

WHEN RECORDED RETURN TO:

Richland City Clerk
505 Swift Boulevard, MS-05
Richland, WA 99352

INTERLOCAL COOPERATIVE AGREEMENT
BETWEEN
THE CITY OF RICHLAND AND THE PORT OF BENTON, WASHINGTON
FOR
2017 SLURRY SEAL PROJECT

THIS INTERLOCAL COOPERATIVE AGREEMENT is entered into this 21st day of February, 2017, between the City of Richland, a municipal corporation of the State of Washington, hereafter referred to as "Richland," and the Port of Benton, Washington, a political subdivision of the State of Washington, hereafter referred to as "Port," or referred to collectively as the "Jurisdictions."

I. RECITALS

WHEREAS, RCW 39.34.010 permits local governmental units to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population and other factors influencing the needs and development of local communities; and

WHEREAS, pursuant to RCW 39.34.080, each Party is authorized to contract with any one or more public agencies to perform any governmental service, activity, or undertaking which each public agency entering into the contract is authorized by law to perform: provided that such contract shall be authorized by the governing body of each Party to the contract and shall set forth its purposes, powers, rights, objectives and responsibilities of the contracting parties; and

WHEREAS, the City of Richland has prepared a 2017 Slurry Seal contract to perform pavement preservation and maintenance on a number of City streets; and

WHEREAS, the Port of Benton has a pavement management program that includes slurry seals on various Port-owned streets; and

WHEREAS, the Port of Benton's program is small in comparison to the City's program;
and

WHEREAS, the Jurisdictions have determined that including the Port of Benton's 2017 slurry seal projects into the City's 2017 Slurry Seal contract is in the best interests of the Jurisdictions and the public; and

WHEREAS, the Jurisdictions, by their respective governing bodies, have determined this effort may be best implemented on a shared basis in a manner deemed most efficient and effective for the Jurisdictions.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the Jurisdictions agree as follows:

II. AGREEMENT

Section 1. Purpose and Scope of Work: The purpose of this Agreement is to formalize a commitment to preserve portions of University Boulevard, Richardson Road, Keck Street and 11th Street owned by the Port of Benton by applying a slurry seal to the streets.

Section 2. Administration: This Agreement shall be administered by the Richland City Manager or designee. Such person shall be responsible for:

- (a) Establishing policies for implementing this Agreement;
- (b) Providing periodic progress reports to the elected officials of each Jurisdiction;
- (c) Monitoring progress of the Jurisdictions and other agencies in the fulfillment of their respective responsibilities.

Section 3. Funding: The Port of Benton hereby commits to provide funding as set forth below:

- (a) Contract work (including 10% contingency): \$ 64,720
- (b) Contract administration/inspection: \$ 1,000

This funding shall be used for the Project construction listed in the Bid Tabulations under Schedule B per the 2017 Slurry Seal contract documents.

Section 4. Development and Bid Award Requirements: Each Jurisdiction hereby commits to the provisions as set forth below:

- (a) The City will include the locations of the Port's slurry seal areas and generate biddable construction drawings by February 24, 2017.
- (b) The City will advertise the project for bids on February 26, 2017.
- (c) The City will open bids on March 16, 2017.
- (d) The Port will review the bid received for Schedule B of the project and notify the City in writing if the bid is acceptable for award by March 28, 2017.

Section 5. Modification: This Agreement may be modified only by written consent of each Jurisdiction.

Section 6. Term of Agreement and Termination:

- (a) The term of this Agreement shall become effective on full execution hereof.
- (b) This Agreement shall expire on the date of completion of the Project[s].

Section 7. Inspection of Records: The records and documents with respect to all matters covered by this Agreement shall be subject to inspection by any Jurisdiction during the term of this Agreement and for three years after its termination.

Section 8. No Separate Legal Entity: It is not the intention that a separate legal entity be established to conduct the cooperative undertaking, nor shall any acquiring, holding or disposing of real or personal property occur under this Agreement.

Section 9. Severability: In the event any term or condition of this Agreement or application thereof to any person, entity or circumstance is held invalid, such invalidity shall not affect any other terms, conditions or applications of this Agreement which can be given effect without the invalid term, condition, or application. To this end, the terms and conditions of this Agreement are declared severable.

Section 10. Venue, Applicable Law and Personal Jurisdiction: All questions related to this Agreement shall be resolved under the laws of the State of Washington. In the event that either party deems it necessary to institute legal action arising from this Agreement, such action shall be instituted in Benton County Superior Court. The parties each consent to the personal jurisdiction of such court.

IN WITNESS WHEREOF, the parties have signed this Agreement as of the day and year written below.

CITY OF RICHLAND, WASHINGTON



CYNTHIA D. REENTS
City Manager
Date: 3/21/17

PORT OF BENTON



SCOTT D. KELLER
Executive Director
Date: 3.9.2017

ATTEST:



MARCIA HOPKINS
City Clerk

ATTEST:



APPROVED AS TO FORM:



HEATHER KINTZLEY
City Attorney

APPROVED AS TO FORM:

**2017 SLURRY SEAL
PROJECT SPECIAL PROVISIONS**

2017 SLURRY SEAL

PROJECT SPECIAL PROVISIONS

The following PROJECT Special Provisions are made a part of this contract and supersede any conflicting provisions of the 2016 Standard Specifications for Road, Bridge and Municipal Construction, the foregoing Amendments to the Standard Specifications, and the City of Richland General Special Provisions.

FUNDS

Section 1-01 is added as follows:

Funding for the project is from the following sources:

City of Richland Capital Improvement Funds
Port of Benton roadway maintenance funds

DESCRIPTION OF WORK

This contract provides for the construction of Type 2 emulsified asphalt slurry and other incidental work all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

DESCRIPTION OF BID SCHEDULES:

Schedule A: City of Richland Slurry Seal Base Bid: Select streets in South Richland.

Schedule B: Port of Benton Slurry Seal Base Bid: Port of Benton Streets including 11th Street, Keck Street, University Boulevard, and Richardson Road.

Note: All Port of Benton Streets are privately owned and maintained. The City and the Port are working within an inter-local agreement to bid the project together. The City is the lead agency for the project.

1-04.7(1) Site Conditions

Section 1-04.7(1) is added as follows:

A majority of the streets included in the project are residential. Port of Benton streets are within business / light industrial areas of north Richland.

Typical residential street traffic includes residential traffic, garbage and delivery trucks.

Widths of streets vary as well as existence of sidewalks on both sides (some have one side sidewalk and other no sidewalks). On City streets, City crews will perform crack sealing and localized patching as required prior to slurry seal application (Port of Benton will complete those tasks prior to the slurry seal application).

Bidders are strongly encouraged to visit the project site to develop a full understanding of the constraints, local conditions and demands of the project that may impact or affect the progress and performance of the work schedule.

1-07.23(1) Construction Under Traffic

Supplement this Section with the following:

8. Contractor to maintain drivable surfaces (using gravel) until final patching or paving is completed. Contractor is responsible for maintenance of the trench surface.

1-07.23(2) Construction and Maintenance of Detours

Supplement this Section with the following:

Residential streets can be closed for the day of slurry seal application starting at 8 am and shall be open by 5 pm unless prior approval has been granted.

1-08.5 Time For Completion

Supplement this Section with the following:

This project shall be physically completed within **20 working days**.

Supplement the fifth paragraph with the following:

The original contract amount and working days will be used in calculating the liquidated damages; this amount is estimated to be approximately \$2600 per day.

Proposed project schedule:

- Bid opening: March 16, 2017
- Project awards at City Council: April 4, 2017
- Notice to proceed (contract executed): early May 2017
- Receipt of submittals, mix design, traffic control plan & approval of each: May through early June 2016
- Construction time frame: June 21, 2017 through August 18, 2017

Note: Due to extreme winter weather conditions the last scheduled day of school for the Richland school district is currently June 19, 2017. Contractor cannot start work prior to two days after the last day of school. If the last day of school is changed, the first allowable start day will change accordingly.

The required construction start by 21 calendar days after execution of the contract is waived for this project. Construction cannot start any earlier than two days after last day of school, at this point estimated as first allowable day of construction as June 21, 2017. All work shall be completed no later than August 18, 2017.

Scheduling limitations and requirements:

Slurry sealing will not be scheduled on garbage pickup days (garbage pickup days are noted on plans and in the slurry seal summary spreadsheet) unless accommodations are made to insure proper garbage collection are made.

Streets adjacent to each other shall not be completed on the same day without prior approval of schedule. A proposed street sequencing schedule is included on the plans. It is the intent of the sequencing to minimize the traffic disruption and maximize access.

The intersection of Elementary and Sagewood Street cannot be completely closed due to limited access to the neighborhood to the west of Elementary.

Country Club Road shall be completed half at a time to accommodate access to the Meadow Springs Golf Course. Contact with the Meadow Springs Golf Course is Mark Dalton, mark@meadowspringscc.com or 509-531-0566.

Richardson, University, 11th Street, & Keck Street:

Shall be scheduled for slurry sealing on either a Sunday or an evening after 6 pm with a street opening of no later than 5 am the next day.

All City of Richland residential streets shall be completed during the week (not weekends) with the streets open to traffic no later than 5 pm.

Contractor to submit an accurate and complete phasing schedule a **minimum of two weeks** prior to slurry seal application starting for review, approval and public outreach coordination.

July 4th is a City official holiday and no slurry sealing will be allowed that day or the Saturday, Sunday or Monday prior (July 1st through July 3rd)

1-10.2(2) Traffic Control Plans

Supplement this Section with the following:

Included in the plans are a proposed traffic control / detour plan for the Port of Benton streets that the contractor shall use as guide. The Contractor may be required to relocate signs/devices as necessary to facilitate traffic flow. Full traffic control / detour plan shall be required from contractor and is the responsibility of the contractor. Contractor to furnish traffic control plans for all other slurry seal streets for City's review and approval.

1-10.3(3)C Portable Changeable Message Sign

Supplement this Section with the following:

Portable changeable message signs (PCMS) will be utilized in preparation of the closure of: _____, The City shall provide two additional PCMS (if available) with the expected two provided by the contractor.

1-10.3(1)A Flaggers and Spotters

Supplement this Section with the following:

It is the intent to have flaggers and spotters available if needed for assistance of construction equipment into and out of construction zones especially along busier streets. Flaggers will not be required for all residential streets, however, it is the responsibility of the contractor to make sure the project site is controlled without excessive additional traffic. Contractor shall take responsibility if slurry seal is driven on prior to street being opened to traffic. Exact locations and when flaggers will be used will be discussed at the pre-construction conference.

Flaggers required for Port of Benton work....

DIVISION 5 - SURFACE TREATMENTS AND PAVEMENTS

5-03 SLURRY SEAL

Section 5-03 is added as follows:

5-03.1 Description

The work covered by these specifications includes the design, testing, construction and quality control required for the proper application of an emulsified asphalt slurry seal surface treatment. The Contractor shall furnish all materials, transportation, labor, tools, equipment and services necessary for the full and complete installation of latex modified Slurry Seal to existing asphalt streets and all incidental items necessary to complete the work as described in the plans.

Items to be provided:

Contractor shall provide a sealing plan a minimum of one week before slurry seal application that identifies pass length, width, and sequence and direction work should be planned to accommodate vehicle traffic. If two access points to an area exist, both areas cannot be worked at the same time.

5-03.2 Materials

The Slurry Seal shall consist of a mixture of an approved emulsified asphalt, mineral aggregate, water and specified additives properly proportioned, mixed and uniformly spread over a prepared surface as approved by the City's Engineer. The completed slurry seal shall leave a homogeneous mat, adhere firmly to the prepared surface and have a skid resistant surface texture

5-03.2(1) Latex Emulsified Asphalt

Latex emulsified asphalt shall be a quick traffic, quick cure LM-CQS-1-H type. It shall be homogeneous and show no separation after thorough mixing. It shall break and set on the aggregate within five (5) minutes and be ready for cross-traffic within five to thirty minutes. Each load of emulsified asphalt shall be accompanied with a certificate of analysis/compliance to assure that it is the same as that used in the mix design. The City will require a Bill of Lading. All tests results provided shall come from certified testing facilities from quality control done previously.

The latex asphalt emulsion shall conform to these requirements.

QUALITY	TEST	REQUIREMENT
Residue after Distillation	AASHTO T59/ASTM D244	60% min
Viscosity , SSF @ 77 deg F, sec	AASHTO T59/ASTM D244	16-90 sec

TEST ON RESIDUE FROM DISTILLATION TEST

QUALITY	TEST	REQUIREMENT
Penetration @ 77 deg F	AASHTO T49/ASTM 2367	40-90 dmm
Softening Point (Ring & Ball), degrees F	ASSHTO T53/ASTM D36	135-147

5-03.2(2) Mineral Aggregate

5-03.2(2)A General

The mineral aggregate used shall be the type and grade specified for the particular use of slurry seal. The mineral aggregate shall be 100% crushed rock of an angular, sound, durable nature;

clean and free of vegetative matter or other deleterious substances. Smooth textured sand of less than 1.25% water absorption shall not exceed 50% of the total aggregate.

Contractor to provide source of aggregate prior to application (minimum 1 week) for City's independent sampling and testing. A follow up sample / test will be taken on the aggregate used for the project after application has started.

5-03.2(2)8 Testing

When tested according to the following tests, the aggregate (prior to the addition of any mineral filler such as cement or lime), shall meet the following requirements:

TEST	TEST METHOD	REQUIREMENT
Sand equivalent	AASHTO-T176 or ASTM-D2419	45 min
Soundness	AASHTO-T104 or ASTM-C88	15% max (using sodium sulfate) 15% max. (using magnesium sulfate)
Abrasion Resistance	AASHTO-T96 or ASTM-C131	35% max. at 500 revolutions on gradation D
Plasticity	ASTM D4398	Non-plastic

5-03.2(2)C Gradation

When tested according to AASHTO T27 (ASTM C136) and AASHTO T11 (ASTM C117), the aggregate shall meet the following gradation requirements prior to the addition of any mineral fillers.

SIEVE SIZE	TYPE 1 (percent passing)	TYPE 2 (percent passing)	TYPE 3 (percent passing)
3/8" (9.5 mm)	100	100	100
No. 4 (4.75 mm)	100	90-100	70-90
No. 8 (2.36 mm)	90-100	65-90	45-70
No. 16 (1.28 mm)	65-90	45-70	28-50
No. 30 (600 µm)	40-65	30-50	19-34
No. 50 (330 µm)	25-42	18-30	12-25
No. 100 (150 µm)	15-30	10-21	7-18
No. 200 (75 µm)	10-20	5-15	5-15

5-03.2(3) Mineral Filler

Mineral fillers shall only be used if needed to improve the workability of the mix as determined by the laboratory mix design and only if their amounts can be metered. The mineral filler shall be Portland Cement, hydrated lime, limestone dust, fly ash or other approved filler meeting the requirements of ASTM D242 if required by the mix design. They shall be considered as part of the dry aggregate.

5-03.2(4) Water

Water shall be free of harmful, soluble salts and shall be of such quality that the asphalt shall not separate from the emulsion before the slurry seal is in place in the work.

5-03.2(5) Polymer Latex

Polymer latex shall be added to the water/soap phase by injection prior to the mill manufacture of the emulsified asphalt by the emulsion producer. The emulsion solution shall contain a minimum of 3 percent latex solids content based on residual bitumen weight content, certified from the emulsion supplier for each load, along with any special quick-setting emulsifier agents.

5-03.3 Construction Requirements

5-03.3(1) Mix Design

5-03.3(1)A General

The Contractor shall submit to the City's Engineer for approval a complete mix design prepared and certified by the laboratory. Compatibility of the aggregate, emulsion, mineral filler, and other additives shall be verified by the mix design. The mix design shall be made with the same aggregate gradation that the Contractor will provide on the project. The mix design shall be incidental to the project. The design must be performed by a qualified laboratory approved by the International Slurry Seal Association. Previous lab reports covering the exact materials to be used may be accepted, provided they were made during the project calendar year. Once the materials are approved, no substitutions will be permitted unless first tested by the laboratory preparing the mix design and approved by the Contracting Agency.

5-03.3(1)B Laboratory Requirements & Report

Sources of all materials shall be selected prior to the commencement of work, allowing sufficient time to have all materials tested by a qualified laboratory acceptable to the City. Aggregate samples shall be taken from the stockpile of aggregate to be incorporated into the slurry mixtures. All items outlined and referenced in this specification shall be complied with in determining the suitability of all materials for use in the slurry mixture. The laboratory shall determine the theoretical asphalt content and whether a mineral filler or additive is needed, and if so, to what proportions.

The laboratory shall submit a complete laboratory analysis and test report accompanied by slurry test samples prior to the commencement of work.

The laboratory shall supply analysis and test report through the Contractor. Such analysis and report shall be the original signed certificates and documents for all necessary items concerning the mix design and the specified materials. All pre-construction sampling and testing shall be at the expense of the Contractor. Any additional tests deemed necessary during actual construction shall be paid for by the Contracting Agency, unless the materials are found out of compliance with the specifications, in which case the Contractor shall bear all costs for testing of non-compliant and replacement materials.

The laboratory report shall show the results of test performed on the individual materials, comparing their values to those required by these specifications.

The report shall also provide the results for the following test methods on the slurry seal mixture.

TEST	DESCRIPTION	SPEC
ISSA TB-106	Slurry Seal Consistency	
ISSA TB-139	Wet Cohesion	
	30 minutes minimum set	12 kg-em min
	60 minutes minimum set	20 kg-em min
ISSA TB-114	Wet Stripping Test	
ISSA TB-100	Wet Track Abrasion	75 g/ft2 max
ISSA TB-113	*Mix Time	

*The mixing test and set time test should be done at the highest temperatures expected during construction.

The laboratory shall further report the quantitative effects of moisture content on the unit weight of the aggregate (bulking effect). The laboratory report must clearly show the proportions of aggregate, mineral filler (min. and max.), water (min. and max.), additive(s) and their usage, and asphalt emulsion based on the dry weight of the aggregate.

All the component materials used in the mix design shall be representative of the materials proposed by the Contractor to be used on the project. The percentages of each individual material required shall be shown in the laboratory report. Adjustments may be required during the construction, based on the field conditions.

5-03.3(2) Equipment

5-03.3(2)A General

All equipment, machinery, apparatus and tools specified and incidental to the performance of this work shall be maintained in satisfactory working order at all times. The specific equipment to be used for proportioning, mixing, and applying the slurry seal along with appropriate descriptive information on calibration and related devices on said equipment shall be available for inspection not less than 2 days before the work starts. The City reserves the right to disqualify equipment because of its age, capacity, capability, mechanical condition or other factors which could cause substandard performance and/or excessive delays or unreasonable inconvenience to the public. The Contractor shall have daily access to back-up equipment parts in the event of failure or breakdown. Contractor shall submit for review a list of all equipment to be used including make, model, age, hours / miles.

5-03.3(2)B Slurry Mixing Equipment

The slurry seal mixing equipment shall be a continuous flow mixing unit, and have suitable means of accurately metering each individual material being fed into the mixing chamber. All feeding mechanisms must be continuous feed, and proportioning according to the mix design must remain constant at all times.

The units shall be equipped with approved devices so that the unit can be properly calibrated, and the quantities of material used during any one period can be readily determined. In the event these metering devices stop working, the slurry unit(s) may be stopped until they are fixed.

The emulsion storage tank of the mixing unit shall be so equipped with a convenient device, calibrated in ten (10) gallon increments, so as to measure the quantity of emulsion actually used with each mixer load of slurry.

The aggregate gate shall be equipped with a convenient device calibrated in inches to determine the gate setting of the aggregate feed.

Devices used for metering and blending additive are subject to approval by the Contracting Agency. The unit shall be capable of mixing all materials at pre-set proportions regardless of speed of unit. The mixing unit shall thoroughly blend all materials without violent agitation to form a homogeneous mass before discharge from the mixer.

The unit shall have a water pressure system, and fog type spray bar adequate for complete fogging of the surface preceding the spreading apparatus.

5-03.3(2)C Slurry Spreading Equipment

The slurry spreader shall be a mechanical type squeegee distributor equipped to prevent loss of slurry mixture from all sides and with a rear discharge gate equipped with a single flexible strike off. The addition of extra tail rubbers or the addition of extra weight to the spreader box will not be permitted. It shall be capable of producing a uniform surface spread across its full width. It shall be maintained during use so as to prevent loss of slurry mixture of varying grades and crown by adjustments to assure a uniform spread. It shall have suitable means for side tracking to compensate for deviation in pavement geometry. It shall have an adjustable width. Any type of drag used shall be subject to approval by the City's Engineer and kept in a completely flexible condition at all times. The spreader shall be kept reasonable clean and build-up of asphalt and aggregate shall not be permitted.

5-03.3(2)D Auxiliary Equipment

Suitable crack and surface cleaning equipment, barricading equipment, hand tools and any support equipment should be provided as necessary to perform the work. All surface preparations including final sweeping prior to application shall be performed by the Contractor.

5-03.3(3) Machine Calibration and Verification

5-03.3(3)A Calibration

Each slurry mixing unit in performance of the work shall be calibrated with the approved source material in the presence of the Contracting Agency prior to starting the project. Previous calibration documentation covering the exact materials to be used may be approved, provided they were made during the calendar year. The documentation shall include an individual calibration of each material at various settings, which can be related to the machine's metering device(s). No machine will be allowed to work on the project until the calibration has been completed and/or accepted.

5-03.3(3)B Verification

A test strip will be made after calibration and prior to starting the project. Test strips shall be a portion of the project. The contractor and the City inspector shall compute the spread application rate to assure the minimum pounds per square yard have been applied. After the Contracting Agency has approved the test strip, the Contractor may proceed with the work.

If a test strip is not approved, the Contractor will stop work until a test strip is made which meets the Contracting Agency's approval.

All work on the project shall be at least equal in quality to the approved test strip.

5-03.3(4) Weather Limitations

Slurry seal shall not be applied when the forecasted weather indicates a high temperature of less than 65 degrees F., humidity greater than 70%, a chance of rain greater than 10% or winds greater than 30 mph. Slurry seal shall not be applied if either the pavement or air temperature is below 55 degrees F. Maximum temperatures shall be per mix design and asphalt emulsion requirements.

Slurry Seal shall not be applied in the rain. Slurry damaged by rain within the first 24 hours after application shall be replaced by the contractor to the satisfaction of the Engineer at no additional cost to the Contracting Agency. Contractor shall clean the street of all remaining slurry mix materials prior to re-application.

5-03.3(5) Construction Requirements

5-03.3(5)A Notifications

The City will be sending information brochures to the residents within the areas of the slurry seal application in anticipation of the work to be completed. Along with the mailed brochures, the City will update residents via the City's website, including proposed contractor schedules for application dates on certain streets.

Contractor will be required to notify via door hanger (or other approved methods) fronting properties approximately **one week before work** is to start and again **twenty four hours (24 hrs.)** prior to starting work on a given street. Contractor is required to furnish door hanger notice and have City review and approve. Port of Benton shall assist and getting notification out to Port of Benton area businesses.

No Parking signs shall be placed along streets to be slurry sealed a **minimum of 24 hours** before application. Cars still on streets on the day of the slurry seal will be towed. If owners of vehicles are unreachable or unaccommodating, contact the City of Richland Police department non-emergency dispatch at 509-628-0333.

Changes to slurry seal application days will require re-notification.

Additional coordination will be required with the U.S. postal service, Ben Franklin Transit and other private users of the streets. Garbage / recycling collection days are noted on the plans.

Contractor to place a cone (multiple on commercial driveways) in the middle of each driveway when slurry seal is not to be driven on. Cone(s) to be removed by contractor once street is re-opened to traffic.

Use of Portable Changeable Message Sign will be per agreed traffic control plan. The City will allow use of its two PCMS's with prior coordination (if available).

5-03.3(5)B Surface Preparation

Immediately prior to applying the slurry seal, the surface shall be cleared of all loose material, oil spots, vegetation, and other objectionable material and shall be subject to the approval of the City's Engineer prior to application. Sweeping shall be performed by the Contractor using a self-contained power sweeper with water using an approved regenerative air sweeper. Crack sealing and localized patching, as required, shall be performed by the Contracting Agency prior to the project construction starting.

Immediately before commencing the slurry seal operations, all surface metal utility covers (including survey monuments) shall be protected by thoroughly covering the surface with an appropriate adhesive and oiled or plastic paper. No adhesive material shall be permitted to cover, seal or fill in the joint between the frame and cover of the structure. Covers are to be uncovered and cleaned of slurry material by the end of the same workday. Prior to start of the slurry seal application, Contractor shall install inlet protection (catch basin inserts) in all catch basins and other storm drainage inlets within the area of the Work. The catch basin inserts shall be left in place until the final sweeping is completed.

Existing plastic pavement markings within City streets to be covered slurry seal shall be removed prior to slurry seal application. Port of Benton streets do not require pavement marking removal (existing pavement markings are painted). Contractor shall protect pavement markings that are outside but close to slurry seal areas (i.e. crosswalks at intersections that slurry seal area limits do not include).

5-03.3(5)C Application

Slurry seal shall not be applied before 8:00 am and roadways shall be open to traffic no later than 5:00 pm unless prior approval is given by the Engineer with the exception Port of Benton Streets (Richardson, 11th Street, Keck Street, and University).

All workmen shall have sufficient skill and experience to properly perform the work assigned to them. Workmen engaged in special or skilled works shall have sufficient experience in such work and in the operation of the equipment to perform all work properly and satisfactorily. Thus the Contractor shall have an experienced crew on each spreader and any other equipment. Contractor shall submit a list of crew including job function and experience.

The surface shall be pre-wetted by fogging ahead of the slurry spreader when required by field conditions. Water shall be applied uniformly across the entire surface width to achieve a damp surface with no apparent flowing water gathering in front of the spreader. The rate of application of the fog spray shall be adjusted during the day to suit temperatures, surface texture, humidity, and dryness of the pavement surface.

The slurry mixture shall be of the desired consistency upon leaving the mixer and no additional materials or water shall be added. Total time of mixing should not exceed four (4) minutes. A sufficient amount of slurry mixture shall be carried in all parts of the spreader at all times to ensure that complete coverage is obtained. Overloading of the spreader shall be avoided. No lumping, balling, or unmixed aggregate will be permitted. No segregation of the emulsion and aggregate will be permitted. Progress and spreading of mixture shall be maintained to not allow the "breaking" of emulsion in the spreader box.

No streaks, such as those caused by oversized aggregate, will be left in the finished surface. If excess oversize develops, the job will be stopped until the Contractor proves to the City's Engineer that the situation has been corrected.

The Contractor shall be responsible for the removal of all excess slurry mixture spread, spilled, spattered, or tracked beyond street limits, on driveways, sidewalks, curbs, and other related items.

Hand tools shall be available in order to remove spillage. Ridges or bumps in the finished surface shall not be permitted. The mixture shall be uniform and homogeneous after spreading on the surface and shall not show separation of the emulsion and aggregate after setting.

Adequate means shall be provided to protect the slurry seal from damage from traffic until such time that the mixture has cured sufficiently so that the slurry seal will not adhere to and be picked up by the tires of the vehicles or leave tire marks in the surface of the slurry. The contractor shall repair all tire marks before leaving the area, and all repairs shall be incidental. Any tire marks unable to be repaired before leaving the area will then be finished at or before the end of the project.

5-03.3(5)D Rate of Application

The slurry mixture shall be of proper consistency at all times to provide a homogeneous mat that will provide the amount of mixture required by the surface condition.

The minimum application rate is as follows:

	Type1	Type2	Type3
Parking Lots	8-10 lbs / sy	----	---
Streets	8-12 lbs / sy	10-18 lbs / sy	15-22 lbs / sy
Nominal Thickness of finished mat	1/8"	3/16"	3/8"

The minimum application rate shall be met for each truckload. The maximum rate shall be determined by the street surface condition. The application shall be such, as to provide a depth sufficient to correct surface conditions, fill surface voids and raveling, provide sealing and provide a sufficient wearing surface.

5-03.3(5)E Joints

No excess buildup, uncovered areas or unsightly appearance shall be permitted on longitudinal or transverse joints. An excessive overlap will not be permitted on longitudinal joints. The Contractor shall provide suitable width spreading equipment to produce a minimum number of longitudinal joints throughout the project. When possible, longitudinal joints shall be placed on lane lines. Half passes and odd width passes will be used only in minimum amounts. If half passes are used, they shall not be the last pass of any paved area. A maximum of six inches (6") shall be allowed for overlap of longitudinal lane line joints.

Sufficient building paper, or other similar materials, shall be maintained by the Contractor for use at project limits to provide a clean, neat edge.

Joints between asphalt pavement and concrete curb shall be completely and neatly sealed without excessive slipover onto the concrete, and unsightly and objectionable excess shall be immediately removed. The flow line at the curb shall be completed so as to allow storm drainage flow without ponding along the curb line.

5-03.3(5)F Mix Stability

The slurry mixture shall possess sufficient stability so that premature breaking of the slurry seal in the spreader box does not occur. The mixture shall be homogeneous during the following mixing and spreading, it shall be free of excess water or emulsion and free of segregation of the emulsion and aggregate fines from the coarser aggregate. Spraying of additional water into the spreader box will not be permitted.

5-03.3(5)G Hand Work

Areas which cannot be reached with slurry seal machine shall be surfaced using hand squeegees to provide complete and uniform slurry seal coverage. The area to be hand worked shall be lightly dampened prior to mix placement and the slurry worked immediately. Care shall be exercised to leave no unsightly appearance from handwork. The same type of finish as applied by the spreader box shall be required. Handwork shall be completed during the machine applying process.

It should be understood that sufficient personnel, to complete all handwork during the same time as machine work is required, so as to minimize the need for follow-up patchwork. Care shall be exercised to ensure a proper application rate to handwork areas.

5-03.3(5)H Lines

Care shall be taken to insure straight lines along curbs, driveways, shoulders, and speed humps. No runoff on these areas will be permitted. Lines at intersections shall be kept straight to provide a good appearance.

5-03.3(5)I Clean-Up

All areas, such as manholes, concrete gutters and intersections, shall have the slurry seal removed by the contractor to the satisfaction of the City inspector. The Contractor shall remove any debris associated with the performance of the work, on a daily basis.

The Contractor shall be responsible for immediate cleanup of any spills associated with the Contractor's operations. Damage caused by the Contractor's operations shall be repaired or replaced by the Contractor and must meet the approval of the City's Engineer.

Excess aggregate shall be removed after work is completed at each staging area. Areas that have been sanded shall be swept clean within twelve (12) hours after traffic control is removed.

Catch basin inserts shall be removed after the final street sweeping has been completed.

5-03.3(6) Quality Control and Quality Assurance

5-03.3(6)A Materials

The Contractor will permit the Contracting Agency to take samples of the aggregate and asphalt emulsion used in the project at the Contracting Agency's discretion. Gradation and sand equivalent tests may be run on the aggregate and residual asphalt content tests on the emulsion.

Test results will be compared to specifications. Tests will be run at the expense of the Contracting Agency unless the materials are found out of compliance with the specifications, in which case the Contractor shall bear all costs for testing of non-compliant and replacement materials. The Contracting Agency will notify the contractor immediately if any test fails to meet the specifications.

Items under the Quality Control and Quality Assurance listed in these Project Special Provisions may be performed if deemed necessary by the Project Engineer or his designated inspector during construction of the slurry seal. Failure of the Contracting Agency to perform these tests shall not constitute final acceptance of the finished product or the assumption that all specifications have been met. Furthermore, all requirements of the performance bond shall remain in effect.

5-03.3(6)B Slurry Seal

Samples of the slurry seal may be taken directly from the slurry unit(s). Consistency and residual asphalt content tests may be made on the samples and compared to the specifications. Tests will be run at the expense of the Contracting Agency: unless materials are found out of compliance with the specifications, in which case Contractor shall bear all cost of resurfacing the street. The Contracting Agency will notify the Contractor immediately if any test fails to meet specifications.

The Contracting Agency may use the recorders and measuring facilities of the slurry seal unit to determine application rates, asphalt emulsion content, mineral filler and additives(s) content for an individual load. The Contractor shall instruct the Contracting Agency's inspector how to calculate the application rate per square yard utilizing the contractor's proportioning devices.

It is the responsibility of the Contractor to check stockpile moisture content and to set the machine accordingly to account for aggregate bulking.

The Contractor shall submit a plan to be approved by the Contracting Agency for the monitoring of all dry materials.

5-03.3(6)C Tolerances

Tolerances for individual materials as well as the slurry seal mixture are as follows:

- a) After the designed residual asphalt content is determined, a plus or minus one (+/-1.0%) percentage point variation will be permitted.
- b) The percentage of aggregate passing each sieve shall be within the stockpile tolerance range as stated.
- c) The percentage of aggregate passing shall not go from the high end to the low end of the specified range of any two successive sieves.
- d) The slurry consistency shall not vary more than plus or minus 0.5 cm from the job mix formula after field adjustments.
- e) The rate of application once determined by the Contracting Agency shall not vary more the plus or minus 2 lbs./SY, while remaining within the design application rate.

5-03.3(6)D Non-Compliance

If any two (2) successive tests fail on the stockpile material, the job may be stopped. It is the responsibility of the Contractor, at his own expense, to prove to the Contracting Agency that the aggregate conditions have been corrected. If any two (2) successive tests on the mix from the same machine fail, the use of the machine may be suspended. It will be the responsibility of the Contractor, at Contractor's own expense, to prove to the City's Engineer that the problems have been corrected and that the machine is working properly.

5-03.4 Measurement

Type II Slurry Seal will be measured per square yard of finished surface.

Type III Slurry Seal will be measured per square yard of finished surface.

5-03.5 Payment

"Type II Slurry Seal", per square yard.

"Type III Slurry Seal", per square yard.

The contract bid prices above, including all incidental work, shall be full compensation for furnishing all materials and for all preparation (cleaning, sweeping, etc.), mixing and applying these materials, and for all labor, material, tools, equipment, and incidentals necessary to satisfactorily complete the work as defined in the Standard Specifications and these Project Special Provisions.

DIVISION 8 – MISCELLANEOUS CONSTRUCTION

8-02.3(17) Tree Trimming

It is the intent of tree trimming to provide a clear space for contractor's slurry seal equipment (and support equipment) during application of the slurry seal to prevent broken tree branches, leaves, and other debris from falling onto the street. To coordinate a garbage dumpster, contact the City's Horn Rapids Landfill at 509-942-7491.

8-22 Pavement Markings

"Removing Plastic Line", "Removing Plastic Crosswalk Line", and "Removing Plastic Traffic Marking" to be per WSDOT section 8-22 by use of water spray only (no grinding). Port of Benton streets have painted pavement markings that will not need removal prior to slurry seal application.

8-23 Temporary Pavement Markings

Temporary pavement markings will be required on Elementary near the intersection with Keene Road (stop bars, lane lines, etc.) but not along residential streets with centerline skip pavement markings. Port of Benton streets do not require temporary pavement markings.

ENGINEER'S ESTIMATE

**2017 SLURRY SEAL
Contract 17-0005**

Bidder agrees to perform all work described in the specifications as shown on the plans, for the following unit prices.

The City of Richland utilizes the 2008 Washington State Department of Transportation Standard Specifications for Road, Bridge and Municipal Construction, Section 1-03.1 for award purposes. The City will check all bid proposals for correctness of extensions of the prices per unit and the total price, and that the total extensions, corrected where necessary, will be used for award purposes and to fix the amount of the contract bond.

In case of discrepancies, unit prices shall govern.

(Note: Unit prices for all items, all extensions, and total amount of bid, shall be shown in figures only.)

ITEM	DESCRIPTION	QUANTITY	UNIT	Unit Price Dollar/Cents	Total Price Dollar/Cents
Schedule A: City of Richland Slurry Seal Base Bid					
A-1	MOBILIZATION	1	LS	\$25,000.00	\$25,000.00
A-2	SPCC PLAN (ALL SCHEDULES)	1	LS	\$250.00	\$250.00
A-3	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000.00
A-4	FLAGGERS AND SPOTTERS	60	HR	\$55.00	\$3,300.00
A-5	TYPE II SLURRY SEAL	141,163	SY	\$1.70	\$239,977.10
A-6	REMOVING PLASTIC LINE	924	LF	\$0.75	\$693.00
A-7	REMOVING PLASTIC CROSSWALK LINE & STOP BAR	1,192	SF	\$3.00	\$3,576.00
A-8	REMOVING PLASTIC TRAFFIC MARKINGS	14	EA	\$80.00	\$1,120.00
A-9	TREE TRIMMING	1	LS	\$1,500.00	\$1,500.00
A-10	PORTABLE CHANGEABLE MESSAGE SIGN	200	HR	\$10.00	\$2,000.00

SCHEDULE A SUBTOTAL **\$287,416.10**

Schedule B: Port of Benton Slurry Seal Base Bid					
B-1	MOBILIZATION	1	LS	\$5,000.00	\$5,000.00
B-2	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$3,000.00	\$3,000.00
B-3	FLAGGERS AND SPOTTERS	30	HR	\$45.00	\$1,350.00
B-4	TYPE II SLURRY SEAL	26075	SY	\$1.70	\$44,327.50
B-5	TREE TRIMMING	1	LS	\$500.00	\$500.00

SCHEDULE B SUBTOTAL **\$54,177.50**

SCHEDULE B SALES TAX (8.6%) **\$4,659.27**

SCHEDULE B TOTAL **\$58,836.77**

SCH A + SCH B TOTAL **\$346,252.87**

GENERAL NOTES

1. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS, METHODS & SEQUENCES OF CONSTRUCTION INCLUDING THE SAFETY OF ALL WORKERS & THE GENERAL PUBLIC.
2. NO PUBLIC WATER VALVES OR HYDRANTS SHALL BE OPENED OR CLOSED (OPERATED) BY ANYONE BUT CITY OF RICHLAND STAFF.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE & MUNICIPAL CONSTRUCTION.
4. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS" (MUTCD).
5. THE LOCATIONS OF ALL KNOWN EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE APPROXIMATE ONLY. LOCATIONS ARE BASED ON INFORMATION OBTAINED FROM THE SITE, INFORMATION OF RECORD DRAWINGS & INFORMATION PROVIDED TO ENGINEER. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK.
6. THE CONTRACTOR SHALL BE REQUIRED TO CALL 811 OR 1-800-424-5555 (WEBSITE: WWW.WASHINGTON811.COM) TWO BUSINESS DAYS PRIOR TO COMMENCING ANY EXCAVATION ACTIVITIES TO DETERMINE FIELD LOCATIONS OF ALL UNDERGROUND UTILITIES, AS REQUIRED BY LAW.
7. ANY CHANGES OR MODIFICATIONS TO THE PROJECT PLANS SHALL FIRST BE APPROVED BY THE CITY ENGINEER OR HIS/HER REPRESENTATIVE.
8. METHODS OF DUST & EROSION CONTROL PROPOSED TO BE USED BY THE CONTRACTOR SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITIES.
9. THE CONTRACTOR SHALL TAKE ANY NECESSARY MEANS TO KEEP FROM TRACKING MUD & DEBRIS OUT ONTO THE EXISTING STREETS, & SHALL ALSO KEEP MUD & ANY OTHER DEBRIS FROM HIS SITE FROM ENTERING THE EXISTING PUBLIC STORM DRAINAGE SYSTEM.
10. CONTRACTOR SHALL PROVIDE DETAILED "AS-BUILT" RECORDS SHOWING LOCATION, DEPTH, SIZE & MATERIAL TYPE OF ALL PIPING INSTALLED OR ENCOUNTERED DURING CONSTRUCTION OF IMPROVEMENTS.
11. CONTRACTOR SHALL COORDINATE SCHEDULED WORK WITH ACTIVITIES TO BE PERFORMED BY UTILITIES & WORK SHOWN TO BE COMPLETED BY "CITY FORCES".
12. THE FACE OF CURB SHALL BE STAMPED AT ALL UTILITY CROSSINGS, MAIN LINES, & SERVICE LINES AS FOLLOWS:
 "S" - SANITARY SEWER "I" - IRRIGATION "SD" - STORM DRAIN
 "W" - WATER "C" - CONDUITS

SURVEY NOTES

NO SURVEY PERFORMED FOR THIS PROJECT.
 INFORMATION FROM G.I.S. AND AERIAL PHOTO.

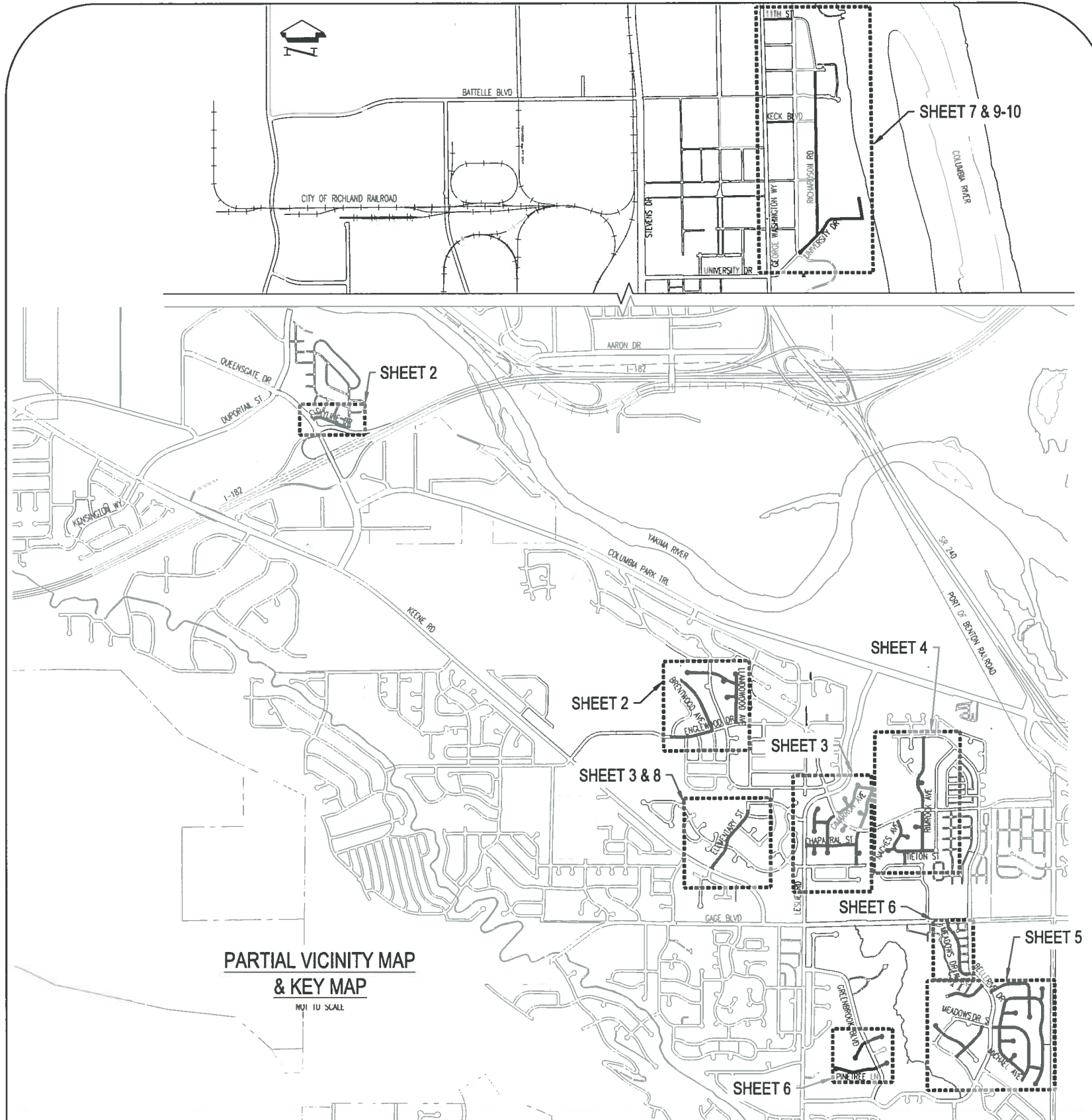
CONSTRUCTION PLANS FOR:

2017 SLURRY SEAL PROJECT

CONTRACT #: 17-0005

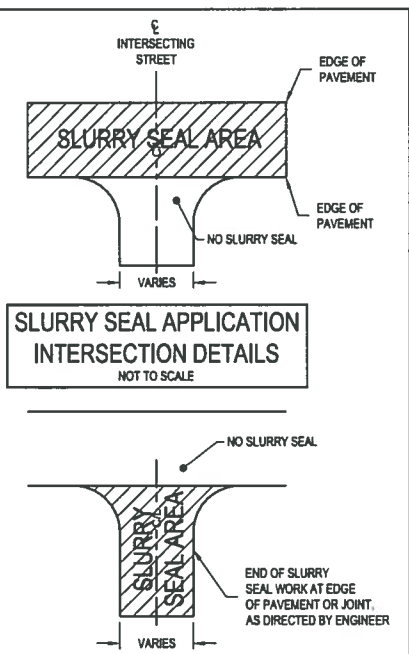
INDEX OF DRAWINGS:

SHEET	DESCRIPTION
1	COVER SHEET, VICINITY MAP, PROJECT AREA, CONTACTS, SHEET INDEX
2	PLAN VIEW
3	PLAN VIEW
4	PLAN VIEW
5	PLAN VIEW
6	PLAN VIEW
7	PLAN VIEW - PORT OF BENTON MISCELLANEOUS STREETS
8	STRIPING PLAN - ELEMENTARY STREET
9	TEMPORARY TRAFFIC CONTROL PLAN - 11TH STREET AND KECK BOULEVARD
10	TEMPORARY TRAFFIC CONTROL PLAN - RICHARDSON ROAD AND UNIVERSITY DRIVE



CONTACTS:

- CITY OF RICHLAND, ENGINEERING DEPT.
 SHELDON WILLIAMSON
 (W)(509)942-7492 (C)(509)531-1990
- CITY OF RICHLAND, WATER DEPT.
 SCOTT SIEFKEN (C)(509)531-7915
- CITY OF RICHLAND, SEWER DEPT.
 VERN McGRAW (C)(509)539-4849
- CITY OF RICHLAND, ENERGY SERVICES DEPT.
 CLINT WHITNEY (W)(509)942-7434 (C)(509)531-9759
- CITY OF RICHLAND, SURVEY DEPT.
 DAN PENWELL JR. (W)(509)942-7512
- CITY OF RICHLAND, STREET DEPT.
 CHAD BOOTHE (W)(509)942-7524 (C)(509)531-9168
- CITY OF RICHLAND, PARKS & FACILITIES DEPT.
 SHAWN HARPER (W)(509)942-7527 (C)(509)578-9338
- CITY OF RICHLAND, TRAFFIC ENGINEERING
 MARK NOGA (W)(509)942-7514
- CASCADE NATURAL GAS
 ZACH SMITH (W)(509)736-5548 (C)(509)438-7836
 24 HOUR EMERGENCY 1-888-522-1130
- CHARTER COMMUNICATIONS
 TONY CAMPOS (W)(509)491-3992 (C)(509)572-0537
- FRONTIER COMMUNICATION
 GARY TAYLOR (C)(509)378-5172
- LS NETWORKS
 WINFRED VOGT (W)(503)414-0475
- PORT OF BENTON
 JOHN HAAKENSON (509)539-3813
 KERRY ALBIN (JUB) (509) 531-5902



2017 Slurry Seal Project
 City of Richland

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Cover Sheet

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811
 Know what's below.
 Call before you dig.



CAD DWG:
 2017 slurry_seal_cover

CONTRACT NO:
 17-0005

DATE:
 02-09-2017

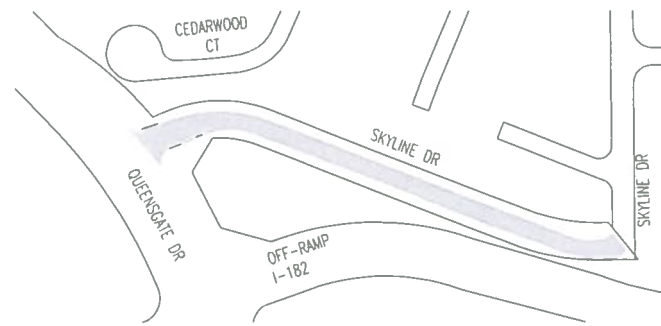
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DESIGN BY:
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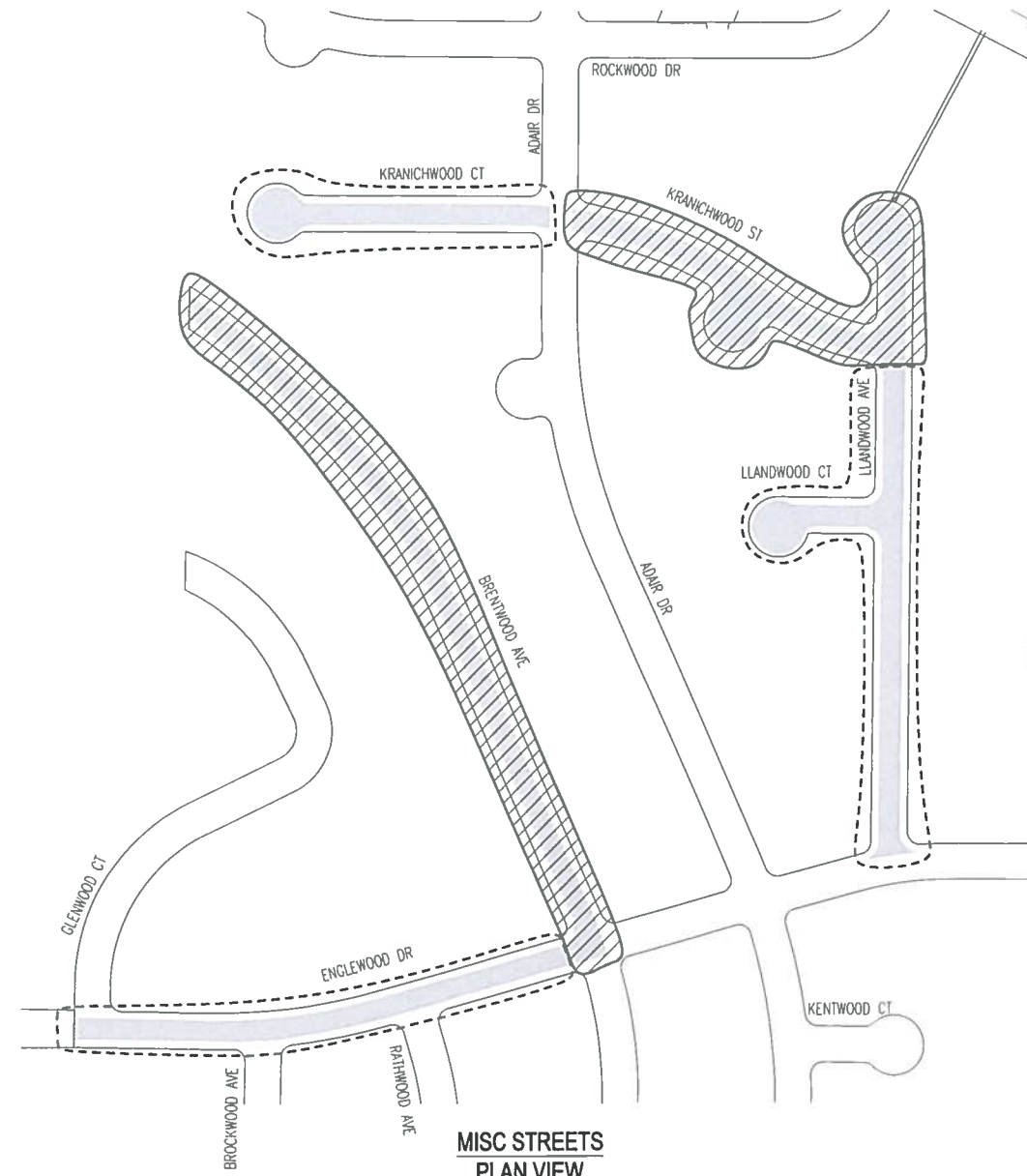
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**SKYLINE DR
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**MISC STREETS
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LEGEND:

- SLURRY SEAL TYPE II AREA
- CONSTRUCTION PHASE A
- CONSTRUCTION PHASE B
- CONSTRUCTION PHASE C
- STRIPING: CENTER LINE SKIP
- STRIPING: CROSSWALK (SEE NOTE BELOW)

CROSSWALK AND STRIPING NOTE:
EXISTING CROSSWALK STRIPING TO BE REMOVED BY CONTRACTOR PRIOR TO SLURRY SEAL.
CITY OF RICHLAND TO RESTORE CROSSWALK AFTER SLURRY SEAL PROJECT IS COMPLETED.

Street Name	Begin Location	End Location	Garbage Day	Approx. Length (ft)	Avg. Width (ft)	Approx. Area (SY)
BRENTWOOD AVE	ENGLEWOOD DR	DEAD END	TUES	1284	36	4975
ENGLEWOOD DR	GLENWOOD CT	BRENTWOOD AVE	TUES	925	35	3652
KRANICHWOOD CT	END	ADAIR DR	TUES	475	35	2380
KRANICHWOOD ST	ADAIR DR	LLANDWOOD AVE	TUES	669	36	3143
LLANDWOOD AVE	ENGLEWOOD DR	END	TUES	1059	36	4784
LLANDWOOD CT	LLANDWOOD DR	END	TUES	192	36	1286
SKYLINE DR	QUEENSGATE DR	PRIVATE RD	WEDS	811	30	2914

NOTE:
PHASING AREAS SHOWN AS RECOMMENDATIONS TO MINIMIZE TRAFFIC DISRUPTIONS AND INSURE ADEQUATE RESIDENTIAL ACCESS. CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A DETAILED SCHEDULING PLAN FOR APPROVAL PRIOR TO COMMENCEMENT OF CONSTRUCTION.



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2017 Slurry Seal Project
City of Richland

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Plan View

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DATE: 02-09-2017
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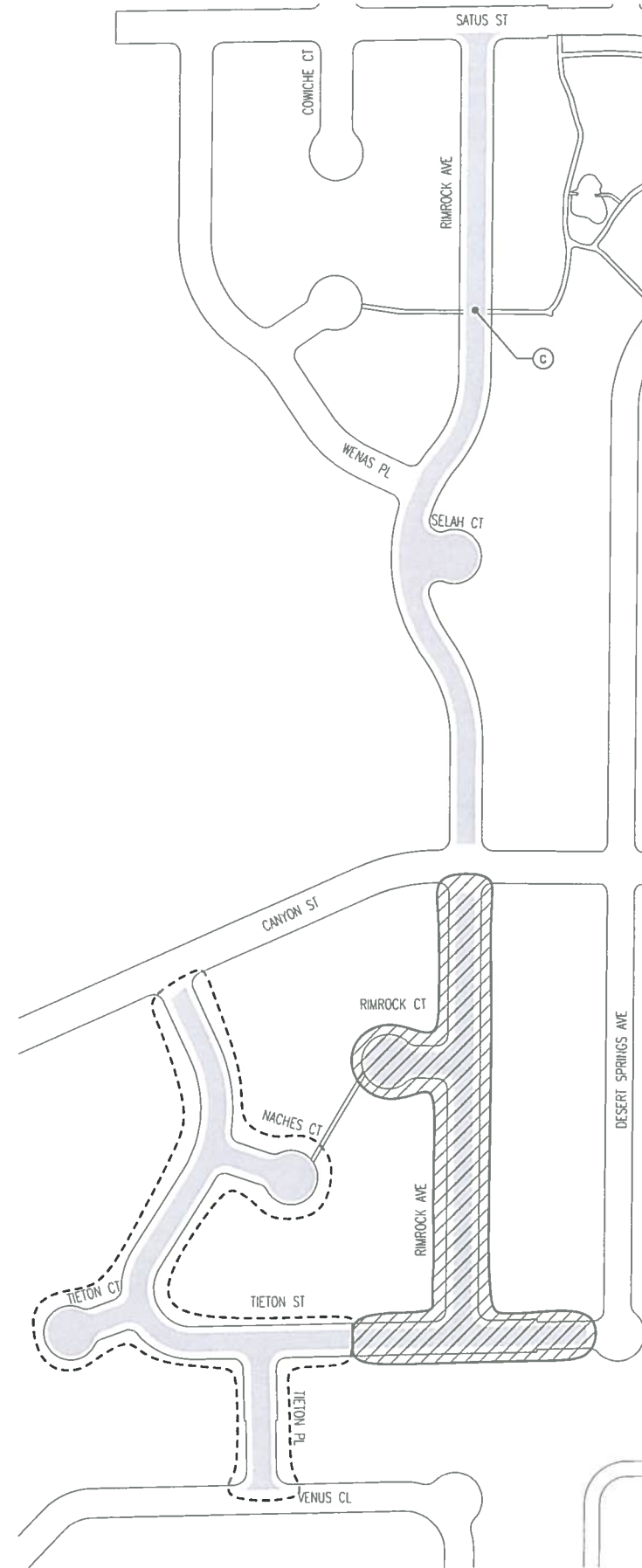
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Street Name	Begin Location	End Location	Garbage Day	Approx. Length (ft)	Avg. Width (ft)	Approx. Area (SY)
NACHES AVE	TIETON ST	CANYON ST	MON	653	35	2538
NACHES CT	NACHES AVE	END	MON	157	35	1132
RIMROCK AVE	TIETON ST	SATUS ST	MON	2468	36	9872
RIMROCK CT	END	RIMROCK AVE	MON	138	41	1094
SELAH CT	RIMROCK AVE	END	MON	85	85	1060
TIETON CT	END	TIETON ST	MON	138	35	1031
TIETON PL	VENUS CIR	TIETON ST	MON	255	35	1068
TIETON ST	NACHES AVE	DESERT SPRINGS AVE	MON	829	36	3286

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2017 Slurry Seal Project
City of Richland
Plan View

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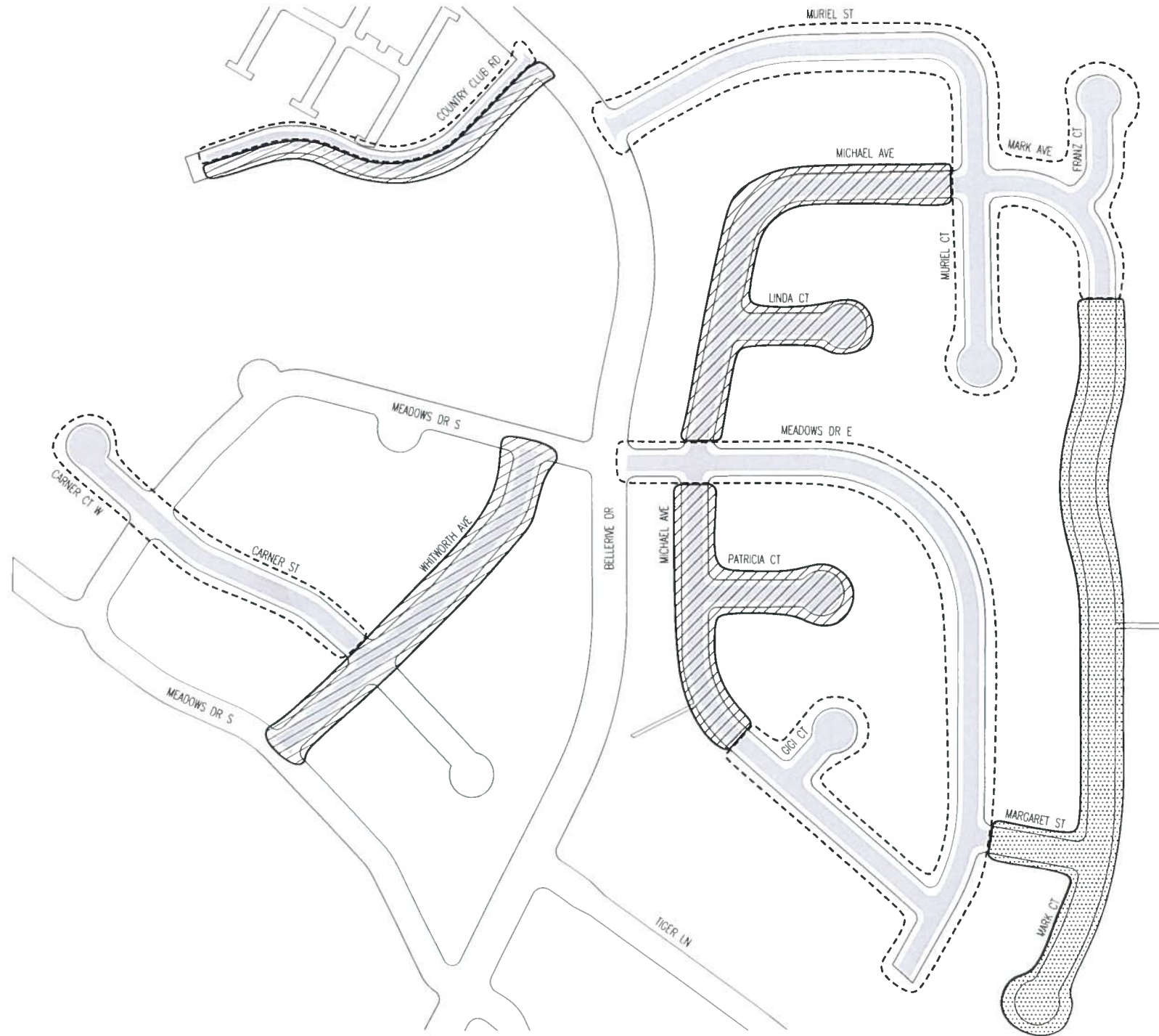
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CITY OF RICHLAND TO RESTORE CROSSWALK AFTER SLURRY SEAL PROJECT IS COMPLETED.

Street Name	Begin Location	End Location	Garbage Day	Approx. Length (ft)	Avg. Width (ft)	Approx. Area (SY)
CARNER CT W	END	MEADOWS DR S	MON	225	36	1319
CARNER ST	MEADOWS DR S	WHITWORTH AVE	MON	559	35	2215
COUNTRY CLUB RD	END	BELLERIVE DR	MON	834	35	3239
FRANZ CT	MARK AVE	END	MON	263	35	1533
LINDA CT	MICHAEL AVE	END	MON	270	35	1545
MARGARET ST	MEADOWS DR	MARK AVE	MON	254	36	1061
MARK AVE	MARGARET ST	MARK CT	MON	1701	36	6739
MARK CT	END	MARGARET ST	MON	354	36	1845
MEADOWS DR E	BELLERIVE DR (N INT)	END	MON	1826	35	7053
MICHAEL AVE	MEADOWS DR E (S INT)	MURIEL ST	MON	2356	36	10500
PATRICIA CT	MICHAEL AVE	END	MON	283	36	1589
GIGI CT	MICHAEL AVE	END	MON	155	36	1086
MURIEL CT	END	MICHAEL AVE	MON	381	36	2058
MURIEL ST	BELLERIVE DR	MICHAEL AVE	MON	1102	35	4349
WHITWORTH AVE	MEADOWS DR	MEADOWS DR	MON	906	35	3480

NOTE:
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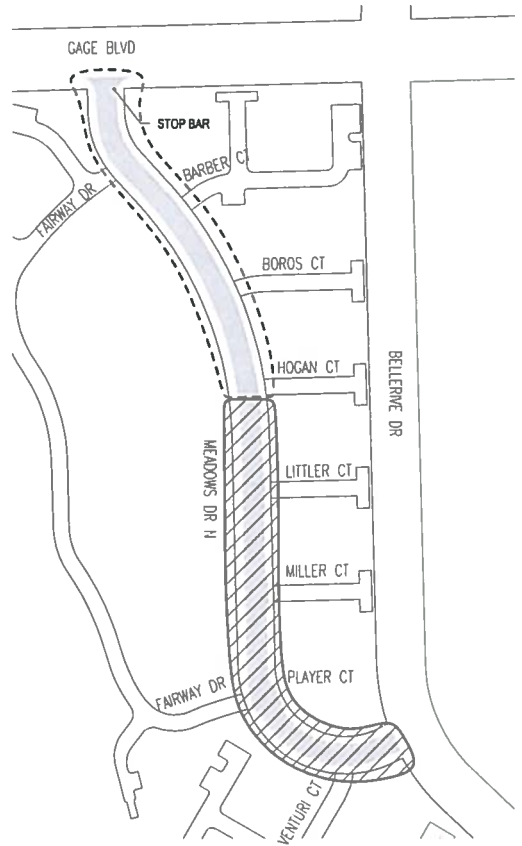
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2017 Slurry Seal Project
City of Richland
Plan View

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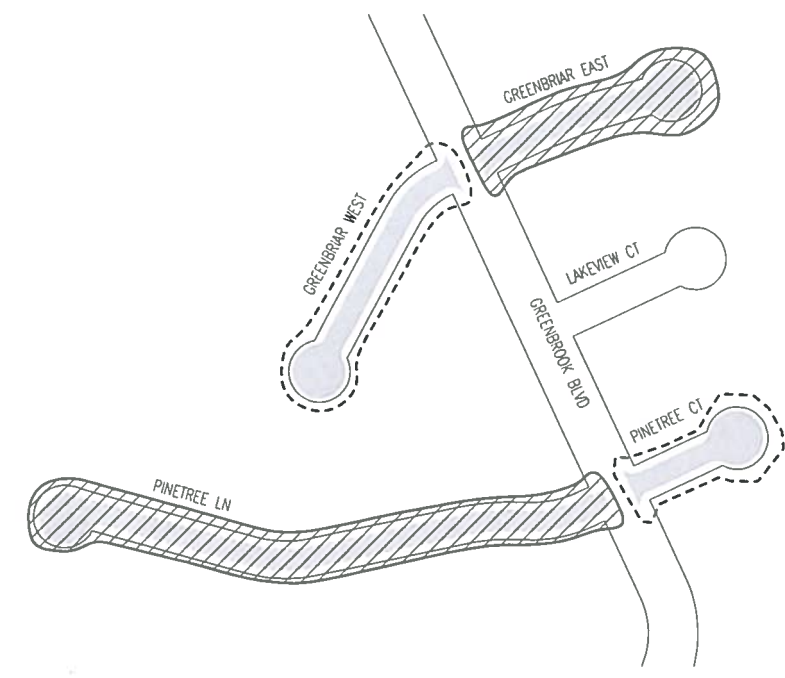
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2017 slurry seal plan set
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CROSSWALK AND STRIPING NOTE:
EXISTING CROSSWALK STRIPING TO BE REMOVED BY CONTRACTOR PRIOR TO SLURRY SEAL.
CITY OF RICHLAND TO RESTORE CROSSWALK AFTER SLURRY SEAL PROJECT IS COMPLETED.

Street Name	Begin Location	End Location	Garbage Day	Approx. Length (ft)	Avg. Width (ft)	Approx. Area (SY)
GREENBRIAR EAST	GREENBROOK BLVD	END	MON	352	36	1865
GREENBRIAR WEST	GREENBROOK BLVD	END	MON	417	35	2088
PINETREE CT	GREENBROOK BLVD	END	MON	210	36	1286
PINETREE LN	GREENBROOK BLVD	END	MON	934	35	3983
MEADOWS DR N	GAGE BLVD	BELLERIVE DR	MON	1322	36	5115

NOTE:
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CITY OF RICHLAND
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2017 Slurry Seal Project
City of Richland

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Plan View

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CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DATE	DESCRIPTION

2017 Slurry Seal Project
City of Richland

Plan View
Port of Benton Miscellaneous Streets

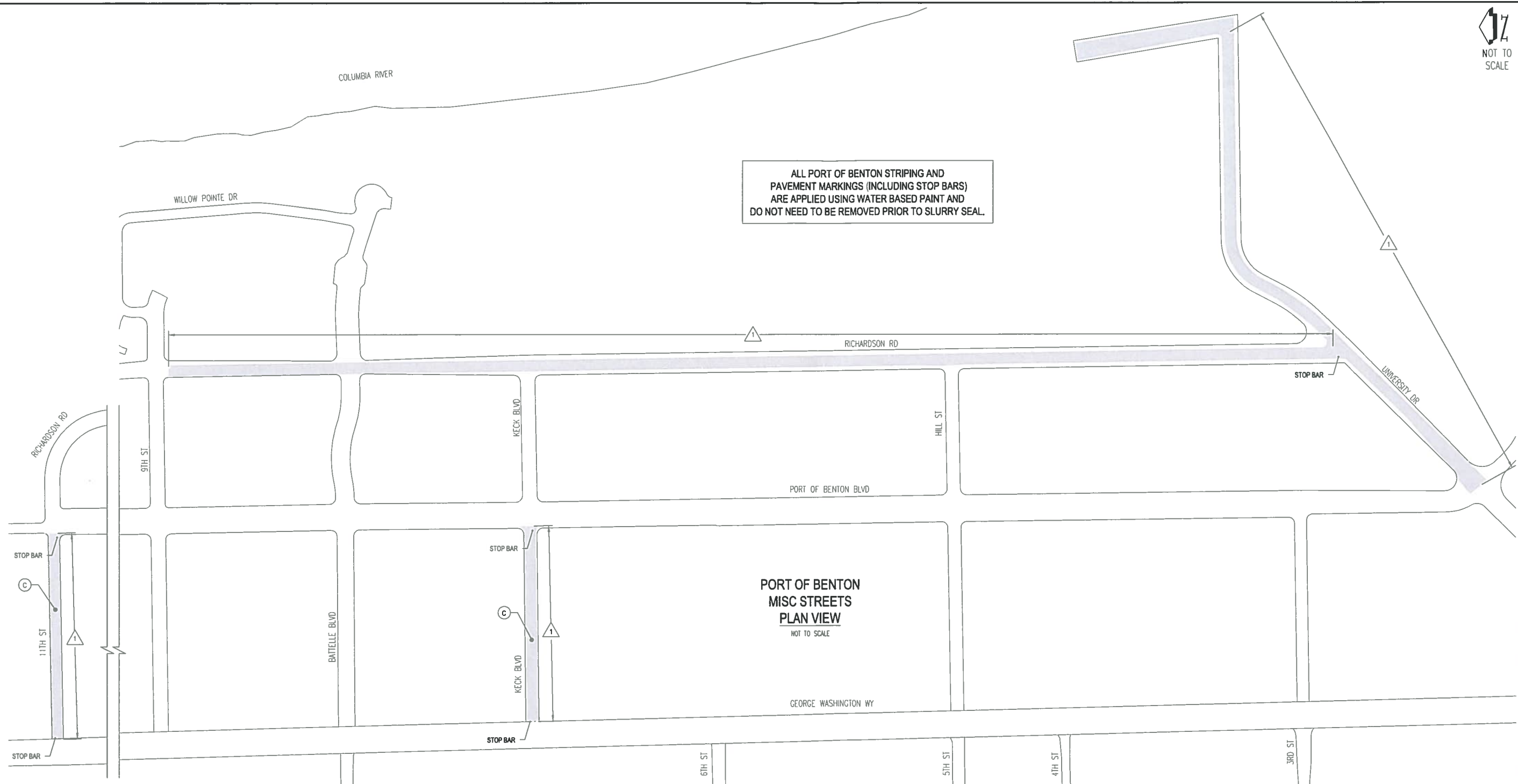
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RECORD DWG: A5-072

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ALL PORT OF BENTON STRIPING AND
PAVEMENT MARKINGS (INCLUDING STOP BARS)
ARE APPLIED USING WATER BASED PAINT AND
DO NOT NEED TO BE REMOVED PRIOR TO SLURRY SEAL.



PORT OF BENTON
MISC STREETS
PLAN VIEW
NOT TO SCALE

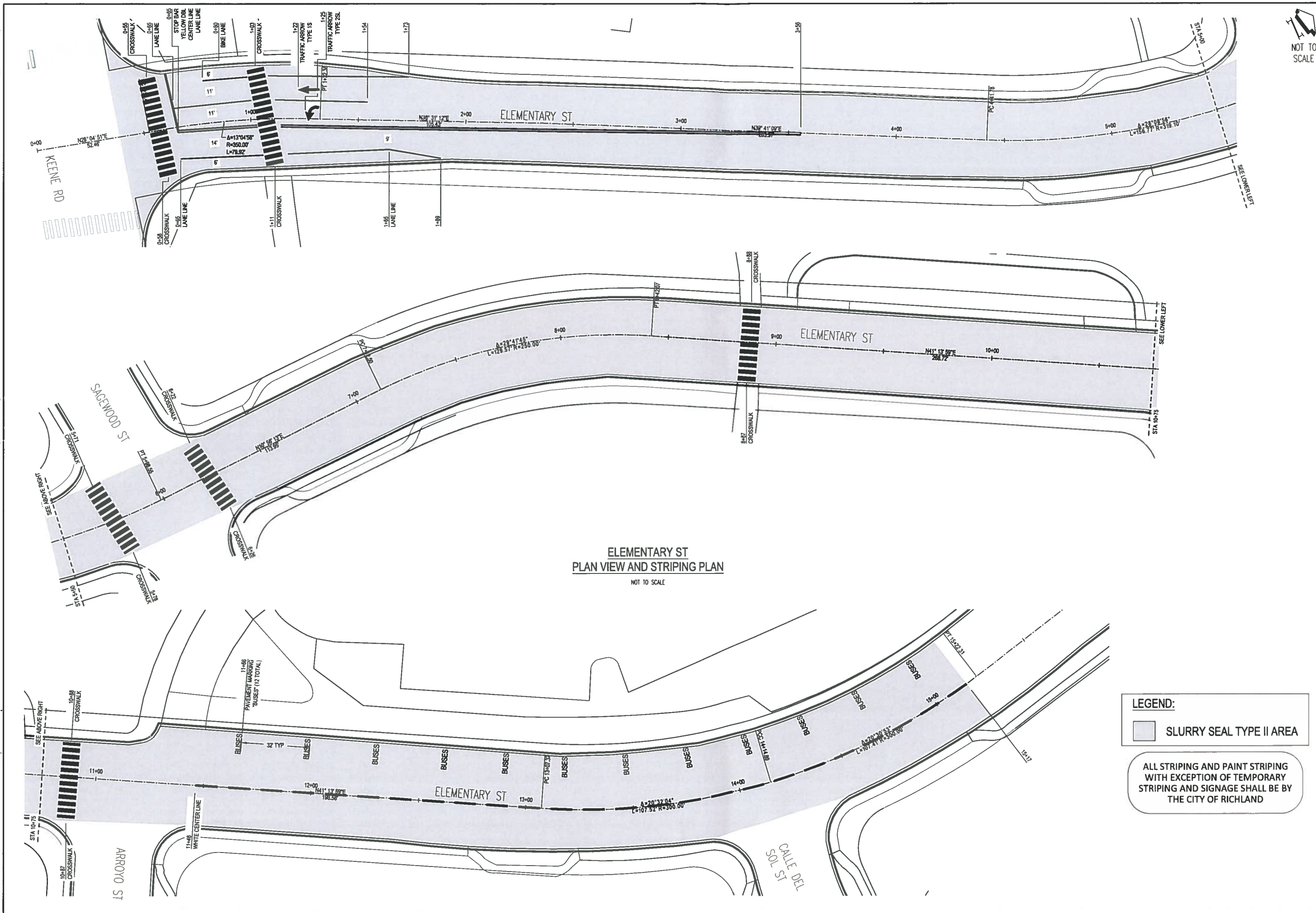
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CITY OF RICHLAND TO RESTORE CROSSWALK AFTER SLURRY SEAL PROJECT IS COMPLETED.

Street Name	Begin Location	End Location	Garbage Day	Approx. Length (ft)	Avg. Width (ft)	Approx. Area (SY)
UNIVERSITY BLVD	PORT OF BENTON BLVD	END OF WATERFRONT DR	N/A	1667	37	8850
RICHARDSON ROAD	UNIVERSITY BLVD	9TH STREET	N/A	3523	34	12500
KECK STREET	G.W.W.	PORT OF BENTON BLVD	N/A	585	35	2400
11TH STREET	G.W.W.	PORT OF BENTON BLVD	N/A	615	35	2325

NOTE:
PHASING AREAS SHOWN AS RECOMMENDATIONS TO MINIMIZE TRAFFIC DISRUPTIONS AND INSURE ADEQUATE RESIDENTIAL ACCESS. CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A DETAILED SCHEDULING PLAN FOR APPROVAL PRIOR TO COMMENCEMENT OF CONSTRUCTION.



**ELEMENTARY ST
PLAN VIEW AND STRIPING PLAN**
NOT TO SCALE

LEGEND:

SLURRY SEAL TYPE II AREA

ALL STRIPING AND PAINT STRIPING WITH EXCEPTION OF TEMPORARY STRIPING AND SIGNAGE SHALL BE BY THE CITY OF RICHLAND

NOT TO SCALE



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

2017 Slurry Seal Project
City of Richland
Striping Plan
Elementary Street

**90% REVIEW
SUBMITTAL**

ONE INCH

AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG:
2017 slurry seal plan set
CONTRACT NO: 17-0005
DATE: 02-09-2017
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: AS-072
SHEET

8 OF 10

LEGEND:

PCMS PORTABLE CHANGING MESSAGE SIGN

➔ DETOUR ARROW SIGN M4-10

---➔ DIRECTION OF TRAFFIC DETOUR

CONES / BARRICADES AT ALL DIRECTIONS

TEMPORARY TRAFFIC CONTROL SIGN LEGEND

No.	MUTCD ID	DESCRIPTION	SIZE
①	R11-2	ROAD CLOSED	48"x30"
②	B(II)LR	3 BARRICADES TYPE II LEFT/RT	4' WIDE
③	B(III)LR	2 BARRICADES TYPE III LEFT/RT	8' WIDE
④	R3-1	"NO RIGHT TURN" (SYMBOL)	24"x24"
⑤	R3-2	"NO LEFT TURN" (SYMBOL)	24"x24"
⑥	W20-1	ROAD WORK AHEAD	36"x36"
⑦	W20-3	ROAD CLOSED AHEAD	36"x36"
⑧	R11-4	ROAD CLOSED TO THRU TRAFFIC	36"x36"
⑨	W20-2	DETOUR AHEAD	36"x36"
⑩	B(III)L	2 BARRICADES TYPE III LEFT	8' WIDE
⑪	B(III)LR	1 BARRICADE TYPE III LEFT/RT	8' WIDE
⑫	B(III)	2 BARRICADES TYPE III	8' WIDE

LEGEND:

■ SLURRY SEAL TYPE II AREA



**11TH AVENUE AND KECK STREET
PLAN VIEW**
NOT TO SCALE



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	DATE

2017 Slurry Seal Project
City of Richland
Temporary Traffic Control Plan
11th Street and Keck Boulevard

**90% REVIEW
SUBMITTAL**

1" = 1' SCALE
AT FULL SIZE, IF NOT ONE INCH,
SCALE ACCORDINGLY

CAD DWG:
2017 slurry_seal_plan_set
CONTRACT NO: 17-0005
DATE: 02-09-2017
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: AS-072

NOT TO SCALE



RICHARDSON ROAD AND UNIVERSITY DRIVE
PLAN VIEW
NOT TO SCALE

LEGEND:

PCMS PORTABLE CHANGING MESSAGE SIGN

⇒ DETOUR ARROW SIGN M4-10

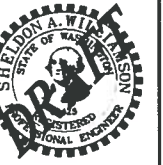
---> DIRECTION OF TRAFFIC DETOUR

CONES / BARRICADES AT ALL DIRECTIONS

No.	MUTCD ID	DESCRIPTION	SIZE
1	R11-2	ROAD CLOSED	48"x30"
2	B(III)LR	3 BARRICADES TYPE II LEFT/RT	4' WIDE
3	B(III)LR	2 BARRICADES TYPE III LEFT/RT	8' WIDE
4	R3-1	"NO RIGHT TURN" (SYMBOL)	24"x24"
5	R3-2	"NO LEFT TURN" (SYMBOL)	24"x24"
6	W20-1	ROAD WORK AHEAD	36"x36"
7	W20-3	ROAD CLOSED AHEAD	36"x36"
8	R11-4	ROAD CLOSED TO THRU TRAFFIC	36"x36"
9	W20-2	DETOUR AHEAD	36"x36"
10	B(III)L	2 BARRICADES TYPE III LEFT	8' WIDE
11	B(III)LR	1 BARRICADE TYPE III LEFT/RT	8' WIDE
12	B(III)	2 BARRICADES TYPE III	8' WIDE

LEGEND:

■ SLURRY SEAL TYPE II AREA



CITY OF RICHLAND
PUBLIC WORKS DEPARTMENT

NO.	DESCRIPTION	BY	DATE

2017 Slurry Seal Project
City of Richland
Temporary Traffic Control Plan
Richardson Road and University Drive

90% REVIEW SUBMITTAL

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

CAD DWG: 2017_slurry_seal_plan_set
CONTRACT NO: 17-0005
DATE: 02-09-2017
DRAWN BY: LD
DESIGN BY: SAW
RECORD DWG: AS-072

RESOLUTION NO. 33-17

A RESOLUTION of the City of Richland authorizing the execution of an Interlocal Agreement with the Port of Benton for the 2017 Slurry Seal project.

WHEREAS, RCW 39.34.010 permits local governmental units to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population and other factors influencing the needs and development of local communities; and

WHEREAS, pursuant to RCW 39.34.080, each Party is authorized to contract with any one or more public agencies to perform any governmental service, activity, or undertaking which each public agency entering into the contract is authorized by law to perform, provided that such contract shall be authorized by the governing body of each Party to the contract and shall set forth its purposes, powers, rights, objectives and responsibilities of the contracting parties; and

WHEREAS, the City of Richland has prepared a 2017 Slurry Seal contract to perform pavement preservation and maintenance on a number of City streets; and

WHEREAS, the Port of Benton has a pavement management program that includes slurry seals on various Port-owned streets; and

WHEREAS, the Port of Benton's program is small in comparison to the City's program; and

WHEREAS, the jurisdictions have determined that including the Port of Benton's 2017 slurry seal projects into the City's 2017 Slurry Seal contract is in the best interests of the jurisdictions and the public; and

WHEREAS, the jurisdictions, by their respective governing bodies, have determined this effort may be best implemented on a shared basis in a manner deemed most efficient and effective for the jurisdictions.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute an Interlocal Agreement with the Port of Benton for the 2017 Slurry Seal project.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland at a regular meeting on the 21st day of February, 2017.


ROBERT J. THOMPSON
Mayor

ATTEST:


MARCIA HOPKINS
City Clerk

APPROVED AS TO FORM:


HEATHER KINTZLEY
City Attorney