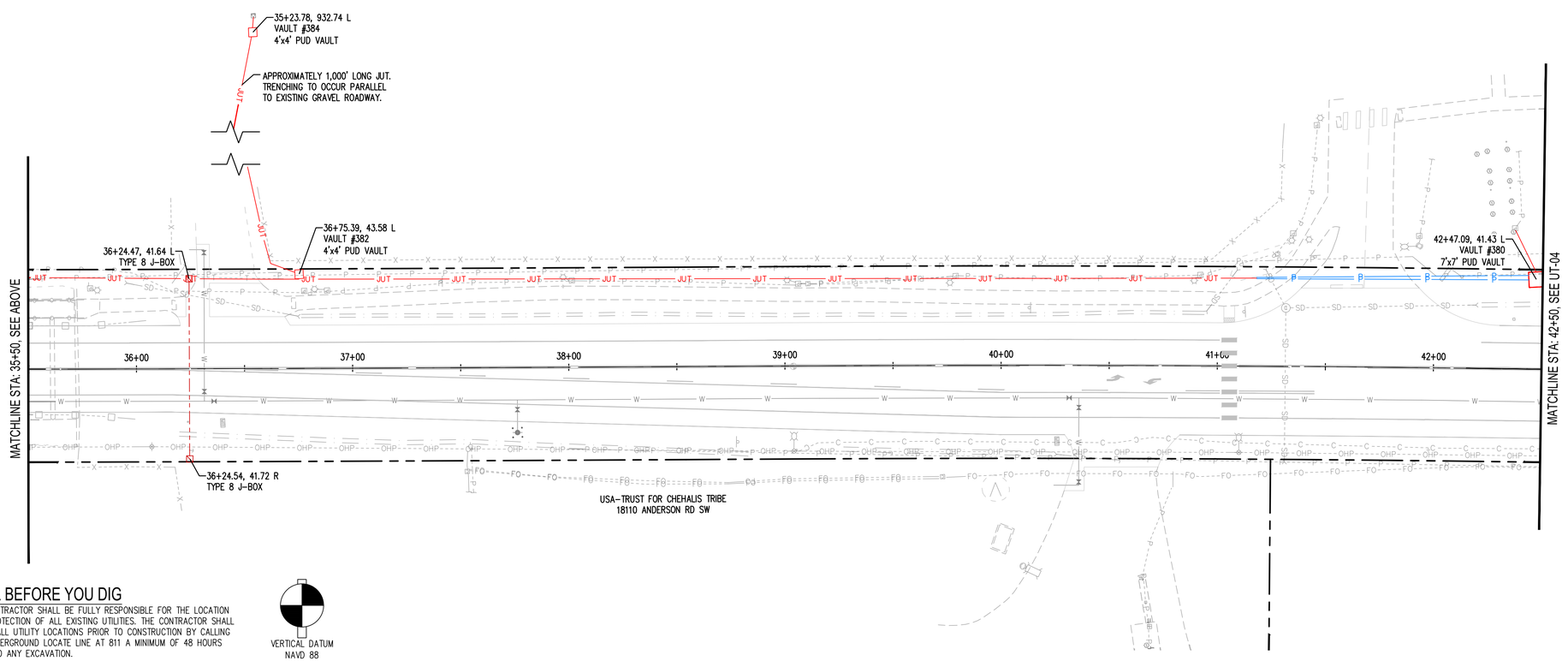

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VERTICAL DATUM
NAVD 88

N

0 30 60

SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING PEDESTRIAN LIGHT
- EXISTING JUNCTION BOX
- EXISTING POWER POLE
- EXISTING UNDERGROUND POWER LINE
- (3) 4" SCH 40 CONDUIT PIPES SPARE WITH PULL STRING FOR FUTURE COMMUNICATION UTILITY CROSSING
- UTILITY BORING TO BE COMPLETED BY GRAYS HARBOR PUD
- JOINT UTILITY TRENCH: SEE UT-05
- PUD VAULT AS NOTED: SEE UT-06 EXCAVATION TO BE COMPLETED BY CONTRACTOR
- TYPE 8 JUNCTION BOX PER WSDOT STD PLAN J-40.30: SEE UT-05

[X] CONSTRUCTION NOTES

1. JUT ACROSS GRAVEL, RESTORE TO PRE-CONSTRUCTION CONDITION OR BETTER: SEE PV-05
2. REPLACE SIDEWALK PANEL AS NEEDED FOR VAULT INSTALLATION.

GENERAL NOTES

1. EXCAVATOR TO CLEAR WORKING SPACE & ESTABLISH FINISH GRADE.
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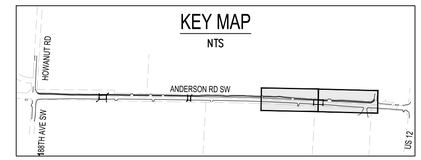
KEY MAP

NTS



REVISIONS

PROJECT NO.
133.005

DRAWN
A. GARCIA

CHECKED
S. JANIK

SUBMITTAL DATES

QTR DATE
04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

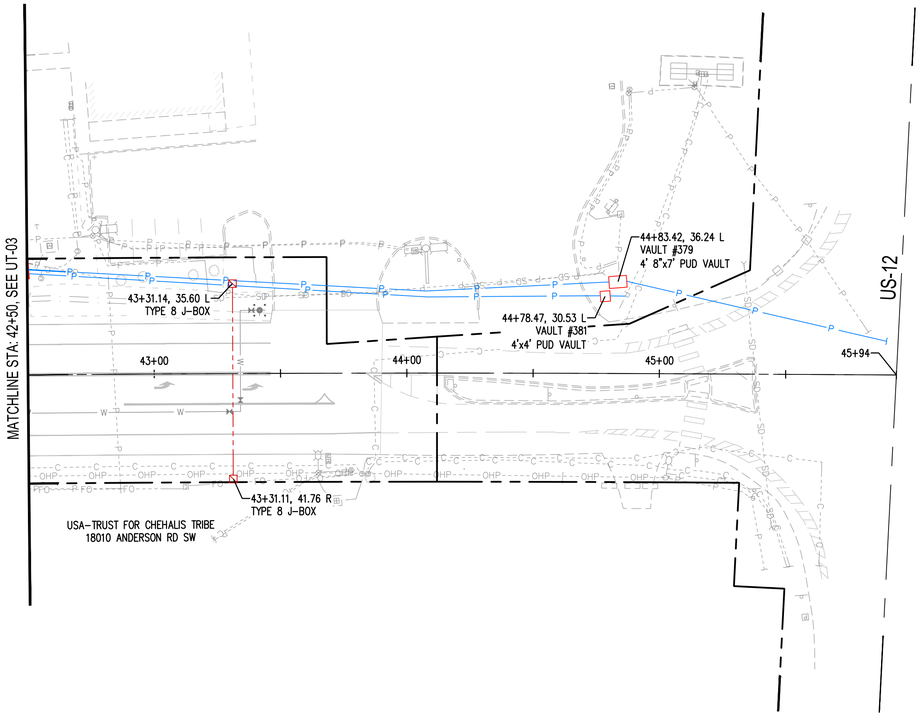
STAMP
WHITNEY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
UTILITY TRENCH PLAN

SHEET
UT-03



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SCALE IN FEET

LEGEND

- RIGHT-OF-WAY / PROPERTY LINE
- EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING PEDESTRIAN LIGHT
- EXISTING JUNCTION BOX
- EXISTING POWER POLE
- EXISTING UNDERGROUND POWER LINE
- (3) 4" SCH 40 CONDUIT PIPES SPARE WITH PULL STRING FOR FUTURE COMMUNICATION UTILITY CROSSING
- UTILITY BORING TO BE COMPLETED BY GRAYS HARBOR PUD
- JOINT UTILITY TRENCH: SEE UT-05
- PUD VAULT AS NOTED: SEE UT-06 EXCAVATION TO BE COMPLETED BY CONTRACTOR
- TYPE 8 JUNCTION BOX PER WSDOT STD PLAN J-40.30: SEE UT-05

[X] CONSTRUCTION NOTES

1. JUT ACROSS GRAVEL, RESTORE TO PRE-CONSTRUCTION CONDITION OR BETTER: SEE PV-05
2. REPLACE SIDEWALK PANEL AS NEEDED FOR VAULT INSTALLATION.

GENERAL NOTES

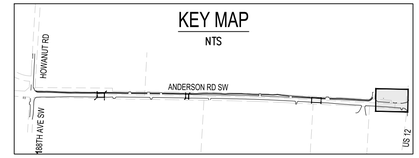
1. EXCAVATOR TO CLEAR WORKING SPACE & ESTABLISH FINISH GRADE.
2. EXCAVATOR TO MAINTAIN DEWATERING OF PITS DURING CONSTRUCTION.
3. EXCAVATOR TO ASSIST WITH PLACEMENT OF VAULT, IF REQUIRED.
4. CONTRACTOR RESPONSIBLE FOR ALL COORDINATION AND SCHEDULING WITH UTILITY PURVEYORS.
5. FINAL VAULT LOCATIONS TO BE DETERMINED IN THE FIELD BY UTILITY PURVEYOR REPRESENTATIVE.
6. GRAYS HARBOR PUD TO INSTALL CONDUITS IN JUT AND VAULTS UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE FOR ALL SERVICE CONNECTIONS BETWEEN METERS AND VAULTS.

CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

VERTICAL DATUM
NAVD 88

KEY MAP
NTS



REVISIONS

PROJECT NO.
133.005
DRAWN
A. GARCIA
CHECKED
S. JANIK
SUBMITTAL DATES
OTB DATE
04/20/2026

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ANDERSON ROAD WATER MAIN
EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF
CHEHALIS RESERVATION

SHEET TITLE
UTILITY TRENCH PLAN

SHEET
UT-04

Apr 16, 2026, 1:04:11pm – User: WhitneyDunlap
N:\2 - PROJECTS\133 CHEHALIS TRIBAL PLANNING\133.005 ANDERSON ROAD RESTORATION\ACAD\133.005 UT-01.DWG

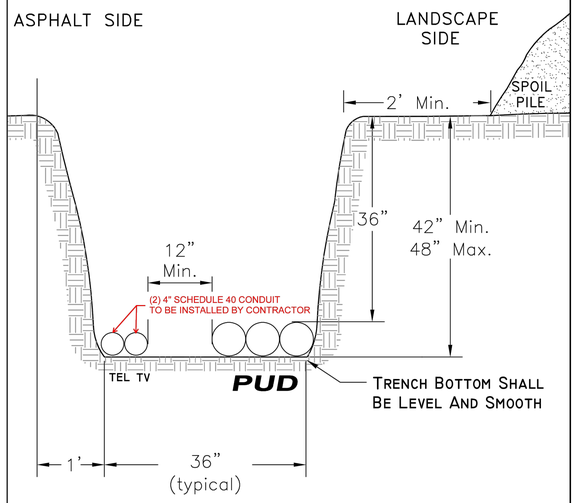
GHPUD EXCAVATOR GENERAL NOTES

1. EXCAVATOR SHALL COMPLY WITH DISTRICT LINE CONSTRUCTION STANDARDS AND REGULATIONS OF THE STATE OF WASHINGTON AND OTHER REGULATORY BODIES INCLUDING NESC, NEC, OSHA & WAC. DISTRICT INSTRUCTIONS SHALL NOT BE INTERPRETED TO BE IN CONFLICT.
2. EXCAVATOR SHALL PROVIDE TRAFFIC CONTROL AND BARRICADING OF EXCAVATIONS & SHALL MAINTAIN ACCESS TO ROADS AND ACCESSES BY ACCEPTABLE MEANS SUCH AS USING STEEL PLATES.
3. EXCAVATOR SHALL CALL 1-800-424-5555 FOR UTILITY LOCATES TWO WORKING DAYS IN ADVANCE OF EXCAVATION. THE EXCAVATOR SHALL BE RESPONSIBLE TO MAINTAIN UTILITY LOCATES INCLUDING RENEWAL OF LOCATES THAT ARE OVER TEN CALENDAR DAYS OLD. THE EXCAVATOR SHALL BE SOLELY RESPONSIBLE FOR CONSEQUENT DAMAGE TO EXISTING UTILITIES. THE EXCAVATOR SHALL WORK WITH DUE CARE AROUND EXISTING UTILITIES. THE EXCAVATOR SHALL BE RESPONSIBLE FOR COSTS ASSOCIATED WITH PLAN DEVIATIONS DUE TO EXISTING UTILITIES. DEVIATIONS AND CHANGE ORDERS SHALL BE AUTHORIZED ONLY IN WRITING BY THE DISTRICT'S INSPECTOR PRIOR TO MAKING ANY DEVIATION, CHANGE, OR EXTRA WORK.
4. EXCAVATOR SHALL ARRANGE PROPERTY SURVEYING TO ENSURE PLACEMENT OF UTILITIES WITHIN EASEMENTS AND RIGHTS-OF-WAY. THE EXCAVATOR SHALL MAINTAIN SURVEYED LOT CORNERS/MONUMENTS. DISTURBED LOT CORNERS/MONUMENTS SHALL BE RE-ESTABLISHED BY SURVEYOR AT EXCAVATOR EXPENSE.
5. EXCAVATOR SHALL INSTALL AND MAINTAIN SHORING AS REQUIRED INCLUDING TRENCH BOXES FOR VAULT EXCAVATIONS IN EXCESS OF FOUR FEET. EXCAVATOR SHALL DEWATER EXCAVATIONS AND MAINTAIN DEWATERING WHILE THE EXCAVATIONS REMAIN OPEN. THE EXCAVATOR SHALL MAINTAIN EXCAVATION DIMENSIONS UNTIL UTILITY WORK IS COMPLETED. THE EXCAVATOR SHALL BACKFILL IN A TIMELY MANNER AFTER UTILITIES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY DISTRICT'S INSPECTOR.
6. EXCAVATOR SHALL PROVIDE A LEVEL 6" LIFT OF 5/8" MINUS CRUSHED ROCK IN EACH VAULT PIT. THE TOP ELEVATION OF THIS ROCK LIFT SHALL BE EQUAL TO THE PIT DEPTH SHOWN IN EACH VAULT DETAIL. THE EXCAVATOR SHALL MAINTAIN ROAD SUPPORT FOR TRUCK ACCESS TO WITHIN 10' OF EACH VAULT PIT FOR DELIVERY BY DISTRICT'S BOOM TRUCK. SPOILS STORAGE SHALL NOT OBSTRUCT DELIVERY.
7. EXCAVATOR SHALL PROVIDE A TRENCH WITH A SMOOTH FLOOR OF UNDISTURBED OR TAMPED EARTH. THE TRENCH SHALL BE FREE OF ROCKS LARGER THAN 2" WHICH COULD DAMAGE CONDUIT. THE EXCAVATOR SHALL PROVIDE SAND OR PEA GRAVEL WHEN EXCESSIVE ROCK IS ENCOUNTERED. TRENCH GRADE CHANGES SHALL BE GRADUAL TO AVOID ANY SHEAR FORCES DUE TO SETTLING AND COMPACTION. HORIZONTAL BENDS SHALL BE GRADUAL AND TAPERED TO MINIMIZE THE NUMBER AND DEGREE OF UTILITY DUCT BENDS. SPOILS STORAGE SHALL BE NO CLOSER THAN TWO FEET TO THE NEAREST EDGE OF EXCAVATION. TRENCH DEPTH SHALL BE MINIMUM 42", MAXIMUM 48" (EXCEPT WITH SHORING). MINIMUM DUCT COVER SHALL BE 36". EXCAVATOR SHALL VERIFY FINAL GRADES AS A PREREQUISITE TO DISTRICT APPROVAL OF EXCAVATION.
8. EXCAVATOR SHALL EXCAVATE VAULT PITS FOR VAULT SETS PRIOR TO OPENING TRENCHES. EXCAVATION OF ROAD CROSSINGS SHALL NOT OBSTRUCT TRUCK ACCESS FOR LAYING OFF CONDUIT & VAULTS.
9. EXCAVATOR SHALL AWAIT DISTRICT INSPECTION AND APPROVAL OF VAULT AND CONDUIT INSTALLATION FOR PROPER LEVEL, BURIAL DEPTH, AND BEDDING MATERIAL PRIOR TO BACKFILLING.
10. EXCAVATOR SHALL BACKFILL IN LIFTS. EACH LIFT SHALL BE COMPACTED PRIOR TO ADDING THE NEXT LIFT. THE EXCAVATOR SHALL INSTALL DISTRICT WARNING TAPE 6" TO 12" ABOVE BURIED POWER. NATIVE BACKFILL SHALL BE FREE OF MATERIAL THAT MAY DAMAGE THE CONDUIT SYSTEM. SATURATED SOIL SHALL NOT BE USED. THE DISTRICT FOREMAN/INSPECTOR MAY REJECT UNSUITABLE BACKFILL MATERIAL.
11. EXCAVATOR SHALL PROVIDE A LEVEL GRADE AROUND VAULTS OR EQUIPMENT EXTENDING TEN FEET ON EACH SIDE HAVING A DOOR OR HATCH AND EXTENDING THREE FEET ON ALL OTHER SIDES. LANDSCAPING, PLANTINGS, OR OTHER OBSTRUCTIONS SHALL NOT BE ALLOWED CLOSER THAN TEN FEET ON EACH SIDE HAVING A DOOR OR HATCH OR CLOSER THAN THREE FEET ON ALL OTHER SIDES. EXCAVATOR SHALL INSTALL PROTECTIVE BOLLARDS AS REQUIRED TO PROTECT ABOVE-GROUND FACILITIES FROM VEHICLES. VAULTS SET FOR PAD-MOUNTED OIL-FILLED EQUIPMENT (I.E. TRANSFORMERS & OIL-FILLED SWITCHES) SHALL NOT BE PLACED CLOSER THAN 10 FEET FROM ANY FUTURE COMBUSTIBLE RESIDENTIAL STRUCTURES PER WAC.
12. EXCAVATOR SHALL BE SOLELY RESPONSIBLE FOR RESTORATION OF SIDEWALKS & ASPHALT SURFACES DAMAGED DURING UNDERGROUND CONSTRUCTION. EXCAVATOR SHALL BE SOLELY RESPONSIBLE FOR DESIGNING AND MAINTAINING EROSION CONTROL AND SUPPORT SYSTEMS TO MAINTAIN FINAL GRADES. THIS MAY INCLUDE PROTECTIVE COVER FOR INSTALLED UTILITIES AND GRADES INCLUDING BUT NOT LIMITED TO INSTALLATION OF CASINGS, CONCRETE CAPS, CONTROL DENSITY FILL, RIP-RAP, RETAINING WALLS AND/OR SHEET PILING.

GHPUD EXCAVATOR TRENCHES NOTES

1. EXCAVATOR TO CLEAR TRENCH AREA & ESTABLISH FINISH GRADE.
2. EXCAVATOR TO DIG 36"-48" WIDE BY 42"-48" DEPTH TRENCH [SP8108].
3. TRENCH WIDTH SHALL BE SUFFICIENT TO ENSURE THAT 6" & 2" DUCTS MAY PASS BY OTHER VAULTS SET INTO TRENCH WITHOUT OBSTRUCTING.
4. EXCAVATOR TO ENSURE SMOOTH TRENCH FLOOR AND PROVIDE SAND OR PEA GRAVEL AS REQUIRED PER 'EXCAVATION CONTRACTOR NOTES'.
5. EXCAVATOR TO MAINTAIN DEWATERING OF TRENCH DURING CONSTRUCTION.
6. EXCAVATOR TO PROVIDE BACKFILL PER 'EXCAVATION CONTRACTOR NOTES' & INSTALL CABLE WARNING TAPE 6" TO 18" BELOW GROUND LEVEL.
7. EXCAVATOR TO INSTALL CABLE MARKING STAKES AS SHOWN AT THE BACK OF SOME FLUSH VAULTS & 'STUBBED-OUT' CONDUIT ENDS FOR FUTURE.
8. EXCAVATOR TO RESTORE GRADE PER ESTABLISHED FINISH GRADE.

NOT TO SCALE



COMMUNICATION DUCTS MAY BE BURIED AT LESSER DEPTH BUT MUST STILL MAINTAIN 12" OF CLEARANCE FROM PUD CONDUITS IN THE TRENCH. CONDUITS MAY CROSS EACH OTHER WITH LESS THAN 12" OF CLEARANCE BUT SHOULD NOT MAKE CONTACT TO AVOID CREATING A SHEAR POINT.

1. TRENCH ROUTE

THE DISTRICT'S ENGINEER WILL STAKE THE BEST TRENCH ROUTE AVOIDING AREAS SUCH AS FUTURE ADDITIONS, DRAINFIELDS, GARDENS ETC. YOU SHOULD EXPLAIN FUTURE PLANS FOR YOUR PROPERTY WITH THE DISTRICT'S ENGINEER. FUTURE CABLE RELOCATION IS DONE AT THE CUSTOMER'S EXPENSE. YOUR PROPERTY SHOULD BE AT FINAL GRADE IN THE TRENCH AREA. YOU MAY NOT USE A SHALLOW TRENCH BECAUSE YOU PLAN TO FILL THE AREA IN THE FUTURE.

2. CONDUIT INSTALLATION

THE DISTRICT UTILIZES A CONDUIT SYSTEM. ALL NEW UNDERGROUND CABLE INSTALLATIONS REQUIRE CONTINUOUS CONDUIT INSTALLED BY THE DISTRICT. UNDER SPECIAL CIRCUMSTANCES, THE CUSTOMER MAY BE ALLOWED TO INSTALL A PORTION OF THE CONDUIT. HOWEVER, THE DISTRICT'S REPRESENTATIVE MUST PRE-APPROVE CUSTOMER INSTALLED CONDUIT AND IT MUST BE INSPECTED BY THE DISTRICT PRIOR TO BURIAL. A DISTRICT INSPECTION FEE MAY ALSO APPLY. CUSTOMER INSTALLED CONDUIT WILL NOT BE ACCEPTED WITHOUT PRE-APPROVAL AND DISTRICT INSPECTION.

3. UTILITY LOCATES

CALL UTILITY LOCATES TWO WORKING DAYS BEFORE DIGGING TO HAVE UNDERGROUND UTILITIES LOCATED. IT IS ILLEGAL TO DIG WITHOUT FIRST CALLING FOR LOCATES. THE NUMBER FOR UTILITY LOCATES IS1-800-424-5555. THE UTILITIES WILL MARK THEIR EXISTING LINE LOCATIONS WITH PAINT OR FLAGS. EACH TYPE OF UTILITY HAS IT'S OWN COLOR:

RED = ELECTRIC POWER — BLUE = WATER — YELLOW = GAS OR OIL
ORANGE = TELEPHONE OR TV — GREEN = SEWER — WHITE = PROPOSED EXCAVATION

4. TRENCH REQUIREMENTS

DO NOT START DIGGING UNTIL YOU HAVE SCHEDULED THE WORK DATE WITH THE DISTRICT'S CREW COORDINATOR. TRENCHES MUST NOT BE DUG TOO FAR IN ADVANCE TO AVOID CAVE-INS.

DIG A LEVEL BOTTOMED TRENCH ALONG THE STAKED TRENCH ROUTE. THE TRENCH MUST BE A MINIMUM 24"-30" DEEP TO TOP OF CONDUIT FOR UNDERGROUND SECONDARY/SERVICES AND A MINIMUM 36" TO TOP OF CONDUIT BUT NOT TO EXCEED 48" DEEP FOR UNDERGROUND PRIMARY. THE TRENCH MUST BE WIDE ENOUGH TO ACCOMMODATE THE DISTRICT'S CONDUIT INSTALLATION. NOTE: THE TRENCH MUST BE WIDER AT CONDUIT BEND LOCATIONS. CONTACT THE DISTRICT'S ENGINEER IF THE PROPOSED TRENCH ROUTE OR DEPTH CANNOT BE FOLLOWED.

CAREFULLY HAND DIG WITHIN 2 FT. OF ANY MARKED UTILITIES ALONG THE PROPOSED TRENCH ROUTE AND WITHIN 5 FT. OF THE P.U.D. POLE, PEDESTAL OR PAD MOUNT TRANSFORMER EVEN IF THERE ARE NO RED PAINT (ELECTRIC POWER) MARKS PRESENT. DO NOT CUT ANY PIPES OR WIRES EVEN IF BELIEVED TO BE UNUSED OR ABANDONED.

CONTACT THE DISTRICT'S REPRESENTATIVE REGARDING TRENCHES WITHIN CITY, COUNTY OR STATE RIGHTS-OF-WAY. THE CITY OF OCEAN SHORES PROHIBITS DIGGING WITHIN THE CITY RIGHT-OF-WAY.

A 36" DIAMETER BY 30" DEEP PIT IS REQUIRED AT THE FOOT OF THE METER BASE TO GIVE THE P.U.D. CREW ROOM TO CONNECT CONDUITS AT THE METER BASE.

THE DISTRICT MAY ALLOW A JOINT USE TRENCH WITH OTHER UTILITIES PROVIDED MINIMUM SEPARATIONS BETWEEN DISTRICT CONDUIT AND OTHER UTILITIES CAN BE ACHIEVED AS FOLLOWS:

1 FT. = TV/PHONE/WATER — 2 FT = SEWER LINES — 5 FT. = GAS/PROPANE/HIGH-PRESSURE WATER LINES AND DRAINFIELDS

5. CONDUIT INSTALLATION & BACKFILL

THE P.U.D. CREW WILL INSTALL THE CONDUIT IN THE TRENCH AND LEAVE A ROLL OF CABLE MARKER TAPE FOR THE CUSTOMER TO INSTALL +/- 12" BELOW GRADE AND OVER THE ELECTRIC LINE. IT IS IMPORTANT TO INSTALL THIS TAPE TO WARN ANYONE DIGGING IN THE AREA OF THE PRESENCE OF CONDUIT. RED CABLE MARKER STAKES SHOULD NOT BE DISTURBED FOR THE SAME REASON. THE TRENCH MUST BE BACKFILLED BEFORE THE CABLE CAN BE ENERGIZED. ASSURE DEBRIS SUCH AS BUILDING MATERIALS AND OTHER REFUSE IS KEPT OUT OF THE TRENCH WHEN BACKFILLING.

TRENCH EXHIBIT

Typical Trench Cross Section For Residential Joint Utility Placements

ENGINEERING DEPARTMENT
PUBLIC UTILITY DISTRICT NO.1
GRAYS HARBOR COUNTY, WASHINGTON

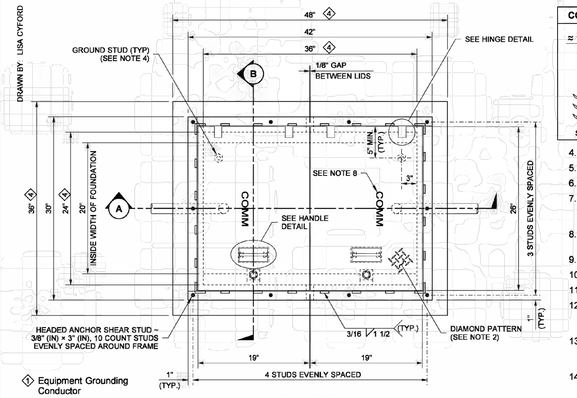
DATE: | WS: | CK BY:
DR. BY: DCT | MAP: VARIOUS | APRVD:
SCALE: NTS | ENGR: DCT | NO. PE-C

LINE CONSTRUCTION STANDARDS
PUBLIC UTILITY DISTRICT NO. 1
GRAYS HARBOR COUNTY,
WASHINGTON

CUSTOMER INSTRUCTIONS FOR PROVIDING PRIMARY & SECONDARY/SERVICE TRENCHING FOR P.U.D. INSTALLED CABLE/CONDUIT

STANDARDS COMMITTEE:	CHECKED BY: PB	APPROVED BY: SB/MTP	DRAWN BY: JCL
NO. SP 8106	DATE: 10-15-2015	SCALE: NTS	NO. SP 8106

DRAWN BY: LISA CYFORD



PLAN VIEW

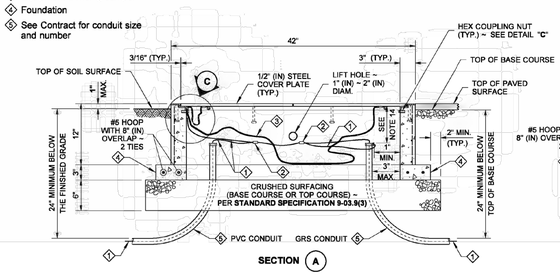
LOCKING LID STANDARD DUTY JUNCTION BOX

COVER MARKING DETAIL
≈ 1" (TYP.) ≈ 1" (TYP.)
ITS 1/2" (TYP.)
ITS 1/4" CLEAR ALL AROUND
SEE NOTE 8

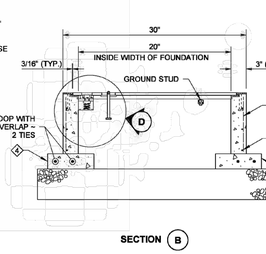
NOTES

1. All box dimensions are approximate. Exact configurations vary among manufacturers.
2. Minimum lid thicknesses are shown. Junction Boxes installed in sidewalks, walkways, and shared-use paths shall have a slip-resistant coating on the lid and lip cover plate and shall be installed with the surface flush with and matched to the grade of the sidewalk, walkway, or shared-use path. The non-slip lid shall be identified with permanent markings on the underside, indicating the type of surface treatment (see Contract Documents for details) and the year of manufacture. The permanent marking shall be 1/8" (in) line thickness formed with a mild steel weld bead and shall be placed prior to hot-dip galvanizing.
3. Lid support members shall be 3/16" (in) min. thick steel C, L, or T shape, welded to the frame. Exact configurations vary among manufacturers.
4. A 1/4-20 NC × 3/4" (in) S. S. ground stud shall be welded to the bottom of each lid; include (2) S. S. nuts and (2) S. S. flat washers.
5. The hinges shall allow the lids to open 180°.
6. Bolts and nuts shall be liberally coated with anti-seize compound.
7. Connect Equipment Bonding Jumper to ground stud on lid. As an alternative to the ground stud connection, the Equipment Bonding Jumper shall be attached to the front face of the hinge pocket with a 5/16-20 NC × 3/4" (in) S. S. bolt, (2) each S. S. nuts, and (2) each S. S. flat washers. Equipment Bonding Jumper shall be #6 AWG min. × 4' (ft) of tinned braided copper.
8. The System Identification letters shall be 1/8" (in) line thickness formed by a mild steel weld bead. See Cover Marking detail. Grind off diamond pattern before forming letters. See **Standard Specification 9-29.2(4)** for details.
9. See the **Standard Specifications** for alternative reinforcement and class of concrete.
10. See **Standard Plan J-40.10** for Welded Wire Fabric and Headed Anchor Shear Stud attachment details.
11. Capacity ~ conduit diameter = 24" (in)
12. Lid Bolt Down Attachment Tab provides a method of retrofitting by using a mechanical process in lieu of welding. Attachment Tab shown depicts a typical component arrangement; actual configurations of assembly will vary among manufacturers. See approved manufacturers' shop drawing for specifics.
13. Unless otherwise noted in the plans or approved by the Engineer, Junction Boxes, Cable Vaults and Pull Boxes shall not be placed within the sidewalk, walkway, shared use path, traveled way or paved shoulders. All Junction Boxes, Cable Vaults, and Pull Boxes placed within the traveled way or paved shoulders shall be Heavy-Duty.
14. Distance between the top of the conduit and the bottom of the Junction Box lid shall be 6" (in) min. to 8" (in) max. for final grade of new construction only. See **Standard Specification 8-20.3(5)**. Where adjustments are to be made to existing Junction Boxes, or for interim construction stages during the contract, the limits shall be from 6" (in) min. to 10" (in) max. See **Standard Specification 8-20.3(6)**.

① Equipment Grounding Conductor
② Copper Solderless Crimp Connector
③ Equipment Bonding Jumper
④ Foundation
⑤ See Contract for conduit size and number



SECTION (A)



SECTION (B)
CONDUITS NOT SHOWN

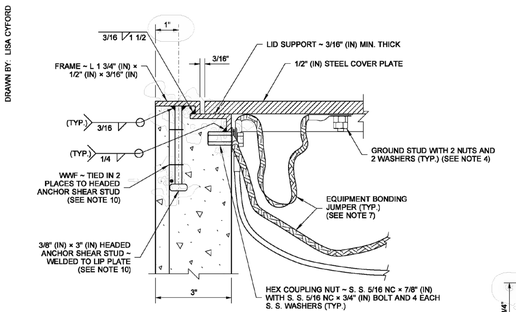
Theodore Joseph Bailey, Tod
Apr 25 2016 5:09 PM

LOCKING LID STANDARD DUTY JUNCTION BOX TYPE 8
STANDARD PLAN J-40.30-04

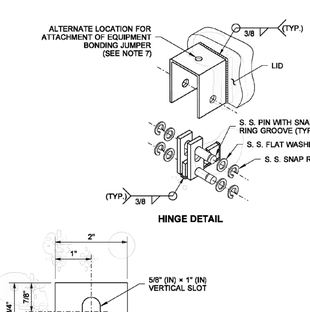
SHEET 1 OF 2 SHEETS

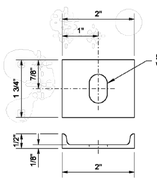
APPROVED FOR PUBLICATION
Carpenter, Jeff
Apr 28 2016 3:15 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: LISA CYFORD

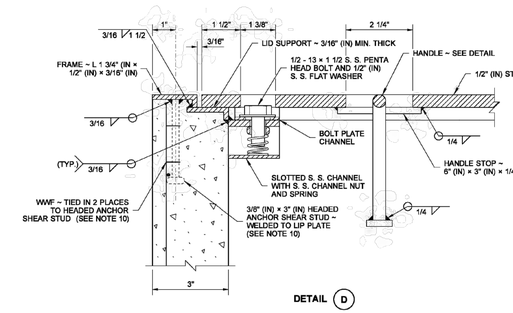


DETAIL (C)





BOLT PLATE CHANNEL



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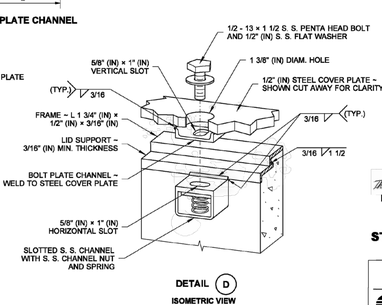

DETAIL (D)
ISOMETRIC VIEW

Theodore Joseph Bailey
Apr 25 2016 5:10 PM

LOCKING LID STANDARD DUTY JUNCTION BOX TYPE 8
STANDARD PLAN J-40.30-04

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
Carpenter, Jeff
Apr 28 2016 3:15 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

REVISIONS

PROJECT NO. 133.005
DRAWN A. GARCIA
CHECKED S. JANIK
SUBMITTAL DATES
OTB DATE 04/20/2026

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20122774
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PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

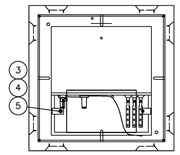
THE CHEHALIS TRIBE

SHEET TITLE
UTILITY TRENCH NOTES & DETAILS

SHEET
UT-05

Apr 16, 2026 - 1:04:26pm - User WhitneyDunlap
N:\2 - PROJECTS\133 CHEHALIS TRIBAL PLANNING\133.005 ANDERSON ROAD RESTORATION\ACAD\133.005 UT-02.DWG

Vaults: 384, 383, 381



PLEASE RECORD SECONDARY VOLTAGES ON THE WORK SKETCH.

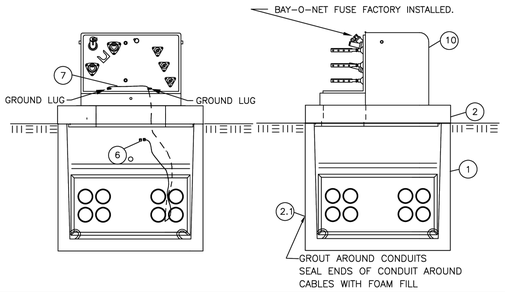
PREPARE A LEVEL BOTTOMED PIT 7'X 7' X 42" FINISHED DEPTH FOR SETTING THE VAULT (WITH 6" OF 5/8" MINUS CRUSHED ROCK BASE).

SEE SP 7440 FOR TRANSFORMER GROUNDING AND NEUTRAL CONNECTION DETAILS.

DOUBLE FARGO PRIMARY CABLE NEUTRALS TO NO. 2 SOLID GROUND/ NEUTRAL BUS BETWEEN TRANSFORMER GROUND LUGS.

GROUT CONDUITS IN.

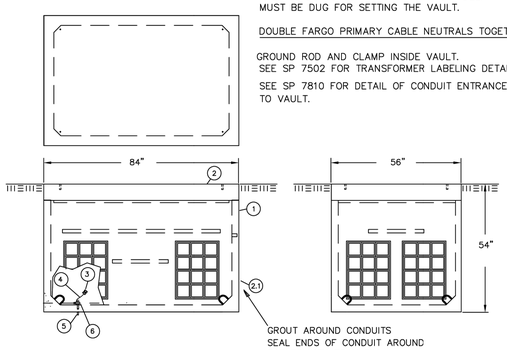
SEE SP 7442 FOR TRANSFORMER LABELING DETAILS.



ITEM	QUANTITY	CODE	DESCRIPTION	ACCOUNT
1	1	428	VAULT CONCRETE 48" X 48" X 42" (SELF-GROUNDING)	366
2	1	234	COVER CONCRETE 48" X 48" WITH 16" X 24" OPENING	
2.1	1	197	COVER PREMIXED GROUT (5 GAL)	
3	2	3770	BOLT MACHINE SS 5/8 INCH	
4	2	3698	WASHER CUT GALV 5/8 INCH	
5	2	3684	WASHER CUT GALV 5/8 INCH	
6	6	5429	CONNECTOR 2 SOLID FARGO	367
7	40'	5889	WIRE COPPER #2 SOLID BARE SOFT DRAWN	
10	1	7100	100 KVA – 7.2KV – 120/240V SS PAD MNT XFMR	368.9
10 OR	1	7104	50 KVA – 7.2KV – 120/240V SS PAD MNT XFMR	

LINE CONSTRUCTION STANDARDS PUBLIC UTILITY DISTRICT NO. 1 GRAYS HARBOR COUNTY, WASHINGTON		50 & 100 KVA SINGLE PHASE PAD MOUNT 7200 V – 120/240 V TRANSFORMER INSTALLATION FOR CONDUIT SYSTEMS.	
STANDARDS COMMITTEE: 1–97	CHECKED BY: P PENTTILA	APPROVED BY: S TUOMINEN	DRAWN BY: DAVID TRASK
NO. SP 7460 & 7468	DATE: 11–96	SCALE: 1/2"=1'	NO. SP 7460 & 7468

Vault: 405



A LEVEL BOTTOMED PIT 8' X 10' X 54" DEEP MUST BE DUG FOR SETTING THE VAULT.

DOUBLE FARGO PRIMARY CABLE NEUTRALS TOGETHER

GROUND ROD AND CLAMP INSIDE VAULT.
SEE SP 7502 FOR TRANSFORMER LABELING DETAILS.

SEE SP 7810 FOR DETAIL OF CONDUIT ENTRANCE TO VAULT.

ITEM	QUANTITY	CODE	DESCRIPTION	ACCOUNT
1	1	425	56"X 84"X 48" CONCRETE VAULT	366
2	1	361	56"X 84" SOLID CONCRETE VAULT COVER	
2.1	1	197	PREMIXED GROUT (5 GAL.)	
3	2	5429	NO. 2 SOL. FARGOS	367
4	10'	5889	NO. 2 BARE CU. CONDUCTOR	
5	1	3420	5/8"X 6" COPPER CLAD GROUND ROD	
6	1	2142	5/8" GROUND ROD CLAMP	

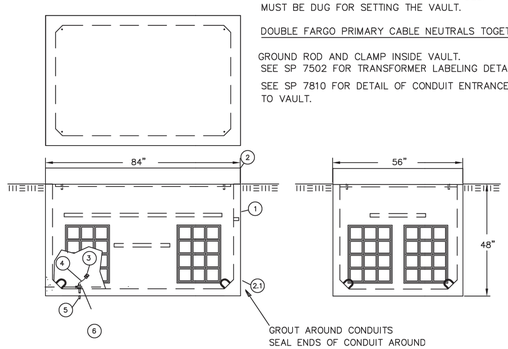
APPROXIMATE COVER WEIGHT = 3500 LBS.

APPROXIMATE VAULT WEIGHT = 4,500 LBS.

MAXIMUM CONDUCTORS IN THIS VAULT*:
NO. 2 15 KV – 9 IN 9 OUT.
NO. 4/0, 15 KV – 6 IN, 6 OUT.
NO. 4/0, 25 KV – 6 IN, 6 OUT.
750 KCM, 15 KV– 3 IN, 3 OUT
*EXCLUDING GROUNDS AND NEUTRALS.

LINE CONSTRUCTION STANDARDS PUBLIC UTILITY DISTRICT NO. 1 GRAYS HARBOR COUNTY, WASHINGTON		56"X 84"X 48" CONCRETE PULLING VAULT WITH SOLID CONCRETE COVER.	
STANDARDS COMMITTEE: 1–97	CHECKED BY: PAP	APPROVED BY: SET	DRAWN BY: DAVID TRASK
NO. SP 7740	DATE: 9–94	SCALE: 3/8"=1'	NO. SP 7740

Vaults: 397, 395, 379



A LEVEL BOTTOMED PIT 8' X 10' X 48" DEEP MUST BE DUG FOR SETTING THE VAULT.

DOUBLE FARGO PRIMARY CABLE NEUTRALS TOGETHER

GROUND ROD AND CLAMP INSIDE VAULT.
SEE SP 7502 FOR TRANSFORMER LABELING DETAILS.

SEE SP 7810 FOR DETAIL OF CONDUIT ENTRANCE TO VAULT.

ITEM	QUANTITY	CODE	DESCRIPTION	ACCOUNT
1	1	425	56"X 84"X 48" CONCRETE VAULT	366
2	1	361	56"X 84" SOLID CONCRETE VAULT COVER	
2.1	1	197	PREMIXED GROUT (5 GAL.)	
3	2	5429	NO. 2 SOL. FARGOS	367
4	10'	5889	NO. 2 BARE CU. CONDUCTOR	
5	1	3420	5/8"X 6" COPPER CLAD GROUND ROD	
6	1	2142	5/8" GROUND ROD CLAMP	

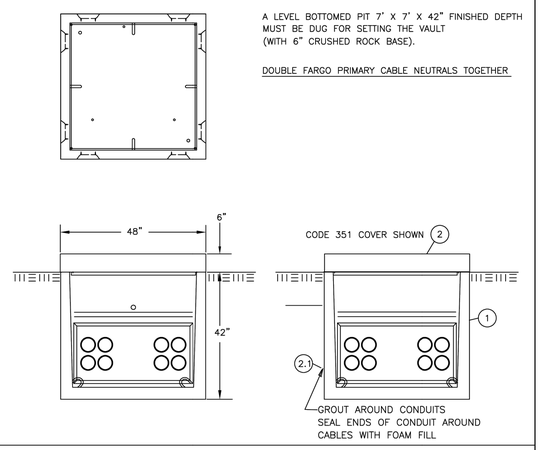
APPROXIMATE COVER WEIGHT = 3500 LBS.

APPROXIMATE VAULT WEIGHT = 4,500 LBS.

MAXIMUM CONDUCTORS IN THIS VAULT*:
NO. 2 15 KV – 9 IN 9 OUT.
NO. 4/0, 15 KV – 6 IN, 6 OUT.
NO. 4/0, 25 KV – 6 IN, 6 OUT.
750 KCM, 15 KV– 3 IN, 3 OUT
*EXCLUDING GROUNDS AND NEUTRALS.

LINE CONSTRUCTION STANDARDS PUBLIC UTILITY DISTRICT NO. 1 GRAYS HARBOR COUNTY, WASHINGTON		56"X 84"X 48" CONCRETE PULLING VAULT WITH SOLID CONCRETE COVER.	
STANDARDS COMMITTEE: 1–97	CHECKED BY: PAP	APPROVED BY: SET	DRAWN BY: DAVID TRASK
NO. SP 7740	DATE: 9–94	SCALE: 3/8"=1'	NO. SP 7740

Vault: 382



A LEVEL BOTTOMED PIT 7' X 7' X 42" FINISHED DEPTH MUST BE DUG FOR SETTING THE VAULT (WITH 6" CRUSHED ROCK BASE).

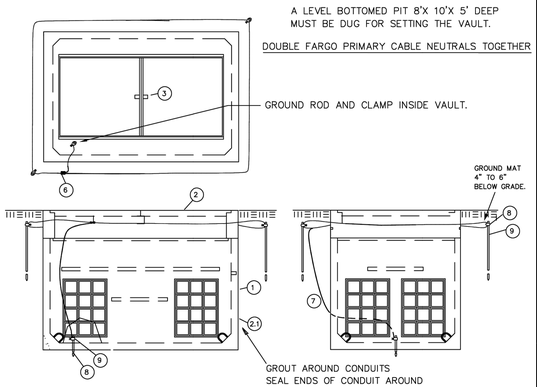
DOUBLE FARGO PRIMARY CABLE NEUTRALS TOGETHER

ITEM	QUANTITY	CODE	DESCRIPTION	ACCOUNT
1	1	428	VAULT CONCRETE 4' X 4' X 42"	366
2	1	338	COVER 4'X4'X6" 3'X3' DOOR	
2.1	1	197	COVER PREMIXED GROUT (5 GAL)	
6	6	5429	CONNECTOR 2 SOLID FARGO	367
7	80'	5889	WIRE COPPER #2 SOLID BARE SOFT DRAWN	

ORDER PRIMARY JBOX MODULES SEPARATELY (NOT SHOWN).

LINE CONSTRUCTION STANDARDS PUBLIC UTILITY DISTRICT NO. 1 GRAYS HARBOR COUNTY, WASHINGTON		SUBMERSIBLE SWITCH VAULT & COVER	
STANDARDS COMMITTEE: 1–97	CHECKED BY: PAP	APPROVED BY: SET	DRAWN BY: DAVID TRASK
NO. SP 7446	DATE: 11–96	SCALE: 1/2"=1'	NO. SP 7446

Vault: 390



A LEVEL BOTTOMED PIT 8'X 10'X 5' DEEP MUST BE DUG FOR SETTING THE VAULT.

DOUBLE FARGO PRIMARY CABLE NEUTRALS TOGETHER

ITEM	QUANTITY	CODE	DESCRIPTION	ACCOUNT
1	1	425	56"X 84"X 48" CONCRETE VAULT	366
2	1	343	56"X 84" CONCRETE VAULT COVER WITH TWO 3'X 3' ACCESS DOORS	
2.1	1	197	PREMIXED GROUT (5 GAL.)	
3	1	7180	PUD PADLOCK	
6	6	5429	NO. 2 SOL. FARGOS	367
7	80'	5889	NO. 2 BARE CU. CONDUCTOR	
8	3	3420	5/8"X 6" COPPER CLAD GROUND ROD	
9	3	2142	5/8" GROUND ROD CLAMP	

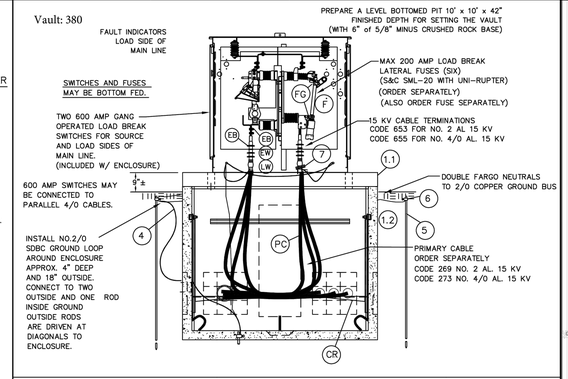
MAXIMUM CONDUCTORS IN THIS VAULT*:
NO. 2 15 KV – 9 IN 9 OUT.
NO. 4/0, 15 KV – 6 IN, 6 OUT.
NO. 4/0, 25 KV – 6 IN, 6 OUT.
750 KCM, 15 KV– 3 IN, 3 OUT
*EXCLUDING GROUNDS AND NEUTRALS.

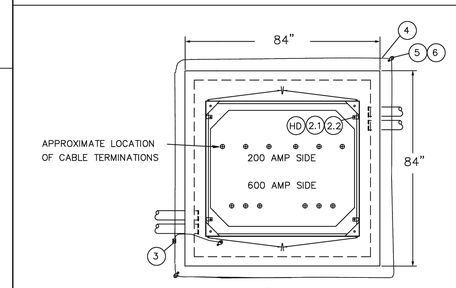
COVER WEIGHT= APPROX. 2430 LBS.

VAULT WEIGHT= APPROX. 4500 LBS.

LINE CONSTRUCTION STANDARDS PUBLIC UTILITY DISTRICT NO. 1 GRAYS HARBOR COUNTY, WASHINGTON		SUBMERSIBLE 3 PH VAULT WITH TWO ACCESS DOORS.	
STANDARDS COMMITTEE: 1–97	CHECKED BY: PAP	APPROVED BY: SET	DRAWN BY: DAVID TRASK
NO. SP 7746	DATE: 10–94	SCALE: 3/8"=1'	NO. SP 7746

Vault: 380

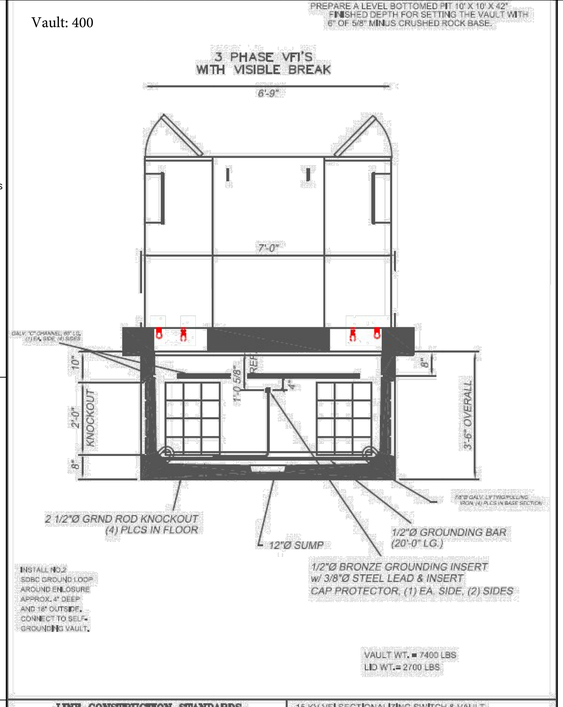




SEE PAGES 1 AND 3 FOR MORE DWGS AND MATL. LIST

LINE CONSTRUCTION STANDARDS PUBLIC UTILITY DISTRICT NO. 1 GRAYS HARBOR COUNTY, WASHINGTON		15 KV 600 AMP THREE PHASE ENCLOSURE WITH G. O. SWITCHES IN AND OUT AND SIX FUSED 200 AMP SINGLE PHASE TAPS ON 7'X 7' VAULT.	
STANDARDS COMMITTEE: 1–97	CHECKED BY: PAP	APPROVED BY: SET	DRAWN BY: DAVID TRASK
NO. SP 7918 P2	DATE: 6–95	SCALE: 3/8"=1'	NO. SP 7918 P2

Vault: 400



LINE CONSTRUCTION STANDARDS PUBLIC UTILITY DISTRICT NO. 1 GRAYS HARBOR COUNTY, WASHINGTON		15 KV VFI SECTIONALIZING SWITCH & VAULT GANG SWITCHED LINE IN 2 GANGED VFI WAYS OUT.	
STANDARDS COMMITTEE:	CHECKED BY:	APPROVED BY:	DRAWN BY: PHIL BECKMAN
NO. SP	DATE:	SCALE: 3/8"=1'	NO. SP

REVISIONS

PROJECT NO. 133.005
DRAWN A. GARCIA
CHECKED S. JANIK
SUBMITTAL DATES
QTB DATE 04/20/2026

JSA CIVIL
Engineering | Planning | Management
111 TUMWATER BLVD SE, SUITE B203
TUMWATER, WA 98501

STAMP
TIMOTHY E. DUNLAP
STATE OF WASHINGTON
20122774
REGISTERED PROFESSIONAL ENGINEER
4/20/2026

ANDERSON ROAD WATER MAIN EXTENSION & ROADWAY RESTORATION
THE CONFEDERATED TRIBE OF CHEHALIS RESERVATION

THE CHEHALIS TRIBE

SHEET TITLE
UTILITY TRENCH NOTES & DETAILS

SHEET
UT-06