CITY OF CASHMERE

ROADWAY DEVELOPMENT STANDARDS

SECTION 1 - GENERAL REQUIREMENTS AND DEFINITIONS

A. INTRODUCTION AND GENERAL REQUIREMENTS

These standards shall apply to all improvements within the public right-of-way and/or public easements, to all improvements required within the proposed public right-of-way of new subdivisions, for all improvements intended for ownership, operations or maintenance by the City and for all other improvements for which the City Code requires approval from the City Public Works Director and/or City Planning Commission and/or the City Council. These standards are intended as guidelines for designers and developers in preparing their plans, studies and/or reports and for the City in reviewing same. Where minimum values are stated, greater values should be used whenever practical; where maximum values are stated, lesser values should be used where practical. The developer/proponent is however cautioned that higher standards and/or additional studies and/or environmental mitigation measures may, and will, in all likelihood, be imposed by the City when developing on, in, near, adjacent, or tributary to sensitive areas to include, but not be limited to, steep embankments, creeks, wetlands, certain wildlife habitat, unstable soils, high water tables, wet areas, etc.

Alternate design standards may be accepted when it can be shown, to the satisfaction of the City, that such alternate standards will provide a design equal to or superior to that specified. In evaluating the alternate design, the City shall consider appearance, durability, ease of maintenance, public safety and other appropriate factors, including the latest edition of the Standard Specification for Road, Bridge & Municipal Construction, State of Washington, and current amendments thereto.

Where improvements are not covered by these details nor by the Standard Specifications nor by the standard details, the City will be the sole judge in establishing appropriate standards. Where these "standards" conflict with any existing City ordinances or discrepancies exist within the body of this text, the higher "standards" shall be utilized as determined by the Public Works Director, or his/her representative.

Plans for major improvements in the public right-of-way or within public easements, or improvements to be "deeded" to the City, shall bear an approval signature from the City.

The designer shall submit calculations or other appropriate materials supporting the design of utilities, pavements and storm drainage facilities. The designer shall submit calculations for structures and other designs when requested by the City.

B. DEFINITIONS

Definitions: As used herein are as follows:

(a) "Developer": The party having an agreement with the City to cause the installation of certain improvements, to become a part of the City's utility and/or roadway system upon completion and acceptance. The term shall also include the Developer's contractor employed to do the work or the Contractor's employees.

(b) "Plans" mean drawings, including reproductions thereof, of the work to be done, prepared by an Engineer licensed in the State of Washington.

(c) "Specifications" means the directions, provisions, and requirements designated by an Engineer licensed in the State of Washington for the performance of the work and for the quantity and quality of materials, as contained or referenced herein.

(d) "Performance Bond" means a bond furnished by the Developer and written by a corporate body qualified to write surety in the State of Washington, guaranteeing that the work will be completed in accordance with the plans and specifications.

(e) "Maintenance Bond" means a bond furnished by the Developer and written by a corporate body qualified to write surety in the State of Washington, guaranteeing that the Developer will repair any defects found in the work within the time period as further identified herein.

(g) "Work": The labor or materials or both, superintendent, equipment, transportation, and other facilities necessary to complete the Contract.

(h) "City": City of Cashmere, Washington, Chelan County, a municipal corporation, existing under and by virtue of the laws of the State of Washington. Actions designated as taken by the City are the acts of the Council acting through the Mayor.

(i) "Mayor" means mayor of the City of Cashmere or his/her authorized representative.

(j) "Contractor" means the Developer's contractor or subcontractor.

(k) "Engineer" means the City's Engineer, whether a staff engineer or consultant.

(l) "City Public Works Director" means the City's duly appointed City Public Works Director.

(m) "Operations and Maintenance Supervisor" means the City's Utility/Public Works superintendent, and/or operations and maintenance supervisor, and/or the public works director.

C. GENERAL DEVELOPER RESPONSIBILITY

Developer to be Informed: It is the Developer's responsibility to be fully informed regarding the nature, quality, and the extent of the work to be done, and, if in doubt, to secure specific instructions from the City.

Payment for City Services: The Developer shall be responsible for promptly reimbursing the City for all costs and expenses incurred by the City in the pursuit of project submittal, review, approval, and construction. These costs include, but are not limited to, the utilization of staff and consultants as may be necessitated to adequately review and inspect construction of the project(s). All legal, administrative, and engineering fees for project review, meetings, approvals, site visits, construction inspection, etc., shall be subject to prompt reimbursement. The Developer is cautioned that project approval (City acceptance) and occupancy permits will be denied until all bills are paid in full.

SECTION 2 - ROADWAY DESIGN STANDARDS

A. GENERAL

The standards established by this section are intended to represent the minimum standards for the design and construction of roadways. Greater or lesser requirements may be mandated by the City due to localized conditions.

B. DESIGN STANDARDS

The design of roadways shall be dependent on local site conditions. The design elements of roadways shall conform to the following minimum City Standards set forth herein.

1. General

a) Detailed plans shall be submitted for the City's review which provide the location, and design elements of the proposed roadway. Horizontal locations and elevation information shall be to the City datum.

b) Computations and other data used for design of the roadways shall be submitted to the City for approval.

c) The roadways shall be constructed in conformance with standards herein and current amendments thereto, and other applicable standards as allowed by the City.

d) Material and installation specifications shall contain appropriate requirements that have been established by the industry in its technical publications, such as ASTM, WSDOT, WEF, MUTCD, and APWA standards.

e) The Developer shall be required, upon completion of the work and prior to acceptance by the City, to furnish the City with a written guarantee covering all material and workmanship for a period of two years after the date of final acceptance and the Developer shall make all necessary repairs during that period at his own expense, if such repairs are necessitated as the result of furnishing poor materials and/or workmanship. The Developer shall obtain warranties from the contractors, subcontractors and suppliers of material or equipment where such warranties are required, and shall deliver copies to the City upon completion of the work.

2. Roadway Design Elements

a) All street design must provide for the maximum anticipated traffic conditions. The conditions shall be determined by the City Administrator with a recommendation from a qualified registered Traffic Engineer.

b) Streets are classified as one of the following types:

1. Major Collectors are defined as transportation routes which connect the focal points of traffic interest within a city; routes which provide communications with other

communities and the outlying areas; or routes which have relatively high traffic volume compared with other streets within the city;

Major collectors shall be designed in accordance with current State Design Standards including WSDOT Local Agency Guidelines and AASHTO A Policy on Geometric Design of Highways and Streets.

2. Minor (secondary) collectors are defined as routes which serve lesser points of traffic interest within a city; provide communication with outlying districts in the same degree or serve to collect and distribute traffic from the major collectors to the local streets;

   Minor collectors shall be designed in accordance with current State Design Standards including WSDOT Local Agency Guidelines and AASHTO A Policy on Geometric Design of Highways and Streets.

3. Local access streets are defined as land service streets and are generally limited to providing access to abutting property. They are tributary to the major and secondary thoroughfares and generally discourage through traffic.

   Local Access Streets shall be designed in accordance with current City adopted standards and/or State Design Standards including WSDOT Local Agency Guidelines and AASHTO A Policy on Geometric Design of Highways and Streets.

4. Private streets are defined as low volume residential routes owned and maintained by private associations.

c) The minimum design standards for each street classification are shown in **Table 1**.

d) The minimum surfacing requirements are described in **Table 1**. All minimum requirements assume an acceptable, well drained, stable, compacted subgrade. Additional requirements may be imposed at the discretion of the Engineer, if suitable subgrade conditions are not met or if traffic conditions warrant.

e) Where local access roads intersect collector arterials, intersections shall be designed at grade with collector streets and shall be perpendicular or as close to 90 degrees as possible.

f) Park and Ride lots shall be one acre per 90 vehicles.

g) Bus pullouts are required where traffic in the curb lane exceeds 250 vehicles during the peak hour, passenger volume at the stop exceeds 20 boardings per hour, traffic speed is greater than 45 mile per hour, or accident patterns are recurrent. Bus pullouts shall be included in new construction of major collector streets.

h) New bridges constructed on any City of Cashmere streets shall have an American Association of State Highway and Transportation Official (AASHTO) design. Loading should be HS 20-44. The bridge shall not have a width less than the roadway width and

must also provide pedestrian crossing areas. The minimum vertical clearance shall be 16.5 feet.

i) Bike lanes shall be at least 5-feet wide when provided.

j) Private streets shall conform to public street construction standard, except no street lighting is required on a private street. Street illumination is required at the intersection of a private street and a public street.

TABLE 1: MINIMUM ROADWAY DESIGN STANDARDS

Design Element	Major Collector (Figure 3-1)	Minor Collector (Figure 3-2)	Local Access (Figure 3-3)	Private (UGA) (Figure 3-4)
Right-of-Way	70’ (min.)	50’ (min.)	40’	30’ (easement or tract)-UGA
# Lanes	3 – 5	2 - 3	2	2
Lane Width	12’	12’	13’	10’
Pavement	Gutter to gutter	Gutter to gutter	Gutter to gutter	20 ft
Typical Cul-De-Sac/Hammer head	Figure 3-5 or 3-6	Figure 3-5 or 3-6	Figure 3-5 or 3-6	Figure 3-5 or 3-6
Curb & Gutter	Yes	Yes	Yes	*No if 4 lots or less. 5 or great lots Require curb & gutter
Parking	Yes	Yes (one side min.)	Yes (one side min.)	*Off-site parking if they serve lots less than 14,000 square feet
Sidewalk	Yes, Both Sides	Yes, Both Sides	Yes, One Side	*No if 4 or less lots. 5 or greater lots require sidewalk system
Drainage/Stormwater	Enclosed	Enclosed	Enclosed	*Ditch
Bike Lane	Yes (If Designated)	Yes (If Designated)	No	No
Landscaping/Trees	Yes (Figure 3-9-4)	Yes (one side min.) (Figure 3-9-4)	No	*No
Transit Pullout	Yes (Yes if designated by LINK)	Yes (Yes if designated by LINK)	No	No
Illumination/Street lights	Yes (Figure 3-9-5)	No	No	No
Maximum Road Grade (Percent)	8%	12%	12%	12%
Roadway Geometrics	Per AASHTO & WSDOT STDS	Per AASHTO & WSDOT STDS	Per AASHTO & WSDOT STDS	N/A
Amount of Lots	N/A	N/A	N/A	3 to 12 lots

* Possible Site Plan Condition

k) Street lighting system designs are to be prepared by a licensed engineer experienced with lighting design. Calculations should include luminaire spacing, illumination level, uniformity ratio, line losses, power source, and other necessary details for the electrical and physical installation of the street lighting system. The lighting engineer shall use the WSDOT/APWA Standard Specifications.

Illumination Levels

Street Classification	Avg. Horizontal Foot Candles	Uniformity Ratio (average to minimum)
Major and minor collector	0.9 FC	4:1
Local Access	300 foot maximum spacing	N/A
Private	Illuminate intersections to local access or collector streets	N/A
Minimum light level shall be 0.2 FC		

l) All street lights shall utilize UL listed LED lamps and be on two hundred forty volt (240v), single phase systems. The exact location of the power source should be indicated together with the remaining capacity of that circuit. System continuity and extension should be considered.

m) Luminaires shall conform to the type, style, height, etc., of other luminaire poles and lamps in use by the City. Requests to use any light standard other than what is currently in use by the City shall be submitted to the City for approval.

n) Contractor cabinets equipped with electrical meters, time clocks, circuit breakers, and other required components are required on commercial installations of five or more street lights.

o) All street lighting, wiring, and service connectors shall be located underground.

p) Particular attention shall be given to locating luminaires near intersections, at all street ends and at pedestrian, bicycle, and/or equestrian crossings.

q) At-grade intersection sight distance requirements shall be established for each specific intersection, approach, or driveway by utilizing the current AASHTO Guideline "A Policy on Geometric Design of Highways and Streets", current edition.

r) All traffic control devices shall conform to the Manual on Uniform Traffic Control Devices (M.U.T.C.D.) as adopted by the Washington State Department of Transportation (WSDOT).

s) All pavement marking materials shall conform to the WSDOT/APWA Standard Specifications for Road, Bridge, and Municipal Construction, latest edition. All marking shall conform to the current M.U.T.C.D. as adopted by the WSDOT.

t) All temporary traffic control devices shall conform to the M.U.T.C.D. as adopted by the WSDOT.

u) The Design Engineer shall use the current edition of the WSDOT *Standard Plans and Specifications for Road, Bridge, and Municipal Construction* for traffic signal modification.

v) Refer to Platting and Subdivision Code for survey requirements.

3. Driveways, Curb, Gutter, and Sidewalk

a) Driveways, Curb, Gutter, and Sidewalk shall be constructed according the current edition of the WSDOT Standard Plans.

b) Sidewalk access ramps shall be included into all pedestrian street crossing and shall meet Federal American Disability Act (ADA) requirements. Ramps shall be constructed in accordance with the current edition of WSDOT Standard Plans. Site specific conditions requiring alterations to the Standard Plans shall meet the intent of ADA accessibility and are subject to approval by the City.

c) Driveways giving direct access onto major and minor collectors may be denied if alternate access is available.

d) All abandoned driveway areas on the street frontage to be improved shall be removed and new curb, gutter, and sidewalk shall be installed.

e) No commercial driveway shall be approved where backing onto the sidewalk or street will occur.

f) Left turns from and to a driveway may be restricted as a development condition or in the future if such maneuvers are found to be unduly hazardous.

g) Driveways shall be aligned wherever possible with existing driveways on the opposite side of the street on two or three lane streets.

h) Driveways shall be offset a minimum of 100 feet from existing driveways on the opposite side of streets with four or more lanes whenever possible.

i) All driveways shall be angled 90 degrees to the street, unless designated as right turn only, with the approval of the City Street Superintendent.

j) A private intersection opening shall be used in lieu of a conventional driveway in commercial areas where the following criteria, as determined by the City, are met:

   1. Projected driveway usage is greater than two thousand vehicles per day.

   2. In any case where traffic signalization is approved and provided.

3. A minimum 100 foot storage area is provided between the street and any turning or parking maneuvers within the development.

4. The opening is at least 150 feet from any other intersection opening.

5. The opening is at least 150 feet away from any other driveway on the property frontage under control of the applicant.

6. Easement dedication for traffic control devices.

k) The maximum two-way driveway width shall be 20 feet for residential uses and 30 feet for commercial uses. A wider commercial driveway width may be approved by the Engineer where a substantial percentage of oversized vehicle traffic exists. In this case the driveway should be sized to accommodate the largest vehicles. Commercial driveways shall be 30 feet on any arterial, 26 feet to 30 feet on any local street. Where intersection openings are approved, the width shall be as determined by the Engineer.

l) Maximum one-way driveway width shall be ten feet for residential and 22 feet for commercial driveways. Parking lot circulation needs shall be met on-site. The public right-of-way shall not be utilized as part of a one-way parking lot flow.

m) Driveways on local access streets serving single-family homes may be up to 30 feet in width, subject to approval by the Engineer.

n) Back edge of driveway shall be at the same elevation as the back of the sidewalk adjacent to the driveway approach.

o) No object (including fire hydrants, light or power poles, street trees) shall be placed or allowed to remain within 15 feet of the driveway edge.

p) Where the building facade or other design element is less than ten feet behind the sidewalk [typically commercial business district street wall, zero front setback] both pedestrian and vehicular sight distance shall be maintained. Pedestrian sight distance shall be as follows: The driver of an exiting vehicle shall be able to view a one foot high object 15 feet away from either edge of the driveway throat when the driver's eye is 15 feet behind the back of the sidewalk.

q) Maximum driveway grade shall be 15 percent.

r) Approach grades and configuration shall accommodate future street widening to prevent major driveway reconstruction.

s) Sidewalks shall be provided as described in Table 1. The sidewalk width is exclusive of the curb width. Sidewalks in the downtown commercial business district shall be 10-feet wide. Sidewalks in high and low density residential areas may be omitted if a variance is granted by the City Council, because of special conditions such as inadequate right-of-way width or topographic conditions. Although sidewalks are not required in rural residential areas, a 6-foot wide paved shoulder outside of the traffic lanes must be

provided. If curb and sidewalk construction is delayed on a collector street, high or low density residential local access streets, the traffic lane shall have at least 6-feet wide paved shoulders.

t) Width of sidewalk is measured from the back of the curb to the back of the sidewalk when the sidewalk is adjacent to the curb.

u) Meandering sidewalks shall maintain the full design width around obstructions that cannot be relocated. Additional Right-of-Way (or easement) may be required to either relocate the obstruction or meander the sidewalk.

v) All sidewalks shall be four inch thick concrete per WSDOT/APWA Standard Specifications, with a stiff broom finish. At driveways the concrete shall be six inches thick. Specialty finishes may be allowed at the approval of the Engineer when:

1. Materials provide a non-slip surface even in wet conditions;

2. The adjacent property owner agrees to maintain, repair, or replace the specialty materials when necessary at their own expense, even when such maintenance is the result of underground utility activity.

w) Safety railings shall be constructed per OSHA standards.

x) The bottom of a mailbox must be 44 inches above road surface.

y) The front of a mailbox must be one foot in back of a vertical curb face, outside edge of shoulder, or the back of a sidewalk.

z) Mailboxes shall be on posts strong enough to give firm support but not to exceed 4 x 4 inch wood or 1½ inch diameter pipe, or material with comparable breakaway characteristics.

4. Utilities

e) Non City owned franchise utilities are required by City Code to relocate existing facilities at their expense when there is a conflict between their facilities and public street improvements. The improvement work must be a requirement by the City in order for the relocation work to be the financial responsibility of the utility, otherwise all costs shall be the responsibility of the developer.

f) All non City owned franchise utility distribution or collection systems including power, telephone, and television cable in new plats or short plats shall be underground.

As a minimum for all new subdivisions where alleys are not provided, easements for public utilities shall be provided along lot lines and shall be a minimum of 15 feet in width.

g) Trench restoration shall be either by a patch or overlay method as required and noted on the permit. When a patch method is used, the trench limits shall be sawcut prior to the final patch.

h) All trench and pavement cuts shall be made by sawcuts. The sawcuts shall be a minimum of two feet outside the trench width. If the permit requires an overlay, the Contractor may use a jack hammer for the cutting of the existing pavement.

i) All trenching within arterial streets shall be backfilled with controlled density fill. All other trenching shall be backfilled with crushed surfacing materials conforming to Section 4-04 of the WSDOT/APWA Standard Specifications within the top four feet or less. The trench shall be compacted to 95 percent maximum density, as described in Section 2-03 of the WSDOT/APWA Standard Specifications. Any trenching over four feet in depth shall comply with the same requirements except that the Contractor may use materials approved by the Engineer for backfilling below the 4-foot depth.

   If the existing material in non-arterial streets is determined by the Engineer to be suitable for backfill, the Contractor may use the native material, except that the top 12-inches shall be crushed surfacing material. All trench backfill materials shall be compacted to 95 percent density.

   Backfill compaction shall be performed in 8- to 12-inch lifts. The compaction tests shall be performed in 4-foot length increments maximum. The test results shall be given to the Engineer for review and approval prior to paving. Number of tests required shall be the same as asphalt density testing. Testing may also be performed by the City.

j) Temporary restoration of trenches for overnight use shall be accomplished by using MC mix (cold mix), or steel plates.

k) Tack shall be applied to the existing pavement and edge of sawcuts and shall be emulsified asphalt grade CSS-1 as specified in Section 9-02.1(6) of the WSDOT/APWA Standard Specifications. Tack coat shall be applied as specified in Section 5-04 of the WSDOT/APWA Standard Specifications.

l) Hot Mix Asphalt (HMA) shall be placed on the prepared surface by an approved paving machine and shall be in accordance with the applicable requirements of Section 5-04 of the WSDOT/APWA Standard Specifications, except that longitudinal joints between successive layers of asphalt concrete shall be displaced laterally a minimum of 12 inches or unless otherwise approved by the Engineer. Fine and coarse aggregate shall be in accordance with Section 9-03.8 of the WSDOT/APWA Standard Specifications. HMA over two inches thick shall be placed in equal lifts not to exceed two inches each.

   All street surfaces, walks, or driveways within the street trenching areas affected by the trenching shall be feathered and shimmed to an extent that provides a smooth-riding connection and expeditious drainage flow for the newly paved surface. Shimming and feathering as required by the Engineer shall be accomplished by raking out the oversized aggregates from the HMA mix as appropriate.

Surface smoothness shall be per Section 5-04.3(13) of the WSDOT/APWA Standard Specifications. The paving shall be corrected by removal and repaving of the trench only.

Asphalt patch depths will vary based upon the streets being trenched and whether the trenching is parallel or perpendicular to the streets. The actual depths of asphalt shall be shown on the Right-of-Way Use Permit and the work shall be performed as required by the attached details.

Compaction of all lifts of asphalt shall be an average of 91 percent of maximum density as determined by WSDOT Test Method 705. Number of tests required:

Under 50 sq. ft.	=	one
50 to 100 sq. ft.	=	two
100 to 300 sq. ft.	=	three
Over 300 sq. ft.	=	one test every 200 sq. ft. or every 100 lineal feet of trench, if applicable

Testing may be performed or certified by an independent testing lab with the results being supplied to the Engineer.

The testing is not intended to relieve the Contractor from any liability for the trench restoration. It is intended to show the Inspector and the City that the restoration meets these specifications.

m) All joints shall be sealed using paving asphalt AR4000W.

n) When trenching within the roadway shoulder(s), the shoulder shall be restored to its original or better condition.

o) The final patch shall be completed as soon as possible and shall be completed within 30 days after first opening the trench. This time frame may be adjusted if delays are due to inclement paving weather, or other adverse conditions that may exist. However, delaying of final patch or overlay work is allowable only subject to the Engineer's approval. The Engineer may deem it necessary to complete the work within the 30 days time frame and not allow any time extension. If this occurs, the Contractor shall perform the necessary work as directed by the Engineer.

Any patch or overlay within the business district shall be permanent and completed as soon as possible.

C. CONSTRUCTION DRAWING FORMAT

The City desires to maintain a consistent format to its construction drawings and, therefore, requires that all construction drawings conform the following format unless exceptions are approved in advance by the City Public Works Director and/or City's Engineer.

The following format and requirements are minimum for normal type system extensions. Unusual or special facilities or construction requirements may dictate additional drawings and drawing requirements.

1. **Sheet size:** 24" x 36"

2. **Plan**

   A separate construction plan is required at a sufficient scale not more than 1" = 50', showing all existing or proposed utilities, existing or proposed street surfacing and improvements, street centerline and stationing, street right-of-way margins, street names, legal identifications of properties such as lot number or tax lot number, section subdivision lines, all property lines and all water and sewer easements and rights-of-way.

   Show the following:

   a) Locations of streets, right-of-ways, existing utilities, driveways, and sewers.

   b) All associated right-of-way, adjacent property lines, easements and/or proposed property lines. All utility easements, including County recording numbers.

   c) Site topography at a minimum of one (1') foot intervals, to include a minimum of five (5') foot within adjacent areas.

   d) Vicinity and site location map.

   e) All known existing structures, both above and below ground, which might interfere with the proposed construction, particularly water mains, gas mains, storm drains, overhead and underground power lines, telephone lines, and television cables.

   f) Show the location, material, and dimensions of the proposed roadway, sidewalk, curb, and gutter.

3. **Profile**

   A separate drawing showing the vertical profile of the proposed roadway is required. The scale of these drawings shall at a sufficient scale not more than 1" = 50' horizontal and 1" = 5' vertical with horizontal grid of 50' and vertical grid of 5'.

   a) Above the ground line indicate the profile location by street name or other right-of-way designation.

   b) Show all crossing utilities and designate special materials or construction procedures that may be required.

   c) Provide a legend to clearly illustrate the composition of the profile.

D. GENERAL CONSTRUCTION REQUIREMENTS

1. Prior to construction, the roadway plans shall be reviewed and approved by the City's Public Works Department

2. Prior to construction, the Contractor shall schedule and attend a pre-construction meeting with the City and any other affected utility representative. Provide the City a minimum of five (5) working days advance notice for meetings.

3. Work shall be performed only by Washington State licensed and bonded contractors with demonstrated experience in constructing public roads of the type being proposed for construction. No contractor shall perform work prior to obtaining a City business license.

4. Prior to any work being performed, the Contractor shall contact the City Operations and Maintenance Supervisor or City Engineer to set forth his proposed schedule.

5. Contractor shall obtain approval of materials to be used from the City prior to ordering or delivery of materials.

SECTION 3 - ROADWAY IMPROVEMENT SPECIFICATIONS

A. INTRODUCTION

These Technical Provisions cover the furnishing of materials, labor and equipment for the installation and construction of Developer Extensions for the City of Cashmere, and shall also cover materials, workmanship, and testing.

The following Technical Provisions shall be used in conjunction with the applicable sections of the latest edition of the "***Standard Specifications for Road, Bridge and Municipal Construction***", as prepared by the Washington State Department of Transportation and the Washington State Chapter of the American Public Works Association (hereinafter referred to as the "Standard Specifications") except as may be amended, modified, or revised herein. Division 1 of the "Standard Specifications" relating to the General Conditions are hereby deleted

The Standard Specifications, except as they may be modified or superseded by these specifications, shall govern all phases of work under this contract, and they are by reference made an integral part of these specifications and contract as if herein fully set forth.

The City of Cashmere Standard Details following these specifications are an integral part of these specifications and shall be complied with.

B. REFERENCE SPECIFICATIONS

Certain referenced sections to the following publications are used in this specification and in the Standard Specifications and are from the latest edition of:

AWWA	American Water Works Association
ANSI	American National Standards Institute
ASA	American Standards Association
ASTM	American Society for Testing and Materials
MUTCD	Manual on Uniform Traffic Control Devices

C. HEADINGS

Headings to parts, sections, forms, articles and sub-articles are inserted for convenience or reference only and shall not affect the interpretation of the contract documents.

D. TECHNICAL PROVISION STRUCTURE

The specifications noted herein are in addition to, or as a replacement for, the Standard Specifications. Where sections are marked "Replacement Section" or "Partial Replacement Section," the specifications herein are to replace, or partially replace, the Standard Specifications noted. Where sections are marked "Additional Section," the specifications herein will be an addition to the Standard Specifications noted. Where sections are marked "Supplemental Section," the specifications herein are to be a supplement to the Standard Specifications.

Where the word "Developer" is used, the term shall also include the Developer's agents, employees, and subcontractors.

Division 5
SURFACE TREATMENT AND PAVEMENTS

5-04 Hot Mix Asphalt

5-04.3(5)A Preparation of Existing Surfaces (Supplemental Section)

All edges of existing asphalt concrete pavement shall be saw cut or jackhammered full depth. The cut shall be a minimum of 12 inches beyond the edge of the trench.

5-04.3(22) Pavement Patching (Additional Section)

When constructing within existing paved areas the Developer shall patch the existing paved areas in accordance with the Construction Plans. HMA Cl. 3/8" as defined in Section 9-03.8 shall be placed in a maximum of 2-inch compacted lifts.

The asphalt concrete patch shall be rolled to a smooth riding surface, flush with the surface of the existing asphalt. Immediately thereafter, all joints between the new and original asphalt shall be painted with hot asphalt emulsion and be covered with dry paving sand before the asphalt solidifies.

At the end of each working day a temporary patch shall be placed over unfinished portions of work that affect traffic in any way. Material for these temporary patches shall be cold asphalt mix.

5-04.3(23) Pavement Overlay (Additional Section)

When constructing within existing paved areas, the Developer shall provide a full width 1-inch overlay of the traveled road and paved shoulders in accordance with the construction plans. Material shall be HMA Cl. 3/8" as defined in Section 9-03.8, and shall be rolled to a smooth riding surface.

All utility and survey monument access covers shall be adjusted to the new grade. Storm catch basin grates shall be adjusted 0.1 foot below the new grade.

Division 8
MISCELLANEOUS CONSTRUCTION

8-04 CURBS, GUTTERS, AND SPILLWAYS

8-04.3(1) Cement Concrete Curbs, Gutters, and Spillways (Partial Replacement)

Remove the first paragraph and replace with:

Cement concrete curb, curb and gutter, gutter, and spillway shall be constructed with air entrained concrete Class 4000 conforming to the requirement of Section 6-02

8-14 CEMENT CONCRETE SIDEWALKS

8-14.2 Material (Partial Replacement)

Remove the second paragraph and replace with:

The concrete in the sidewalks shall be air entrained Class 4000 in accordance with the requirements of Section 6-02

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