CONTRACT SPECIFICATIONS

For The Construction Of:
CHAFFEE ROAD AND SCOON ROAD IMPROVEMENT PROJECTS
(MAPLE GROVE ROAD TO WILLIAMSON ROAD)
C 2701 & C 3339

Yakima County Public Services Project
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C 2701 & C 3339

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Washington State Prevailing Wage Rates - Yakima County
Benefit Code Key
Supplement to Wage Rates

STANDARD PLANS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION

IMPROVEMENT PLANS
CERTIFICATE

I HEREBY CERTIFY THAT THE ATTACHED DOCUMENTS, PLANS AND SPECIFICATIONS CONFORM TO ORIGINALS WHICH ARE ON FILE IN THE OFFICE OF THE COUNTY ENGINEER OF YAKIMA COUNTY, WASHINGTON.

GARY N. EKSTEDT, P.E.
COUNTY ENGINEER
INFORMATIONAL BID DOCUMENTS
INSTRUCTIONS TO BIDDERS

DELIVERY OF PROPOSALS

Sealed bids will be received at the following location before the specified time:

Yakima County Public Services, Fourth Floor County Courthouse, 128 N. 2nd Street, Yakima, Washington 98901 until 2:00 p.m. of the bid opening date.

Each proposal, or bid shall be completely sealed in a separate package, addressed to the County Engineer of Yakima County with the name of the improvements for which the bid is submitted plainly written on the outside of the package.

No oral, telephonic, facsimile, or telegraphic Bids or modifications shall be accepted.

DATE OF OPENING BIDS

The bid opening date for this project shall be June 24, 2009.

The bids shall be opened and read after 2:00 p.m. on that date at the following location:

Yakima County Road Engineer’s Office, Fourth Floor Yakima County Courthouse, 128 North 2nd Street, Yakima, Washington 98901.

RIGHT TO REJECT BIDS:

The right is reserved to reject any and all proposals, to accept the proposal or proposals deemed best for the County, or to advertise for new proposals, when in the opinion of the Board the best interest of the County shall be promoted thereby.

PROPOSAL GUARANTY:

A certified check, cashiers check, cash or bid bond made payable to the Treasurer of the County of Yakima for an amount equal to at least five percent (5%) of the total amount bid must accompany each bid as evidence of good faith and as a guarantee that if awarded the Contract the bidder shall execute the Contract and give Bond as required.

FORM FURNISHED:

Each bid must be made on the form attached to these Specifications.

Yakima County in accordance with Title VI of the Civil Rights Act of 1964 and 78 Stat. 252, 42 USC 2000d—42 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

YAKIMA COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER
PROPOSAL

C 2701 & C 3339; CHAFFEE ROAD AND SCOON ROAD IMPROVEMENT PROJECTS
(Maple Grove Road To Williamson Road)

BIDDER SHALL BID ONLY ONE OF THE TWO ALTERNATIVES AVAILABLE, EITHER
ALTERNATE “A”, OR ALTERNATE “B”

☐ ALTERNATE “A”
COUNTY SUPPLIED CRUSHED SURFACING MATERIALS

BID AMOUNT

PRICE ADJUSTMENT

15,775 TONS OF CSBC @ $7.05 PER TON = $111,243.25
6,295 TONS OF CSTC @ $6.75 PER TON = $42,971.25

TOTAL BID (FOR COMPARATIVE PURPOSES)

$ 153,705.00

☐ ALTERNATE “B”
CONTRACTOR SUPPLIED CRUSHED SURFACING MATERIALS

BID AMOUNT

TOTAL BID

$ 

Note: The total bid for either alternate “A” or alternate “B” shall be used for the contract and bond amount.
PROPOSAL - Continued

This certifies that the undersigned has examined the location of the noted project:

C 2701 & C 3339 – CHAFFEE ROAD AND SCOON ROAD IMPROVEMENT PROJECTS

And that the Plans, Specifications and Contract governing the work embraced in these improvements, and the method by which payment will be made for said work, is understood. The undersigned hereby proposes to undertake and complete the work embraced in these improvements, or as much as can be completed with the money available, in accordance with the said Plans, Specifications, and Contract, and the following schedule of rates and prices:

**NOTE:** Unit Prices for all items, all extensions, and total amount of bid shall be shown. Sales Tax shall be included in Unit Prices. No oral, telephonic, facsimile, or telegraphic Bids or modifications shall be considered or accepted.

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<th>C 3339 Approx Quant.</th>
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<th>Total Approx Quant.</th>
<th>Unit Price</th>
<th>Total Item Amount</th>
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BID AMOUNT C 2701 & C 3339

NOTE: BIDDER MUST COMPLETE PAGE 2 OF BID DOCUMENTS TO CALCULATE THE TOTAL BID.
PROPOSAL - Continued

The bidder is hereby advised that by signature of this proposal he/she is deemed to have acknowledged all requirements and signed all certificates contained herein.

A proposal guaranty in an amount of five percent (5%) of the total bid, based upon the approximate estimate of quantities at the above prices and in the form as indicated below, is attached hereto:

CASH [ ] IN THE AMOUNT OF ________________

CASHIER’S CHECK [ ] _______________________________ DOLLARS

CERTIFIED CHECK [ ] ($_________) PAYABLE TO THE COUNTY TREASURER

PROPOSAL BOND [ ] IN THE AMOUNT OF 5 PERCENT (5%) OF THE BID

Bidder acknowledges receipt of the following Addendums:

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td></td>
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</tr>
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</table>

The undersigned has telephoned the Office of the Yakima County Engineer for verification of the number of Addendums issued.

SIGNATURE OF AUTHORIZED OFFICIAL(S)

Title: __________________________________________

Firm Name: _____________________________________

Address: _______________________________________

Phone No.: _____________________________________

Washington Registration No.: _____________________

Federal ID Tax No.: ______________________________

UBI No.: _______________________________________

E-Mail: _________________________________________

Signed and sworn (or affirmed) before me on ____________________________ Date

__________________________________________________

NOTARY PUBLIC

My appointment expires ____________________________ (Seal and Stamp)

NOTE: (1) This proposal is not transferable and any alteration of the firm's name entered hereon without prior permission from the County Engineer shall be cause for considering the proposal irregular and subsequent rejection of the bid.

(2) Please refer to Section 1-02.6 of the Standard Specifications, re: “Preparation of Proposal”

(3) Should it be necessary to modify this proposal either in writing or by electronic means, please make reference to the following proposal number in your communications C 2701 & C 3339.
LETTER OF RESPONSIBILITY

Date: _____________________________
County Road Project No.: C 2701 & C 3339

TO:
BOARD OF COUNTY COMMISSIONERS OF YAKIMA COUNTY, WASHINGTON
(Party awarding principal contract)

Dear Sirs:

I hereby maintain that I am a responsible bidder as contemplated by the policies of the State of Washington (Chapter 157, Laws of Washington of 1937).

a. My permanent place of business is ____________________________, which I have maintained for _________ years.

b. I have adequate plant equipment to do expeditiously and properly the work contemplated for Yakima County, Washington.

DESCRIPTION OF WORK:

C 2701 & C 3339 – Chaffee Road and Scoon Road Improvement Projects, (Maple Grove Road to Williamson Road)

I have the following equipment available for this work:

______________________________________________________________
______________________________________________________________


c. I have adequate funds to promptly meet obligations incident to this work.
   Bank reference: ________________________________________________

   ______________________________________________________________

   ______________________________________________________________

d. I have had experience in this class of work, having constructed the following improvements.

I hereby certify that the above is a true and accurate statement.

                          Very truly yours,

                          ________________________________

                          Contractor

NOTE: This sheet need not be submitted, unless so requested by the Engineer subsequent to opening of bid. This “letter of responsibility” shall not be construed to be a request for Prequalification of bidder.
DEFINITION OF TERMS

In interpreting these specifications, the following definitions shall prevail:


SECRETARY OF TRANSPORTATION:  Secretary of Transportation of the State of Washington.

BOARD:  The Board of County Commissioners of Yakima County.

ENGINEER:  County, or construction engineer, or his duly authorized assistants by whom all explanations and directions necessary for the satisfactory prosecution and completion of the work described in these specifications will be given.

CONTRACTOR:   The person, firm, co-partnership, or corporation, or any lawful agent of such person, firm, partnership or corporation constituting one of the principals to the contract and undertaking to perform the work herein specified.

CONTRACT:  The Agreement between the Contractor and the County of Yakima acting through the Board of County Commissioners. The contract shall include the accepted "Proposal," "Plans," "Specifications" and "Contract Bond", also any and all supplemental agreements which reasonably could be required to complete the construction of the work in a substantial and acceptable manner.

PROPOSAL:   The written offer, or copy thereof of the bidder to perform the work proposed.

PLANS:  The officially approved drawings, or reproductions thereof attached to this contract.

SPECIFICATIONS:  The directions, provisions and requirements contained herein, together with all written agreements made, or to be made pertaining to the method and manner of performing the work, or to the quantities and qualities of materials to be furnished under the contract.

CONTRACT BOND:  The approved form of security furnished by the Contractor and his surety as a guarantee of good faith on the part of the Contractor to execute the work in accordance with the terms of the contract.

LABORATORY:  The laboratories of the Department of Transportation, or other laboratories designated by the engineer.

AMOUNT OF THE CONTRACT:  For the purpose of awarding the contract and determining the amount of the bond, the lump sum bid, or the summation of the products of the approximate quantities shown on the plans or otherwise stated by the unit prices will be considered the total amount of the bid and the full amount of the contract price.
NON-COLLUSION DECLARATION

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

1. That the undersigned person(s), firm, association or corporation has (have) not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.

2. That by signing the signature page of this proposal, I am deemed to have signed and have agreed to the provisions of this declaration.

NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1-800-424-9071

The U. S. Department of Transportation (USDOT) operates the above toll-free “hotline” Monday through Friday, 8:00 a.m. to 5:00 p.m., eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

The “hotline” is part of USDOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.
Certification Regarding
Debarment, Suspension, Ineligibility and Voluntary Exclusion
Lower Tier Covered Transactions

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 29 CFR Part 98, Section 98.510, Participant’s responsibilities. The regulations were published as Part VII of the May 26, 1998 Federal Register (pages 19160-19211).

(BEFORE COMPLETING CERTIFICATION, READ ATTACHED INSTRUCTIONS WHICH ARE AN INTEGRAL PART OF THE CERTIFICATION)

(1) The prospective recipient of federal assistance funds certifies, by submission of this proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

(2) Where the prospective recipient of federal assistance funds is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Name and Title of Authorized Representative

________________________________________

Signature ________________________________ Date ________________________________
CONTRACT

THIS AGREEMENT, made and entered into between Yakima County acting under and by virtue of Titles 36 and 39 RCW, hereinafter called the “COUNTY” and_____________________________________, hereinafter called the “CONTRACTOR”.

That in consideration of the terms and conditions contained herein and attached and made a part of this agreement, the parties hereto covenant and agree as follows:

I. The CONTRACTOR shall do all work and furnish all tools and equipment for C 2701 & C 3339 - Chaffee Road and Scoon Road Improvement Projects and shall perform any changes in the work in accordance with the Contract Documents.

II. The CONTRACTOR shall provide and bear the expense of all equipment, material and labor of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the work provided for in the Contract Documents except those items mentioned therein to be furnished by Yakima County.

III. The COUNTY hereby promises and agrees to pay the CONTRACTOR according to the attached Specifications and the schedule of unit or itemized prices at the time and in the manner and upon the conditions provided for in the Contract Documents.

IV. The CONTRACTOR for itself, and for its heirs, executors, administrators, successors and assigns does hereby agree to the full performance of all the covenants herein contained upon the part of the CONTRACTOR.

V. It is further provided that no liability shall attach to the COUNTY by reason of entering into this Contract, except as expressly provided herein.

VI. The parties agree that, for the purpose of this agreement, the CONTRACTOR is an independent contractor and neither the CONTRACTOR nor any employee of the CONTRACTOR is an employee of the COUNTY. Neither the CONTRACTOR nor any employee of the CONTRACTOR is entitled to any benefits that the COUNTY provides its employees. The CONTRACTOR is solely responsible for payment of any statutory workers compensation or employer’s liability insurance as required by state law.

IN WITNESS WHEREOF, the CONTRACTOR has executed this instrument, on the date indicated below and Yakima County has caused this instrument to be executed in the name of said COUNTY by and through the Board of Yakima County Commissioners on the date indicated below.

Executed by the CONTRACTOR

BOARD OF YAKIMA COUNTY COMMISSIONERS

J. Rand Elliott, Chairman

Michael D. Leita, Commissioner

Kevin J. Bouchey, Commissioner

ATTEST: Clerk of the Board

Christina S. Steiner

Approved as to form:

C 2701 & C 3339 – Chaffee Road and Scoon Road

Page 11

Informational Bid Documents
PERFORMANCE BOND
(RCW 39.08)

KNOW ALL MEN BY THESE PRESENTS, That __________________________, as “PRINCIPAL”, and ________________ a corporation authorized to do business in the State of Washington, as “SURETY”, are jointly and severally held and bound unto Yakima County, Washington in the penal sum ________________ Dollars ($______________) for the payment of which by these presents we jointly and severally bind ourselves, our heirs, executors, administrators, assigns, and successors.

THE CONDITION of this bond is such that WHEREAS, on ________________, 20____, the PRINCIPAL executed a certain Contract with the County, by the terms of which PRINCIPAL agrees to furnish all material and labor and will undertake and complete the construction of for C 2701 & C 3339 – Chaffee Road and Scoon Road Improvement Projects according to the maps, plans and specifications made a part of said Contract, which Contract is attached hereto and by this reference is incorporated herein and made a part hereof. FURTHER, the SURETY agrees to be bound by the laws of the State of Washington and subjected to the jurisdiction of the State of Washington.

NOW, THEREFORE, if the PRINCIPAL shall faithfully perform all the provisions of such contract and pay all laborers, mechanics, subcontractors and materialmen, and all persons who supply such persons or subcontractors with provisions or supplies for the carrying on of such work, then this obligation to be void, otherwise to remain in full force and effect.

Dated this __________ day of _______________________, 20____.

PRINCIPAL

By:______________________________

Title:______________________________

Chair of the Board of
Yakima County Commissioners

Date:___________________________ 20___

SURETY

By:______________________________

Attorney-in-Fact

Approved as to form:

Deputy Prosecuting Attorney

Name of Local Office of Agent

Address of Local Office Agent

BOND NUMBER

YAKIMA COUNTY CONTRACT NUMBER

C 2701 & C 3339 – Chaffee Road and Scoon Road
AMENDMENTS TO THE STANDARD SPECIFICATIONS
AMENDMENTS TO THE STANDARD SPECIFICATIONS

C 2701 & C 3339 – CHAFFEE ROAD AND SCOON ROAD IMPROVEMENT PROJECTS
(Maple Grove Road to Williamson Road)

YAKIMA COUNTY, WASHINGTON

INTRODUCTION

The following Amendments and Special Provisions shall be used in conjunction with the 2008 Standard Specifications for Road, Bridge, and Municipal Construction.

AMENDMENTS TO THE STANDARD SPECIFICATIONS

The following Amendments to the Standard Specifications are made a part of this contract and supersede any conflicting provisions of the Standard Specifications. For informational purposes, the date following each Amendment title indicates the implementation date of the Amendment or the latest date of revision.

Each Amendment contains all current revisions to the applicable section of the Standard Specifications and may include references which do not apply to this particular project.

DIVISION 1
GENERAL REQUIREMENTS

SECTION 1-03, AWARD AND EXECUTION OF CONTRACT
April 7, 2008

1-03.1 Consideration of Bids
This section is supplemented with the following new sub-section.

1-03.1(1) Tied Bids
After opening Bids, if two or more lowest responsive Bid totals are exactly equal, then the tie-breaker will be determined by drawing as described in this Section. Two or more slips of paper will be marked as follows: one marked “Winner” and the other(s) marked “unsuccessful”. The slips will be folded to make the marking unseen. The slips will be placed inside a box. One authorized representative of each Bidder shall draw a slip from the box. Bidders shall draw in alphabetic order by the name of the firm as registered with the Washington State Department of Licensing. The slips shall be unfolded and the firm with the slip marked “Winner” will be determined to be the successful Bidder and eligible for Award of the Contract. Only those Bidders that submitted a Bid total that is exactly equal to the lowest responsive Bid are eligible to draw.

SECTION 1-04, SCOPE OF THE WORK
April 7, 2008

1-04.4(1) Minor Changes
The first sentence in the first paragraph is revised to read:
Payments or credits for changes amounting to $15,000 or less may be made under the bid item "Minor Change."

1-04.5 Procedure and Protest by the Contractor
In the second paragraph, number 2, the reference to 7 calendar days is revised to 14 calendar days.

The second sentence in the fifth paragraph is revised to read:

The determination will be provided within 14-calendar days after receipt of the Contractor’s supplemental written statement (including any additional information requested by the Project Engineer to support a continuing protest) described in item 2 above.

SECTION 1-05, CONTROL OF WORK
April 7, 2008

1-05.1 Authority of the Engineer
The fourth paragraph is revised to read:

At the Contractor’s risk, the Project Engineer may suspend all or part of the Work according to Section 1-08.6.

1-05.12 Final Acceptance
The second paragraph is revised to read:

The Contractor agrees that neither completion nor final acceptance shall relieve the Contractor of the responsibility to indemnify, defend, and protect the Contracting Agency against any claim or loss resulting from the failure of the Contractor (or the subcontractors or lower tier subcontractors) to pay all laborers, mechanics, subcontractors, materialpersons, or any other person who provides labor, supplies, or provisions for carrying out the Work or for any payments required for unemployment compensation under Title 50 RCW or for industrial insurance and medical aid required under Title 51 RCW.

SECTION 1-07, LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC
April 6, 2009

1-07.2(2) State Sales Tax: Work on State-Owned or Private Land
The following new paragraph is inserted in front of the first paragraph:

State Department of Revenue Rule 170 and its related rules apply for this section.

1-07.8 High Visibility Apparel
This section is revised to read:

The Contractor shall require all personnel under their control (including service providers, Subcontractors and lower tier Subcontractors) that are on foot in the work zone and are
exposed to vehicle traffic or construction equipment to wear the high visibility apparel described in this Section.

The Contractor shall ensure that a competent person as identified in the MUTCD selects the appropriate high-visibility apparel suitable for the job-site conditions.

High visibility garments shall always be the outermost garments.

High visibility garments shall be in a condition compliant with the ANSI 107-2004 and shall be used in accordance with manufacturer recommendations.

This section is supplemented with the following new sub-sections.

1-07.8(1) Traffic Control Personnel
All personnel performing the Work described in Section 1-10 (including traffic control supervisors, flaggers, spotters, and others performing traffic control labor of any kind), shall comply with the following:

1. During daylight hours with clear visibility, workers shall wear a high-visibility ANSI/ISEA 107-2004 Class 2 or 3 vest or jacket, and hardhat meeting the high visibility headwear requirements of WAC 296-155-305; and

2. During hours of darkness (1/2-hour before sunset to 1/2-hour after sunrise) or other low visibility conditions (snow, fog, etc.), workers shall wear a high-visibility ANSI/ISEA 107-2004 Class 2 or 3 vest or jacket, high visibility lower garment meeting ANSI/ISEA 107-2004 Class E, and hardhats meeting the high visibility headwear requirements of WAC 296-155-305.

1-07.8(2) Non-Traffic Control Personnel
All personnel, except those performing the Work described in Section 1-10, shall wear high visibility apparel meeting the ANSI/ISEA 107-2004 Class 2 or 3 standard.

1-07.9(1) General
The following new paragraph is inserted to follow the sixth paragraph:

The Contractor shall ensure that any firm (Supplier, Manufacturer, or Fabricator) that falls under the provisions of RCW 39.12 because of the definition “Contractor” in WAC 296-127-010, complies with all the requirements of RCW 39.12.

1-07.15 Temporary Water Pollution/Erosion Control
This section is supplemented with the following:

Stormwater or dewatering water that has come in contact with concrete rubble, concrete pours, or cement treated soils shall be maintained to pH 8.5 or less before it is allowed to enter waters of the state. If pH exceeds 8.5, the Contractor shall immediately discontinue work and initiate treatment according to the plan to lower the pH. Work may resume, with treatment, once the pH of the stormwater is 8.5 or less or it can be demonstrated that the runoff will not reach surface waters.
High pH process water shall not be discharged to waters of the state. Unless specific measures are identified in the Special Provisions, high pH process water may be infiltrated, dispersed in vegetation or compost, or pumped to a sanitary sewer system. Water being infiltrated or dispersed shall have no chance of discharging directly to waters of the state, including wetlands or conveyances that indirectly lead to waters of the state. High pH process water shall be treated to within a range of 6.5 to 8.5 pH units prior to infiltration to ensure the discharge does not cause a violation of groundwater quality standards. If water is pumped to the sanitary sewer, the Contractor shall provide a copy of permits and requirements for placing the material into a sanitary sewer system prior to beginning the work. Process water may be collected and disposed of by the Contractor off the project site. The Contractor shall provide a copy of the permit for an approved waste site for the disposal of the process water prior to the start of work which generates the process water.

1-07.15(1) Spill Prevention, Control and Countermeasures Plan

This section is revised to read:

The Contractor shall prepare a project-specific spill prevention, control, and countermeasures plan (SPCC Plan) that will be used for the duration of the project. The Contractor shall submit the plan to the Project Engineer no later than the date of the preconstruction conference. No on-site construction activities may commence until WSDOT accepts an SPCC Plan for the project.

The term “hazardous materials”, as used in this Specification, is defined in Chapter 447 of the WSDOT Environmental Procedures Manual (M31-11). Occupational safety and health requirements that may pertain to SPCC Plan implementation are contained in but not limited to WAC 296-824 and WAC 296-843.

Implementation Requirements

The SPCC Plan shall be updated by the Contractor throughout project construction so that the written plan reflects actual site conditions and practices. The Contractor shall update the SPCC Plan at least annually and maintain a copy of the updated SPCC Plan on the project site. All project employees shall be trained in spill prevention and containment, and shall know where the SPCC Plan and spill response kits are located and have immediate access to them.

If hazardous materials are encountered or spilled during construction, the Contractor shall do everything possible to control and contain the material until appropriate measures can be taken. The Contractor shall supply and maintain spill response kits of appropriate size within close proximity to hazardous materials and equipment.

The Contractor shall implement the spill prevention measures identified in the SPCC Plan before performing any of the following:

1. Placing materials or equipment in staging or storage areas.
2. Refueling, washing, or maintaining equipment.

SPCC Plan Element Requirements

The SPCC Plan shall set forth the following information in the following order:
1. Responsible Personnel
   Identify the name(s), title(s), and contact information for the personnel responsible for implementing and updating the plan, including all spill responders.

2. Spill Reporting
   List the names and telephone numbers of the federal, State, and local agencies the Contractor shall notify in the event of a spill.

3. Project and Site Information
   Describe the following items:

   A. The project Work.
   B. The site location and boundaries.
   C. The drainage pathways from the site.
   D. Nearby waterways and sensitive areas and their distances from the site.

4. Potential Spill Sources
   Describe each of the following for all potentially hazardous materials brought or generated on-site (including materials used for equipment operation, refueling, maintenance, or cleaning):

   A. Name of material and its intended use.
   B. Estimated maximum amount on-site at any one time.
   C. Location(s) (including any equipment used below the ordinary high water line) where the material will be staged, used, and stored and the distance(s) from nearby waterways and sensitive areas.
   D. Decontamination location and procedure for equipment that comes into contact with the material.
   E. Disposal procedures.

5. Pre-Existing Contamination
   Describe any pre-existing contamination and contaminant sources (such as buried pipes or tanks) in the project area that are described in the Contract documents. Identify equipment and work practices that will be used to prevent the release of contamination.

6. Spill Prevention and Response Training
   Describe how and when all personnel (including refueling contractors and Subcontractors) will be trained in spill prevention, containment and response in accordance with the Plan. Describe how and when all spill responders will be trained in accordance with WAC 296-824.
7. Spill Prevention
   Describe the following items:

   A. Spill response kit contents and location(s).
   B. Security measures for potential spill sources.
   C. Secondary containment practices and structures for hazardous materials.
   D. Methods used to prevent stormwater from contacting hazardous materials.
   E. Site inspection procedures and frequency.
   F. Equipment and structure maintenance practices.
   G. Daily inspection and cleanup procedures that ensure all equipment used below the ordinary high water line is free of all external petroleum based products.
   H. Refueling procedures for equipment that cannot be moved from below the ordinary high water line.

8. Spill Response
   Outline the response procedures the Contractor will follow for each scenario listed below. Include a description of the actions the Contractor shall take and the specific, on-site, spill response equipment that shall be used to assess the spill, secure the area, contain and eliminate the spill source, and clean up and dispose of spilled and contaminated material.

   A. A spill of each type of hazardous material at each location identified in 4, above.
   B. Stormwater that has come into contact with hazardous materials.
   C. A release or spill of any pre-existing contamination and contaminant source described in 5, above.
   D. A release or spill of any unknown pre-existing contamination and contaminant sources (such as buried pipes or tanks) encountered during project Work.
   E. A spill occurring during Work with equipment used below the ordinary high water line.

If the Contractor will use a Subcontractor for spill response, provide contact information for the Subcontractor under item 1 (above), identify when the Subcontractor will be used, and describe actions the Contractor shall take while waiting for the Subcontractor to respond.
9. Project Site Map
   Provide a map showing the following items:
   
   A. Site location and boundaries.
   B. Site access roads.
   C. Drainage pathways from the site.
   D. Nearby waterways and sensitive areas.
   E. Hazardous materials, equipment, and decontamination areas identified in 4, above.
   F. Pre-existing contamination or contaminant sources described in 5, above.
   G. Spill prevention and response equipment described in 7 and 8, above.

10. Spill Report Forms
    Provide a copy of the spill report form(s) that the Contractor will use in the event of a release or spill.

**Payment**

Payment will be made in accordance with Section 1-04.1 for the following Bid item when it is included in the Proposal:

“SPCC Plan”, lump sum.

When the written SPCC is accepted by WSDOT, the Contractor shall receive 50-percent of the lump sum Contract price for the plan.

The remaining 50-percent of the lump sum price will be paid after the materials and equipment called for in the plan are mobilized to the project.

The lump sum payment for “SPCC Plan” shall be full pay for:

1. All costs associated with creating the accepted SPCC Plan.
2. All costs associated with providing and maintaining the on-site spill prevention equipment described in the accepted SPCC Plan.
3. All costs associated with providing and maintaining the on-site standby spill response equipment and materials described in the accepted SPCC Plan.
4. All costs associated with implementing the spill prevention measures identified in the accepted SPCC Plan.
5. All costs associated with updating the SPCC Plan as required by this Specification.
As to other costs associated with releases or spills, the Contractor may request payment as provided for in the Contract. No payment shall be made if the release or spill was caused by or resulted from the Contractor’s operations, negligence, or omissions.

1-07.16(4) Archaeological and Historical Objects
This section is supplemented with the following new sub-section:

1-07.16(4)A Inadvertent Discovery of Human Skeletal Remains
If human skeletal remains are encountered by the Contractor, they shall not be further disturbed. The Contractor shall immediately notify the Engineer of any such finds, and shall cease all work adjacent to the discovery, in an area adequate to provide for the total security and protection of the integrity of the skeletal remains. The Engineer may require the Contractor to suspend Work in the vicinity of the discovery until final determinations and removal of the skeletal remains is completed.

If the Engineer finds that the suspension of Work in the vicinity of the discovery increases or decreases the cost or time required for performance of any part of the Work under this Contract, the Engineer will make an adjustment in payment or the time required for the performance of the Work in accordance with Sections 1-04.4 and 1-08.8.

1-07.17(2) Utility Construction, Removal or Relocation by Others
The first sentence in the second paragraph is revised to read:

If the Contract provides notice that utility work (including furnishing, adjusting, relocating, replacing, or constructing utilities) will be performed by others during the prosecution of the Work, the Special Provisions will establish the utility owners anticipated completion.

The first sentence in the third paragraph is revised to read:

When others delay the Work through late performance of utility work, the Contractor shall adhere to the requirements of Section 1-04.5.

1-07.23 Public Convenience and Safety
This section is revised to read:

The Contractor shall be responsible for providing adequate safeguards, safety devices, protective equipment, and any other needed actions to protect the life, health, and safety of the public, and to protect property in connection with the performance of the Work covered by the Contract. The Contractor shall perform any measures or actions the Engineer may deem necessary to protect the public and property. The responsibility and expense to provide this protection shall be the Contractor’s except that which is to be furnished by the Contracting Agency as specified in other sections of these Specifications. Nothing contained in this Contract is intended to create any third-party beneficiary rights in favor of the public or any individual utilizing the Highway facilities being constructed or improved under this Contract.

1-07.23(1) Construction Under Traffic
The second sentence in the second paragraph is revised to read:
The Contractor shall maintain existing roads, streets, sidewalks, and paths within the project limits, keeping them open, and in good, clean, safe condition at all times.

The fifth sentence in the second paragraph is revised to read:

The Contractor shall also maintain roads, streets, sidewalks, and paths adjacent to the project limits when affected by the Contractor’s operations.

The final paragraph in this section is deleted.

1-07.23(2) Construction and Maintenance of Detours
Number 1, under the first paragraph is revised to read:

Detours and detour bridges that will accommodate traffic diverted from the Roadway, bridge, sidewalk or path during construction,

SECTION 1-08, PROSECUTION AND PROGRESS
August 4, 2008

1-08.1 Subcontracting

Item (2) in the first sentence of the seventh paragraph is revised to read:

(2) Delivery of these materials to the Work site in vehicles owned or operated by such plants or by recognized independent or commercial hauling companies hired by those commercial plants.

1-08.3(2)A Type A Progress Schedule

This section is revised to read:

The Contractor shall submit five copies of a Type A Progress Schedule no later than 10 days after the date the contract is executed, or some other mutually agreed upon submittal time. The schedule may be a critical path method (CPM) schedule, bar chart, or other standard schedule format. Regardless of which format used, the schedule shall identify the critical path. The Engineer will evaluate the Type A Progress Schedule and approve or return the schedule for corrections within 15 calendar days of receiving the submittal.

1-08.5 Time for Completion

The third sentence in the first paragraph is revised to read:

A nonworking day is defined as a Saturday, a Sunday, a whole or half day on which the Contract specifically prohibits Work on the critical path of the Contractor’s approved progress schedule, or one of these holidays: January 1, the third Monday of January, the third Monday of February, Memorial Day, July 4, Labor Day, November 11, Thanksgiving Day, the day after Thanksgiving, and Christmas Day.
1-08.6 Suspension of Work
The first paragraph is revised to read:

The Engineer may order suspension of all or any part of the Work if:

1. Unsuitable weather that prevents satisfactory and timely performance of the Work; or
2. The Contractor does not comply with the Contract; or
3. It is in the public interest.

1-08.7 Maintenance During Suspension
The first sentence in the fourth paragraph is revised to read:

If the Engineer determines that the Contractor has pursued the Work diligently before the suspension, then the Contracting Agency will maintain the temporary Roadway (and bear its cost).

The fifth paragraph is revised to read:

The Contractor shall protect and maintain all other Work in areas not used by traffic. All costs associated with protecting and maintaining such Work shall be the responsibility of the Contractor, except those costs associated with implementing the TESC Plan according to Section 8-01.

The seventh paragraph is revised to read:

After any suspension, the Contractor shall resume all responsibilities the Contract assigns for the Work.

SECTION 1-09, MEASUREMENT AND PAYMENT
April 7, 2008

1-09.9 Payments
The first paragraph is supplemented with the following:

For items Bid as lump sum, the Contractor shall submit a breakdown of their lump sum price in sufficient detail for the Project Engineer to determine the value of the Work performed on a monthly basis. Lump sum breakdowns shall be provided to the Project Engineer no later than the date of the preconstruction meeting.

The second sentence in the third paragraph is revised to read:

Unless otherwise provided in the payment clause of the applicable Specifications, partial payment for lump sum Bid items will be a percentage of the price in the Proposal based on
the Project Engineer’s determination of the amount of Work performed, with consideration

given to but not exclusively based on the Contractors lump sum breakdown.

The third paragraph is supplemented with the following:

The determination of payments under the contract will be final in accordance with Section
1-05.1.

1-09.9(1) Retainage
In the fourth paragraph, number 1, the reference to $20,000 is revised to read $35,000.

SECTION 1-10, TEMPORARY TRAFFIC CONTROL
April 6, 2009

1-10.1(2) Description
The following new paragraph is inserted after the second paragraph:

Unless otherwise permitted by the Contract or approved by the Project Engineer, the
Contractor shall keep all existing pedestrian routes and access points (including sidewalks,
paths and crosswalks) open and clear at all times.

The second and third sentences in the third paragraph are revised to read:

The Contractor shall erect and maintain all construction signs, warning signs, detour signs,
and other traffic control devices necessary to warn and protect the public at all times from
injury or damage as a result of the Contractor’s operations which may occur on or adjacent
to Highways, roads, streets, sidewalks or paths. No Work shall be done on or adjacent to any
Traveled Way until all necessary signs and traffic control devices are in place.

1-10.2(1) General
The second sentence in the third paragraph is revised to read:

Possession of a current TCS card and flagging card by the primary and alternate TCS is
mandatory.

1-10.2(2) Traffic Control Plans
The first sentence in the first paragraph is revised to read:

The traffic control plan or plans appearing in the Contract documents show a method of
handling vehicle, bicycle and pedestrian traffic.

In the third sentence of the second paragraph, the reference to "MUTCD, Part VI" is revised to
"MUTCD, Part 6".

1-10.3(2)B Rolling Slowdown
The first two paragraphs are deleted and replaced with the following:

C 2701 & C 3339 – Chaffee Road and Scoon Road Page 23 Amendments
Rolling slowdown traffic control operations are not to be used for routine work that can be addressed by standard lane or shoulder closure traffic control. When a short-term roadway closure is needed for an infrequent, non-repetitive work operation such as a sign bridge removal, or utility wire crossing, the Contractor may implement a rolling slowdown on a multi-lane roadway, as part of an approved traffic control plan.

The Contractor shall submit for approval a traffic control plan detailing the expected delay time, interchange ramp control and rolling slowdown distance. A portable changeable message sign shall be placed ahead of the starting point of the traffic control to warn traffic of the slowdown. The sign shall be placed far enough ahead of the Work to avoid any expected backup of vehicles.

A rolling slowdown shall use traffic control vehicles with flashing amber lights. At least one traffic control vehicle will be used for every two lanes to be slowed, plus a control vehicle will serve as a following (chase) vehicle for traffic ahead of the blockade. The traffic control vehicles shall enter the roadway and form a moving blockade to reduce traffic speeds and create a clear area ahead of the blockade in which to accomplish the work without a total stoppage of traffic.

1-10.3(3)A Construction Signs
The fifth paragraph is revised to read:

Where it is necessary to add weight to signs for stability, sand bags or other similar ballast may be used but the height shall not be more than 4-inches above the Roadway surface, and shall not interfere with the breakaway features of the device. The Contractor shall follow the manufacturer’s recommendations for sign ballasting.

1-10.3(3)D Barricades
The second paragraph is revised to read:

Where it is necessary to add weight to barricades for stability, sand bags or other similar ballast may be used but the height shall not be more than 4-inches above the Roadway surface and shall not interfere with the breakaway features of the device. The Contractor shall follow the manufacturer’s recommendation for sign ballasting.

1-10.3(3)G Traffic Cones
This section including title is revised to read:

1-10.3(3)G Traffic Cones and Tall Channelizing Devices
Where shown on an approved traffic control plan or where ordered by the Engineer, the Contractor shall provide, install and maintain traffic cones or tall channelizing devices. Cones and tall channelizing devices shall be kept in good repair and shall be removed immediately when directed by the Engineer. Where wind or moving traffic frequently displaces cones, an effective method of stabilizing them, such as stacking two together at each location, shall be employed.

1-10.3(3)K Portable Temporary Traffic Control Signal
The first paragraph is revised to read:
Where shown on an approved traffic control plan, the Contractor shall provide, operate, maintain and remove a portable temporary traffic control signal system to provide alternating one-lane traffic operations on a two-way facility. A portable temporary traffic control signal system shall be defined as two traffic control units that operate together. The system shall be trailer mounted, fully self-contained and designed so that it can be easily transported and deployed at different locations.

The third sentence in the second paragraph is deleted.

The following is inserted in front of the sixth paragraph:

The Traffic Control Supervisor shall monitor and insure that the Portable Temporary Traffic Control Signal is fully operational and maintained as specified by the manufacturer. This Work may include cleaning and replacing lamps and other routine maintenance as needed.

1-10.4(2) Item Bids with Lump Sum for Incidentals

The unit of measurement statement for “Portaible Temporary Traffic Control Signal” is revised to read:

No specific unit of measurement will apply to the lump sum item of “Portable Temporary Traffic Control Signal”.

1-10.5(1) Lump Sum Bid for Project (No Unit Items)

This section is revised to read:

“Project Temporary Traffic Control”, lump sum.

The lump sum Contract payment shall be full compensation for all costs incurred by the Contractor in performing the Contract Work defined in Section 1-10, except for costs compensated by Bid Proposal items inserted through Contract Provisions as described in Section 1-10.4(3).

1-10.5(2) Item Bids with Lump Sum for Incidentals

The unit of measure for the bid item “Portable Temporary Traffic Control Signal,” is revised to lump sum.

The paragraph following “Portable Temporary Traffic Control Signal,” is revised to read:

The lump sum Contract price shall be full compensation for all costs of labor, materials and equipment incurred by the Contractor in performing the Contract Work as described in Section 1-10.3(3)K, including all costs for traffic control during manual control, adjustment, malfunction, or failure of the portable traffic control signals and during replacement of failed or malfunctioning signals.

DIVISION 2
EARTHWORK
SECTION 2-01, CLEARING, GRUBBING, AND ROADSIDE CLEANUP
April 7, 2008

2-01.3(1) Clearing
Item 3 is deleted.

The first sentence in Item 4 is revised to read:

Follow these requirements for all stumps that will be buried deeper than 5-feet from the top, side, or end surface of the embankment or any structure:

2-01.3(2) Grubbing
Item 2 e is revised to read:

Upon which embankments will be placed except stumps may be close-cut or trimmed as allowed in Section 2-01.3(1) Item 4.

SECTION 2-02, REMOVAL OF STRUCTURES AND OBSTRUCTIONS
April 7, 2008

2-02.3(3) Removal of Pavement, Sidewalks, Curbs, and Gutters
The first sentence in 3 is supplemented with the following:

For removal of bituminous pavement, asphalt planing equipment may be used in lieu of sawcutting provided that a clean vertical edge remains.

SECTION 2-03, ROADWAY EXCAVATION AND EMBANKMENT
January 7, 2008

2-03.1 Description
The first sentence in the first paragraph is revised to read:

The Work described in this section, regardless of the nature or type of the materials encountered, includes excavating and grading the Roadway, excavating in borrow pits, excavating below grade, excavating channels and ditches, removing slide material, and disposing of all excavated material.

2-03.3(3) Excavation Below Grade
The section title is revised to read:

2-03.3(3) Excavation Below Subgrade
The first sentence in the fifth paragraph is revised to read:
Compaction. If the density of the natural earth under any area of the Roadway is less than that required in Section 2-03.3(14)C, Method B, the Engineer may order the Contractor to perform any or all of the following:

2-03.3(14)M Excavation of Channels

This section including title is revised to read:

2-03.3(14)M Excavation of Channels and Ditches

Channel Excavation: Open excavations 8-feet or more wide at the bottom, but excludes channels that are part of the Roadway.

Ditch Excavation: Open excavations less than 8-feet wide at the bottom, but excludes ditches that are part of the Roadway.

Before excavating channels or ditches, the Contractor shall clear and grub the area in accordance with Section 2-01.

2-03.4 Measurement

The first sentence in the first paragraph is revised to read:

Roadway excavation, channel excavation, ditch excavation, unsuitable foundation excavation, and common borrow items will be measured by the cubic yard.

The fourth sentence in the first paragraph is revised to read:

For Roadway excavation, channel excavation and ditch excavation items, the original ground will be compared with the planned finished section shown in the Plans.

2-03.5 Payment

The first paragraph is supplemented with the following:

“Channel Excavation”, per cubic yard.
“Channel Excavation Incl. Haul”, per cubic yard.
“Ditch Excavation”, per cubic yard.
"Ditch Excavation Incl. Haul", per cubic yard.

The first sentence in the second paragraph is revised to read:


The second paragraph is supplemented with the following:

When a bid item is not included in the proposal for channel excavation or ditch excavation all costs shall be included in roadway excavation.
The third paragraph is revised to read:

When the Engineer orders Work according to Section 2-03.3(3), unit Contract prices shall apply, unless the Work differs materially from the excavation above Subgrade, then payment will be in accordance with Section 1-04.4.

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

SECTION 5-02, BITUMINOUS SURFACE TREATMENT
December 1, 2008

5-02.3(3) Application of Asphalt Emulsion and Aggregate
The chart following the first paragraph is revised to read:

<table>
<thead>
<tr>
<th>Application Rate</th>
<th>Undiluted Asphalt Emulsion (gal.per sq. yd.) Applied</th>
<th>Aggregate Size</th>
<th>Aggregates (lbs. per sq. yd.) Applied</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New Construction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prime Coat</td>
<td>0.35-0.65</td>
<td>½-U.S. No. 4 or ¾-⅝</td>
<td>25-45</td>
</tr>
<tr>
<td>Tack Coat</td>
<td>0.35-0.60</td>
<td>½-U.S. No. 4</td>
<td>25-40</td>
</tr>
<tr>
<td>Choke Stone</td>
<td>N/A</td>
<td>U.S. No. 4-0</td>
<td>4-6</td>
</tr>
<tr>
<td><strong>Seal Coats</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>¼-inch</td>
<td>0.40-0.65</td>
<td>¾-U.S. No. 4 U.S. No. 4-0</td>
<td>25-45 4-6</td>
</tr>
<tr>
<td>½-inch</td>
<td>0.35-0.55</td>
<td>½-U.S. No. 4</td>
<td>20-35 4-6</td>
</tr>
<tr>
<td>¾-inch – No. 4</td>
<td>0.35-0.55</td>
<td>¾- U.S. No. 4</td>
<td>20-30</td>
</tr>
<tr>
<td>⅝-inch – No. 10</td>
<td>0.20-0.40</td>
<td>⅝- U.S. No. 10</td>
<td>18-30</td>
</tr>
<tr>
<td>Choke Stone</td>
<td>N/A</td>
<td>U.S. No. 4-0</td>
<td>4-6</td>
</tr>
</tbody>
</table>

Pavement Sealing

<table>
<thead>
<tr>
<th>Grade</th>
<th>Diluted/Undiluted</th>
<th>Application Rate (gal/sqy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CSS-1 or CSS-1h</td>
<td>Diluted</td>
<td>0.10-0.18</td>
</tr>
<tr>
<td>STE-1</td>
<td>Undiluted</td>
<td>0.05-0.09</td>
</tr>
</tbody>
</table>

The second sentence in the second paragraph is revised to read:
The second application of asphalt emulsion (tack coat) shall be applied the next day, or as approved by the Project Engineer.

The eleventh paragraph and the chart following the eleventh paragraph are revised to read:

Before application to the Roadway, asphalt emulsion shall be heated to the following temperatures or that recommended by the manufacturer.

<table>
<thead>
<tr>
<th>Type and Grade of Asphalt Emulsion</th>
<th>Distributor Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRS-1, CRS-2, CRS-2P</td>
<td>Min. °F</td>
</tr>
<tr>
<td>CRS-1, CRS-2, CRS-2P</td>
<td>125</td>
</tr>
<tr>
<td>CMS-2, CMS-2S, CMS-2h</td>
<td>125</td>
</tr>
<tr>
<td>CSS-1, CSS-1h, STE-1</td>
<td>70</td>
</tr>
</tbody>
</table>

The third sentence in the twelfth paragraph is revised to read:

CSS-1 and CSS-1h emulsified asphalt shall be diluted at a rate of one part water to one part emulsified asphalt as specified in Section 5-04.3(19) unless otherwise directed by the Project Engineer.

The twelfth paragraph is supplemented with the following:

STE-1 shall not be diluted.

5-02.3(10) Unfavorable Weather

Item 4. under the second paragraph is revised to read:

4. Construction of bituminous surface treatments shall not be carried out before May 1 or after August 31 of any year except upon written order of the Project Engineer.

SECTION 5-04, HOT MIX ASPHALT

December 1, 2008

5-04.3(9) Spreading and Finishing

The nominal compacted depth for HMA Class \( \frac{3}{4} '' \) and HMA Class \( \frac{1}{2} '' \) listed under the first paragraph is revised to read:

HMA Class \( \frac{3}{4} '' \) and HMA Class \( \frac{1}{2} '' \)

wearing course \( 0.30 \)-feet

other courses \( 0.35 \)-feet
5-04.3(12)B Longitudinal Joints
The first two paragraphs are revised to read:

The longitudinal joint in any 1 course shall be offset from the course immediately below by
not more than 6-inches nor less than 2-inches. All longitudinal joints constructed in the
wearing course shall be located at a lane line or an edge line of the Traveled Way.

On one-lane ramps a longitudinal joint may be constructed at the center of the traffic lane,
subject to approval by the Project Engineer, if:

1. The ramp must remain open to traffic, or

2. The ramp is closed to traffic and a hot-lap joint is constructed.

   a. If a hot-lap joint is allowed at the center of the traffic lane, 2 paving machines
      shall be used; a minimum compacted density in accordance with Section 5-
      04.3(10)B shall be achieved throughout the traffic lane; and construction
      equipment other than rollers shall not operate on any uncompacted mix.

The reference to Standard Plan A-1 in the third paragraph is revised to read "Standard Plan
A40.10-00."

5-04.3(16) Weather Limitations
The chart for Surface Temperature Limitation is revised to read:

<table>
<thead>
<tr>
<th>Surface Temperature Limitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compacted Thickness (Feet)</td>
</tr>
<tr>
<td>Wearing Course 55°F</td>
</tr>
<tr>
<td>Other Courses 45°F</td>
</tr>
</tbody>
</table>

| Less than 0.10                  |
| 0.10 to 0.20                   |
| More than 0.20                 |

5-04.3(21) Asphalt Binder Revision
This section is revised to read:

When the Contracting Agency provides a source of aggregate, the expected percentage
content of asphalt binder in the resulting mix will be identified in the Contract documents.

Should the percentage of asphalt binder shown in the job mix formula for Hot Mix Asphalt
produced with Agency-provided aggregate vary by more than plus or minus 0.3-percent
from the amount shown in the Contract documents, an adjustment in payment will be made.
The adjustment in payment (plus or minus) will be based on the invoice unit cost, including
shipping cost, without any markups. The quantity subject to an adjustment shall be the
difference between the JMF asphalt binder percentage and the contract document asphalt
binder percentage except that the first 0.3% of this difference shall not apply. No
adjustment will be made when the Contractor elects not to use a Contracting Agency-provided source, or when no source is made available by the Contracting Agency.

DIVISION 7
DRAINAGE STRUCTURES, STORM SEWERS,
SANITARY SEWERS, WATER MAINS, AND CONDUITS

SECTION 7-02, CULVERTS
December 1, 2008

7-02.2 Materials
The third paragraph is revised to read:
Thermoplastic culvert pipe includes solid wall PVC culvert pipe, profile wall PVC culvert pipe, and corrugated polyethylene culvert pipe. Solid wall PVC culvert pipe, profile wall PVC culvert pipe, and corrugated polyethylene culvert pipe are acceptable alternates for Schedule A or B culvert pipe.

In the chart for Culvert Pipe Schedules, for Schedule B, 15' – 25', the references in the column for Thermoplastic PE or PVC for "PVC" are revised to "PE or PVC".

DIVISION 8
MISCELLANEOUS CONSTRUCTION

SECTION 8-01, EROSION CONTROL AND WATER POLLUTION CONTROL
April 6, 2009

8-01.3(1) General
The first sentence in the eighth paragraph is revised to read:
Erodible earth not being worked, whether at final grade or not, shall be covered within the following time period, using an approved soil covering practice:

The ninth paragraph is revised to read:
If the Engineer, under Section 1-08.6, orders the Work suspended, the Contractor shall continue to control erosion, pollution, and runoff during the shutdown.

8-01.3(1)C Water Management
Item 2. "Process Water" is supplemented with the following new first paragraph:
High pH process water or wastewater (non-stormwater) that is generated on-site, including water generated during concrete grinding, rubblizing, washout, and hydrodemolition activities, shall not be discharged to waters of the state. Water may be infiltrated upon the approval of the Engineer. Off-site disposal of concrete process water shall be in accordance with Standard Specification 5-01.3(11).

8-01.3(2)D Mulching
The second paragraph is supplemented with the following:
Wood strand mulch shall be applied by hand or by straw blower.

8-01.3(2)E Tacking Agent and Soil Binders
The second sentence in the fourth paragraph is revised to read:

Pam may be reapplied on actively worked areas within a 48-hour period.

8-01.3(6)D Wattle Check Dam
The reference to Section 8-01.3(10) is revised to Section 9-14.5(5).

8-01.3(12) Compost Sock
The last paragraph is deleted.

8-01.3(13) Temporary Curb
The first paragraph is revised to read:

Temporary curbs may consist of asphalt, concrete, sand bags, compost socks, wattles, or geotextile/plastic encased berms of sand or gravel, or as approved by the Engineer.

SECTION 8-11, GUARDRAIL
December 1, 2008

8-11.3(4) Removing Guardrail and Guardrail Anchor
The following is inserted after the third sentence in the first paragraph:

The embedded anchors attaching guardrail posts and guardrail terminal sections specified for removal to existing concrete Structures shall be removed a minimum of one inch beneath the existing concrete surface. The void left by removal of the embedded anchors shall be coated with epoxy bonding agent and filled with grout. The epoxy bonding agent shall be Type II conforming to Section 9-26.1 with the grade and class as recommended by the epoxy bonding agent manufacturer and as approved by the Engineer. The grout shall consist of cement and fine aggregate mixed in the proportions to match the color of the existing concrete surface as near as practicable.

SECTION 8-21, PERMANENT SIGNING
December 1, 2008

8-21.3(4) Sign Removal
The following two new paragraphs are inserted after the first sentence in the first paragraph:

Sign Structures shall include sign bridges, cantilever sign Structures, bridge mounted sign brackets, and any other sign mounting structure shown in the Plans to be removed by the Contractor.

The embedded anchors attaching signs and sign Structures specified for removal to existing concrete Structures shall be removed a minimum of one inch beneath the existing concrete
surface. The void left by removal of the embedded anchors shall be coated with epoxy bonding agent and filled with grout. The epoxy bonding agent shall be Type II conforming to Section 9-26.1 with the grade and class as recommended by the epoxy bonding agent manufacturer and as approved by the Engineer. The grout shall consist of cement and fine aggregate mixed in the proportions to match the color of the existing concrete surface as near as practicable.

8-21.3(9)F Bases
This section including title is revised to read:

8-21.3(9)F Foundations
The excavation and backfill shall be in conformance with the requirements of Section 2-09.3(1)E. Where obstructions prevent construction of planned foundations, the Contractor shall construct an effective foundation satisfactory to the Engineer.

The bottom of concrete foundations shall rest on firm ground. If the portion of the foundation beneath the existing ground line is formed or cased instead of being cast against the existing soil forming the sides of the excavation, then all gaps between the existing soil and the completed foundation shall be backfilled and compacted in accordance with Section 2-09.3(1)E.

Foundations shall be cast in one operation where practicable. The exposed portions shall be formed to present a neat appearance. Class 2 surface finish shall be applied to exposed surfaces of concrete in accordance with the requirements of Section 6-02.3(14)B.

Where soil conditions are poor, the Engineer may order the Contractor to extend the foundations shown in the Plans to provide additional depth. Such additional work will be paid for according to Section 1-04.4.

Forms shall be true to line and grade. Tops of foundations for roadside sign structures shall be finished to ground line, unless otherwise shown in the Plans or directed by the Engineer. Tops of foundations for sign bridges and cantilever sign structures shall be finished to the elevation shown in the Plans.

Both forms and ground which will be in contact with the concrete shall be thoroughly moistened before placing concrete; however, excess water in the foundation excavation will not be permitted. Forms shall not be removed until the concrete has set at least three days. All forms shall be removed, except when the Plans or Special Provisions specifically allow or require the forms or casing to remain.

Foundation concrete shall conform to the requirements for the specified class, be cast-in-place concrete and be constructed in accordance with Section 6-02.2 and 6-02.3.

Sign structures shall not be erected on concrete foundations until foundations have attained a compressive strength of 2,400 psi.

In addition to the basic requirements, sign bridges and cantilever sign structures shall be installed in accordance with the following:
1. Tops of foundations for sign bridges and cantilever sign structures shall be finished to the elevation shown in the Plans.

2. Steel reinforcing bars shall conform to Section 9-07.

3. Concrete shall be Class 4000, except as otherwise specified. Where water is present in the shaft excavations for Type 1 foundations for sign bridges and cantilever sign structures, the shaft concrete shall be Class 4000P placed in accordance with Section 6-02.3(6)B.

4. All bolts and anchor bolts shall be installed so that two class full threads extend beyond the top of the top heavy-hex nut. Anchor bolts shall be installed plumb, plus or minus 1 degree.

5. Plumbing of sign bridges and cantilever sign structures shall be accomplished by adjusting leveling nuts. Shims or other similar devices for plumbing or raking will not be permitted.

6. The top heavy-hex nuts of sign bridges and cantilever sign structures shall be tightened in accordance with Section 6-03.3(33), and by the Turn-Of-Nut Method to a minimum rotation of 1/4 turn and a maximum of 1/3 turn past snug tight. Permanent marks shall be set on the base plate and nuts to indicate nut rotation past snug tight.

In addition to the basic requirements, roadside sign structures shall be installed in accordance with the following:

1. Tops of foundations shall be finished to final ground line, unless otherwise shown in the Plans or staked by the Engineer.

2. Spiral reinforcing shall conform to AASHTO M32. All other steel reinforcement shall conform to the requirements of Section 9-07.

3. Concrete shall be Class 3000.

4. The assembly and installation of all Type TP – A or B bases for roadside sign structures shall be supervised at all times by either a manufacturer’s representative or an installer who has been trained and certified by the manufacturer of the system. If the supervision is provided by a trained installer, a copy of the installer certification shall be provided to the Engineer prior to installation.

5. For all Type – A or B bases the Contractor shall attach four female anchors to a flat rigid template following the manufacturer’s recommendations. The Contractor shall lower the anchor assembly into fresh concrete foundation and vibrate into position such that the tops of the anchor washers are flush with the finished top surface of the foundation. The Contractor shall support the template such that all anchors are level and in their proper position.
Slip base and hinge connection nuts of roadside sign structures shall be tightened using a torque wrench to the torque, and following the procedure, specified in the Standard Plans.

8-21.3(10) Vacant
This section is revised to read:

8-21.3(10) Sign Attachment
Sign panels consisting of sheet aluminum or fiberglass reinforced plastic shall be attached or mounted to sign posts or sign structures as shown in the Standard Plans.

Signs not conforming to the above, including all variable message sign (VMS) assemblies and other message board type assemblies, shall be attached or mounted to sign posts or sign structures by means of positive connections - defined as through-bolted connections. The use of clips or clamps to accomplish the attachment or mounting of such signs and assemblies is prohibited.

8-21.3(12) Steel Sign Posts
This section is revised to read:

For roadside sign structures on Type - A or B bases, the Contractor shall use the following procedures and manufacturer's recommendations:

1. The couplings, special bolts, bracket bolts, and hinge connection nuts on all Type - A or B bases shall be tightened using the Turn-Of-Nut Tightening Method to a maximum rotation of 1/2 turn past snug tight.

2. The Contractor shall shim as necessary to plumb the steel sign posts.

For roadside sign structures on all Type PL and SB slip bases, the Contractor shall use the following procedures:

1. The Contractor shall assemble the steel sign post to stub post with bolts and flat washers as shown in the Standard Plans.

2. Each bolt be tightened using a torque wrench to the torque, and following the procedures specified in the Standard Plans.

SECTION 8-22, PAVEMENT MARKING
April 6, 2009

8-22.3(2) Preparation of Roadway Surfaces
This section is revised to read:

All surfaces shall be dry, free of any loose debris and within the proper temperature range prior to striping. When required by the pavement marking manufacturer’s installation instructions, remove pavement markings from pavement surfaces that will adversely affect the bond of new pavement marking material to the roadway surface according to Section 8-22.3(6).
Remove all other contaminants from pavement surfaces that may adversely affect the installation of new pavement markings by sandblasting, shot-blasting, or sweeping. Air blast the pavement with a high-pressure system to remove extraneous or loose material.

Apply materials to new HMA that is sufficiently cured according to the manufacturer’s recommendations. Typically, Type D material applied to new HMA pavement requires a pavement cure period of 21 days. This cure period may be reduced if the manufacturer performs a successful bond test and approves the reduction of the pavement cure period.

For new Portland Cement Concrete surfaces remove curing compounds and laitance by an approved mechanical means. Air blast the pavement with a high-pressure system to remove extraneous or loose material. Apply materials to concrete that has reached a minimum compressive strength of 2,500 psi and that is sufficiently cured according to the manufacturer’s recommendations. Typically, Type D material applied to Portland cement concrete pavement requires a pavement cure period of 28 days. This cure period may be reduced if the manufacturer performs a successful bond test and approves the reduction of the pavement cure period.

After the pavement surface is clean and dry, apply primer as recommended by the manufacturer to the area receiving the pavement markings. Apply the primer in a continuous, solid film according to the recommendations of the primer manufacturer and the pavement markings manufacturer.

8-22.3(3) Marking Application

The content of this section is deleted. This section is supplemented with the following new sub-sections:

8-22.3(3)A Marking Colors
Lane line and right edge line shall be white in color. Center line and left edge line shall be yellow in color. Transverse markings shall be white, except as otherwise noted in the Standard Plans.

8-22.3(3)B Line Patterns

Solid line – a continuous line without gaps.

Broken line – a line consisting of solid line segments separated by gaps.

Dotted line – a broken line with noticeably shorter line segments separated by noticeably shorter gaps.

8-22.3(3)C Line Surfaces
Flat Lines – Pavement marking lines with a flat surface.

Profiled Marking – A profiled pavement marking is a marking that consists of a base line thickness and a profiled thickness which is a portion of the pavement marking line that is applied at a greater thickness than the base line thickness. Profiles shall be applied using the extruded method in the same application as the base line. The profiles may be slightly
rounded provided the minimum profile thickness is provided for the length of the profile. See the Standard Plans for the construction details.

Embossed Plastic Line – Embossed plastic lines consist of a flat line with transverse grooves. An embossed plastic line may also have profiles. See the Standard Plans for the construction details.

8-22.3(3)D Line Applications
Surface line – a line constructed by applying pavement marking material directly to the pavement surface or existing pavement marking.

Grooved line – A line constructed by grinding or saw cutting a groove into the pavement surface and spraying, extruding or gluing pavement marking material into the groove. Groove depth is measured vertically from the bottom of a 2-foot or longer straight edge placed on the roadway surface to the ground surface. The groove depth is dependent upon the material used, the pavement surface and location. See these Standard Specifications, the project Plans and Special Provisions.

8-22.3(3)E Installation
Apply pavement marking materials to clean dry pavement surfaces and according to the following:

1. Place material according to the manufacture’s recommendations;
2. Place parallel double lines in one pass;
3. The top of pavement marking shall be smooth and uniform;
4. Line ends shall be square and clean;
5. Place pavement marking lines parallel and true to line; and,
6. Place markings in proper alignment with existing markings.

When applying paint, Type A or Type C material, ensure that both the pavement surface and the air temperature at the time of application are not less than 50°F and rising. When applying Type B or Type D material, ensure that both the pavement surface and the air temperature at the time of application are not less than 40°F and rising.

Ensure that the Type A thermoplastic material meets the manufacturers temperature specifications when it contacts the pavement surface.

Two applications of paint will be required to complete all paint markings. The second application of paint shall be squarely on top of the first pass. The time period between paint applications will vary depending on the type of pavement and paint (low VOC waterborne, high VOC solvent, or low VOC solvent) as follows:

<table>
<thead>
<tr>
<th>Pavement Type</th>
<th>Paint Type</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bituminous Surface Treatment</td>
<td>Low VOC Waterborne</td>
<td>4-hours min., 48-hours max.</td>
</tr>
<tr>
<td>Hot Mix Asphalt Pavement</td>
<td>Low VOC Waterborne</td>
<td>4-hours min., 30-days max.</td>
</tr>
<tr>
<td>Cement Concrete Pavement</td>
<td>Low VOC Waterborne</td>
<td>4-hours min., 30-days max.</td>
</tr>
<tr>
<td>--------------------------</td>
<td>---------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>Bituminous Surface</td>
<td>High and Low VOC Solvent</td>
<td>40 min. min., 48 hrs. max.</td>
</tr>
<tr>
<td>Treatment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hot Mix Asphalt Pavement</td>
<td>High and Low VOC Solvent</td>
<td>40 min. min., 30-days max.</td>
</tr>
<tr>
<td>Cement Concrete Pavement</td>
<td>High and Low VOC Solvent</td>
<td>40 min. min., 30-days max.</td>
</tr>
</tbody>
</table>

Centerlines on 2-lane Highways with broken line patterns, paint or plastic, shall be applied in the increasing mile post direction so they are in cycle with existing broken line patterns at the beginning of the project. Broken line patterns applied to multi-lane or divided Roadways shall be applied in cycle in the direction of travel.

Where paint is applied on centerline on two-way roads with bituminous surface treatment or centerline rumble strips, the second paint application shall be applied in the opposite (decreasing mile post) direction as the first application (increasing mile post) direction. This will require minor broken line pattern corrections for curves on the second application.

8-22.3(3)F Application Thickness

Pavement markings shall be applied at the following base line thickness measured above the pavement surface or above the groove bottom for grooved markings in thousandths of an inch (mils):

<table>
<thead>
<tr>
<th>Marking Material Application</th>
<th>HMA</th>
<th>PCC</th>
<th>BST</th>
<th>Groove Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paint-first coat</td>
<td>spray</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Paint-second coat</td>
<td>spray</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Type A - flat/transverse &amp; symbols</td>
<td>extruded</td>
<td>125</td>
<td>125</td>
<td>125</td>
</tr>
<tr>
<td>Type A - flat/long line &amp; symbols</td>
<td>spray</td>
<td>90</td>
<td>90</td>
<td>120</td>
</tr>
<tr>
<td>Type A - with profiles</td>
<td>extruded</td>
<td>90</td>
<td>90</td>
<td>120</td>
</tr>
<tr>
<td>Type A - embossed</td>
<td>extruded</td>
<td>160</td>
<td>160</td>
<td>160</td>
</tr>
<tr>
<td>Type A - embossed with profiles</td>
<td>extruded</td>
<td>160</td>
<td>160</td>
<td>160</td>
</tr>
<tr>
<td>Type A - grooved/flat/long line</td>
<td>extruded</td>
<td>230</td>
<td>230</td>
<td>230 250</td>
</tr>
<tr>
<td>Type B - flat/transverse &amp; symbols</td>
<td>heat fused</td>
<td>125</td>
<td>125</td>
<td>125</td>
</tr>
<tr>
<td>Type C-2 - flat/transverse &amp; symbols</td>
<td>adhesive</td>
<td>90</td>
<td>90</td>
<td>NA</td>
</tr>
<tr>
<td>Type C-1 &amp; 2 - flat/long line</td>
<td>adhesive</td>
<td>60</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>Type C-1 - grooved/flat/long line</td>
<td>adhesive</td>
<td>60</td>
<td>60</td>
<td>NA 100</td>
</tr>
<tr>
<td>Type D - flat/transverse &amp; symbols</td>
<td>spray</td>
<td>120</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>Type D - flat/transverse &amp; symbols</td>
<td>extruded</td>
<td>120</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>Type D - flat/long line</td>
<td>spray</td>
<td>90</td>
<td>90</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>--------</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>Type D - flat/long line</td>
<td>extruded</td>
<td>90</td>
<td>90</td>
<td>120</td>
</tr>
<tr>
<td>Type D - profiled/long line</td>
<td>extruded</td>
<td>90</td>
<td>90</td>
<td>120</td>
</tr>
<tr>
<td>Type D - grooved/flat/long line</td>
<td>extruded</td>
<td>230</td>
<td>230</td>
<td>230</td>
</tr>
</tbody>
</table>

Liquid pavement marking material yield per gallon depending on thickness shall not exceed the following:

<table>
<thead>
<tr>
<th>Mils thickness</th>
<th>Feet of 4” line/gallon</th>
<th>Square feet/gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>483</td>
<td>161</td>
</tr>
<tr>
<td>15</td>
<td>322</td>
<td>108</td>
</tr>
<tr>
<td>18</td>
<td>268</td>
<td>89</td>
</tr>
<tr>
<td>20</td>
<td>242</td>
<td>80</td>
</tr>
<tr>
<td>22</td>
<td>220</td>
<td>73</td>
</tr>
<tr>
<td>24</td>
<td>202</td>
<td>67</td>
</tr>
<tr>
<td>30</td>
<td>161</td>
<td>54</td>
</tr>
<tr>
<td>40</td>
<td>122</td>
<td>41</td>
</tr>
<tr>
<td>45</td>
<td>107</td>
<td>36</td>
</tr>
<tr>
<td>60</td>
<td>81</td>
<td>27</td>
</tr>
<tr>
<td>90</td>
<td>54</td>
<td>18</td>
</tr>
<tr>
<td>90 with profiles</td>
<td>30</td>
<td>10</td>
</tr>
<tr>
<td>120</td>
<td>40</td>
<td>13</td>
</tr>
<tr>
<td>120 with profiles</td>
<td>26</td>
<td>9</td>
</tr>
<tr>
<td>230</td>
<td>21</td>
<td>7</td>
</tr>
</tbody>
</table>

Solid pavement marking material (Type A) yield per 50-pound bag shall not exceed the following:

<table>
<thead>
<tr>
<th>Mils thickness</th>
<th>Feet of 4” line/50# bag</th>
<th>Square feet/50# bag</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 - flat</td>
<td>358</td>
<td>120</td>
</tr>
<tr>
<td>45 - flat</td>
<td>240</td>
<td>80</td>
</tr>
<tr>
<td>60 - flat</td>
<td>179</td>
<td>60</td>
</tr>
<tr>
<td>90 - flat</td>
<td>120</td>
<td>40</td>
</tr>
<tr>
<td>90 - flat with profiles</td>
<td>67</td>
<td>23</td>
</tr>
<tr>
<td>120 - flat</td>
<td>90</td>
<td>30</td>
</tr>
<tr>
<td>120 - flat with profiles</td>
<td>58</td>
<td>20</td>
</tr>
<tr>
<td>125 - embossed</td>
<td>86</td>
<td>29</td>
</tr>
<tr>
<td>125 - embossed with profiles</td>
<td>58</td>
<td>20</td>
</tr>
</tbody>
</table>
All grooved lines shall be applied into a groove cut or ground into the pavement. For Type A or Type D material the groove shall be cut or ground with equipment to produce a smooth square groove 4-inches wide. For Type C-1 material the groove shall be cut with equipment to produce a smooth bottom square groove with a width in accordance with the material manufacturer’s recommendation. After grinding, clean the groove by shot blasting or a method approved by Engineer. Immediately before placing the marking material clean the groove with high pressure air.

8-22.3(3)A Glass beads
This section is renumbered as follows:

8-22.3(3)G Glass Beads
The second sentence in the second paragraph is revised to read:

For plastic pavement markings, glass bead type and application rate shall be as recommended by the marking material manufacturer.

8-22.3(4) Tolerances for Lines
This section is revised to read:

Allowable tolerances for lines are as follows:

Length of Line – The longitudinal accumulative error within a 40-foot length of broken line shall not exceed plus or minus 1-inch. The broken line segment shall not be less than 10 feet.

Width of Line – The width of the line shall not be less than the specified line width or greater than the specified line width plus ¼-inch

Lane Width – the lane width, which is defined as the lateral width from the edge of pavement to the center of the lane line or between the centers of successive lane lines, shall not vary from the widths shown in the Contract by more than plus or minus 4-inches.

Thickness – a thickness tolerance not exceeding plus 10-percent will be allowed for thickness or yield in paint and plastic material application.

Parallel Lines – the gap tolerance between parallel lines is plus or minus ½-inch.

8-22.3(5) Plastic Installation Instructions
This section's title is revised to read:

8-22.3(5) Installation Instructions
The following new sentences are inserted to follow the first sentence:

The instructions shall include equipment requirements, approved work methods and procedures, material application temperature range, air and pavement surface temperature requirements, weather limitations, precautions, and all other requirements for successful application and material performance. Do not use materials with incomplete or missing instructions.

DIVISION 9
MATERIALS

SECTION 9-02, BITUMINOUS MATERIALS
April 6, 2009

9-02.1 Asphalt Material, General
This section is supplemented with the following:

The Asphalt Supplier of Performance Graded Asphalt Binder (PGAB) and Cationic Emulsified Asphalt shall have a Quality Control Plan (QCP) in accordance with WSDOT QC 2 "Standard Practice for Asphalt Suppliers That Certify Performance Graded and Emulsified Asphalts." The Asphalt Supplier’s QCP shall be submitted and approved by the WSDOT State Materials Laboratory. Any change to the QCP will require a new QCP to be submitted. The Asphalt Supplier of PGAB and Cationic Emulsified Asphalt shall certify through the Bill of Lading that the PGAB or Cationic Emulsified Asphalt meets the Specification requirements of the Contract.

9-02.1(4)A Quality Control Plan
This section including title is revised to read:

9-02.1(4)A Vacant

SECTION 9-03, AGGREGATES
April 6, 2009

9-03.1(1) General Requirements
The reference to ASTM C-1260 in the third, fifth, and sixth paragraphs is deleted.

The following new paragraph is inserted after the sixth paragraph:

The use of fly ash that does not meet the requirements of Table 2 of AASHTO M295 may be approved for use for aggregates with expansions greater than or equal to 0.21 percent. The Contractor shall submit test results according to ASTM C 1567 through the Project Engineer to the State Materials Laboratory that demonstrate that the proposed fly ash when used with the proposed aggregates and portland cement will control the potential expansion to 0.20 percent or less before the fly ash and aggregate sources may be used in concrete. The Contracting Agency may test the proposed ASR mitigation measure to verify its effectiveness. In the event of a dispute, the Contracting Agency’s results will prevail.
9-03.8(7) HMA Tolerances and Adjustments
The third sentence in the second paragraph under (1.), (Beginning with: The tolerance limits on sieves…) is deleted.

9-03.17 Foundation Material Class A and Class B
This section is revised to read:

Foundation material Class A and Class B shall conform to the following gradations:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Class A</td>
</tr>
<tr>
<td>2⅝&quot; square</td>
<td>98-100</td>
</tr>
<tr>
<td>2&quot; square</td>
<td>92-100</td>
</tr>
<tr>
<td>1½&quot; square</td>
<td>72-87</td>
</tr>
<tr>
<td>¾&quot; square</td>
<td>27-47</td>
</tr>
<tr>
<td>⅞&quot; square</td>
<td>3-14</td>
</tr>
<tr>
<td>U.S. No. 4</td>
<td>0-5</td>
</tr>
</tbody>
</table>

All percentages are by mass.

SECTION 9-09, TIMBER AND LUMBER
January 7, 2008

9-09.1 General Requirements
This section is revised to read:

All timber and lumber shall be sized as indicated in the Plans.

All timber and lumber to be painted shall be surfaced on all sides. All timber and lumber to be painted shall be thoroughly air or kiln dried to an equilibrium moisture content and shall be stored in such a manner as to remain in a thoroughly dry condition until placed into the work.

9-09.2 Grade Requirements
This section is revised to read:

Timber and lumber shall conform to the grades and usage listed below.

Timber and lumber shall be marked with a certified lumber grade stamp provided by one of the following agencies:

- West Coast Lumber Inspection Bureau (WCLIB)
- Western Wood Products Association (WWPA)
- Pacific Lumber Inspection Bureau (PLIB)
- Any lumber grading bureau certified by the American Lumber Standards Committee
For structures, all material delivered to the project shall bear a grade stamp and have a grading certificate. The grade stamp and grading certificate will not constitute final acceptance of the material. The Engineer may reject any or all of the timber or lumber that does not comply with the specifications or has been damaged during shipping or upon delivery. The grading certificate shall be issued by either the grading bureau whose stamp is shown on the material, or by the lumber mill, which shall be under the supervision of one of the grading bureaus listed above. The certificate shall include the following:

Name of the mill performing the grading
The grading rules being used
Name of the person doing the grading with current certification
Signature of a responsible mill official
Date the lumber was graded at the mill
Grade, dimensions, and quantity of the timber or lumber

For Guardrail Posts and Blocks, Sign Posts, Mileposts, Sawed Fence Posts, and Mailbox Posts, the material delivered to the project shall either bear a grade stamp on each piece or have a grading certificate as defined above. The grade stamp or grading certificate shall not constitute final acceptance of the material. The Engineer may reject any or all of the timber or lumber that does not comply with the specifications or has been damaged during shipping or upon delivery.

9-09.2(1) Surfacing and Seasoning
This section including title is revised to read:

9-09.2(1) Structures
All timber and lumber for structures shall be Douglas Fir-Larch unless specified otherwise in the contract, and shall conform to the following:

| Materials 2” to 4” nominal thick, 5” nominal and wider (Structural Joists and Planks) | No. 1 and better, grade (Section 123-b of WCLIB) or (Section 62.11 of WWPA) |
| Materials 5” nominal and thicker (Beams and Stringers) | No. 1 and better, grade (Section 130-b of WCLIB) or (Section 70.11 of WWPA) |

Timber lagging for soldier pile walls shall be Douglas Fir-Larch, grade No. 2 or better or Hem-Fir No. 1.

When the material is delivered to the project, the Engineer will check the order for the appropriate grade stamp. The invoice and grading certificate accompanying the order must be accurate and complete with the information listed above. The grading certificate and grade markings shall not constitute final acceptance of the material. The Engineer may reject any or all of the timber or lumber that does not comply with the specifications or has been damaged during shipping or upon delivery.
9-09.2(2) Vacant

This section including title is revised to read:

9-09.2(2) Guardrail Posts and Blocks
Timber and lumber for guardrail posts and blocks (classified as Posts and Timbers) shall conform to the species and grades listed below.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglas Fir</td>
<td>No. 1 and better, grade (Section 131-b WCLIB) or (Section 80.11 WWPA)</td>
</tr>
<tr>
<td>Hem Fir</td>
<td>Select Structural, grade (Section 131-a WCLIB) or (Section 80.10 WWPA)</td>
</tr>
<tr>
<td>Southern Yellow Pine</td>
<td>No. 1 and better, grade (Southern Pine Inspection Bureau)</td>
</tr>
</tbody>
</table>

When the material is delivered to the project, the Engineer will check the order for the appropriate grade stamp. The grade markings shall not constitute final acceptance of the material. The Engineer may reject any or all of the timber or lumber that does not comply with the specifications or has been damaged during shipping or upon delivery.

9-09.2(3) Inspection

This section including title is revised to read:

9-09.2(3) Sign Posts, Mileposts, Sawed Fence Posts, and Mailbox Posts

The allowable species of timber and lumber for signposts, and mileposts shall be Douglas Fir-Larch or Hem Fir. Timber and lumber for sawed fence posts and mailbox posts shall be Western Red Cedar, Douglas Fir-Larch, or Hem Fir.

Sign posts, mileposts, sawed fence posts, and mailbox posts shall conform to the grades shown below.

<table>
<thead>
<tr>
<th>Size</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>4” × 4”</td>
<td>Construction grade (Light Framing, Section 122-b WCLIB) or (Section 40.11 WWPA)</td>
</tr>
<tr>
<td>4” × 6”</td>
<td>No. 1 and better, grade (Structural Joists and Planks, Section 123-b WCLIB) or (Section 62.11 WWPA)</td>
</tr>
<tr>
<td>6” × 6”, 6” × 8”, 8” × 10”</td>
<td>No. 1 and better, grade (Posts and Timbers, Section 131-b WCLIB) or (Section 80.11 WWPA)</td>
</tr>
<tr>
<td>6” × 10”, 6” × 12”</td>
<td>No. 1 and better, grade (Beams and Stringers, Section 130-b WCLIB) or (Section 70.11 WWPA)</td>
</tr>
</tbody>
</table>

SECTION 9-14, EROSION CONTROL AND ROADSIDE PLANTING

April 6, 2009

9-14.4(4) Vacant

This section including title is revised to read:
9-14.4(4) Wood Strand Mulch

Wood strand mulch shall be a blend of loose, long, thin wood pieces derived from native conifer or deciduous trees with high length-to-width ratio. A minimum of 95% of the wood strand shall have lengths between 2 and 10-inches, with a width and thickness between 1/16 and 3/8-inches.

The mulch shall not contain resin, tannin, or other compounds in quantities that would be detrimental to plant life. Sawdust or wood shavings shall not be used as mulch.

9-14.4(8) Compost

This section is revised to read:

Compost products shall be the result of the biological degradation and transformation of plant-derived materials under controlled conditions designed to promote aerobic decomposition. Compost shall be stable with regard to oxygen consumption and carbon dioxide generation. Compost shall be mature with regard to its suitability for serving as a soil amendment or an erosion control BMP as defined below. The compost shall have a moisture content that has no visible free water or dust produced when handling the material.

Compost production and quality shall comply with Chapter 173-350 WAC.

Compost products shall meet the following physical criteria:

1. Compost material shall be tested in accordance with U.S. Composting Council Testing Methods for the Examination of Compost and Composting (TMECC) 02.02-B, “Sample Sieving for Aggregate Size Classification”.

Fine Compost shall meet the following:

<table>
<thead>
<tr>
<th>Percent passing 2”</th>
<th>Min.</th>
<th>Max.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent passing 1”</td>
<td>100%</td>
<td>95%</td>
</tr>
<tr>
<td>Percent passing 5/8”</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent passing 1/4”</td>
<td>75%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Maximum particle length of 6 inches

Coarse Compost shall meet the following:

<table>
<thead>
<tr>
<th>Percent passing 3”</th>
<th>Min.</th>
<th>Max.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent passing 1”</td>
<td>100%</td>
<td>90%</td>
</tr>
<tr>
<td>Percent passing 1/4”</td>
<td>70%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Maximum particle length of 6 inches

2. The pH shall be between 6.0 and 8.5 when tested in accordance with U.S. Composting Council TMECC 04.11-A, “1:5 Slurry pH”.


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3. Manufactured inert material (plastic, concrete, ceramics, metal, etc.) shall be less than 1.0 percent by weight as determined by U.S. Composting Council TMECC 03.08-A "Classification of Inerts by Sieve Size”.

4. Minimum organic matter shall be 40 percent by dry weight basis as determined by U.S. Composting Council TMECC 05.07A “Loss-On-Ignition Organic Matter Method (LOI)”.

5. Soluble salt contents shall be less than 4.0 mmhos/cm when tested in accordance with U.S. Composting Council TMECC 04.10 “Electrical Conductivity”.

6. Maturity shall be greater than 80% in accordance with U.S. Composting Council TMECC 05.05-A, “Germination and Root Elongation”.

7. Stability shall be 7 mg CO₂-C/g OM/day or below in accordance with U.S. Composting Council TMECC 05.08-B “Carbon Dioxide Evolution Rate”.

8. The compost product must originate a minimum of 65 percent by volume from recycled plant waste as defined in WAC 173-350 as “Type 1 Feedstocks.” A maximum of 35 percent by volume of “Type 2 Feedstocks,” source-separated food waste, and/or biosolids may be substituted for recycled plant waste. The manufacturer shall provide a list of feedstock sources by percentage in the final compost product.

9. The Engineer may also evaluate compost for maturity using U.S. Composting Council TMECC 05.08-E “Solvita® Maturity Index”. Fine Compost shall score a number 6 or above on the Solvita® Compost Maturity Test. Coarse Compost shall score a 5 or above on the Solvita® Compost Maturity Test.

This section is supplemented with the following new sub-sections:

9-14.4(8)A Compost Approval
The Contractor shall either select a compost manufacturer from the Qualified Products List, or submit the following information to the Engineer for approval:

1. A Request for Approval of Material Source.

2. A copy of the Solid Waste Handling Permit issued to the manufacturer by the Jurisdictional Health Department as per WAC 173-350 (Minimum Functional Standards for Solid Waste Handling).

3. The manufacturer shall verify in writing, and provide lab analyses that the material complies with the processes, testing, and standards specified in WAC 173-350 and these specifications. An independent Seal of Testing Assurance (STA) Program certified laboratory shall perform the analysis.

4. A copy of the manufacturer’s Seal of Testing Assurance STA certification as issued by the U.S. Composting Council.
9-14.4(8)B Compost Acceptance
Seven days prior to initial application of any compost the Contractor shall submit a compost sample, a STA test report dated within 90 calendar days, and the list of feedstocks by volume for each compost type to the Engineer for review.

The Contractor shall use only compost that has been tested within 90 calendar days of application and meets the requirements in section 9-14.4(8). Compost not conforming to the above requirements or taken from a source other than those tested and accepted shall be immediately removed from the project and replaced at no cost to the Contracting Agency.

9-14.5(1) Polyacrylamide (PAM)
The second sentence is revised to read:

PAM shall be anionic and shall be linear, and not cross-linked.

9-14.5(3) Clear Plastic Covering
This section is revised to read:

Clear plastic covering shall conform to the requirements of ASTM D 4397, for polyethylene sheeting having a minimum thickness of 6 mils.

9-14.5(7) Coir Log
The reference to Standard Plans in the second sentence of the first paragraph is revised to read Plans.

SECTION 9-16, FENCE AND GUARDRAIL
December 1, 2008

9-16.1(1)A Post Material for Chain Link Fence
The first paragraph is supplemented with the following:

• Round Post Material
  Round post material shall be Grade 1 or 2.

• Roll Form Material
  Roll-formed post material shall be Grade 1.
  Roll-formed end, corner, and pull posts shall have integral fastening loops to connect to the fabric for the full length of each post. Top rails and brace rails shall be open rectangular sections with internal flanges as shown in ASTM F1043.

The Round Post Material and Roll Form Material information following the third paragraph is deleted.

9-16.1(1)B Chain Link Fence Fabric
The first paragraph is revised to read:

Chain link fabric shall consist of 11 gage wire for chain link fence Types 3, 4, and 6, and 9 gage wire for chain link fence Type 1. The fabric shall be zinc-coated steel wire conforming
to AASHTO M 181, Class C. Zinc 5-percent Aluminum-Mischmetal alloy meeting the requirements of ASTM B 750 may be substituted for zinc coating (hot-dipped) at the application rate specified by AASHTO M 181 for hot-dip zinc coating. Coating for chain link fence fabric shall meet the requirements of ASTM A 817 with minimum weight of coating of uncoated wire surface 1.0 oz/sq ft (305 g/m2).

9-16.1(1)C Tension Wire
This section including title is revised to read:

9-16.1(1)C Tension Wire and Tension Cable
Tension wire shall meet the requirements of AASHTO M 181. Tension wire galvanizing shall be Class 1.

Tension cable shall meet the requirements of Section 9-16.6(5).

9-16.1(1)D Fittings and Hardware
This section is supplemented with the following:

Fabric bands and stretcher bars shall meet the requirements of Section 9-16.6(9).

Thimbles, wire rope clips, anchor shackles, and seizing shall meet the requirements of Section 9-16.6(6).

9-16.1(1)E Chain Link Gates
The first sentence in the first paragraph is revised to read:

Gate frames shall be constructed of not less that 1 1/2-inch (I.D.) galvanized pipe conforming to AASHTO M 181 Type I, Grade 1 or 2 as specified in Section 9-16.1(1)A.

The fourth sentence in the first paragraph is revised to read:

All welds shall be ground smooth and painted with an A-9-73 galvanizing repair paint or A-11-99 primer meeting the requirements of Section 9-08.2.

9-16.2(1)A Steel Post Material
The paragraph under Angle Post Material is revised to read:

All angle post material shall be galvanized in accordance with the requirements of AASHTO M 111 except the anchor plate on fence post material shall be grade 55. Angle post used for end, corner, gate and pull post and brace shall have a minimum weight of 3.1 lb/ft.

The first sentence in the third paragraph is revised to read:

Posts shall not be less than 7-feet in length.

The last sentence in the third paragraph is revised to read:

The anchor plate shall be securely attached and have a surface area of 20 ±2 in², and a minimum weight of 0.67 pounds.
9-16.3(2) Posts and Blocks
The first sentence in the second paragraph is revised to read:

Timber posts and blocks shall conform to the grade specified in Section 9-09.2(2).

9-16.3(3) Galvanizing
The first sentence in the first paragraph is revised to read:

W-beam or thrie beam rail elements and terminal sections shall be galvanized in accordance with AASHTO M-180, Class A, Type 2, except that the rail shall be galvanized after fabrication, with fabrication to include forming, cutting, shearing, punching, drilling, bending, welding, and riveting.

9-16.3(4) Hardware
This section is revised to read:

Unfinished Bolts (ordinary machine bolts), nuts, and washers for High Unfinished Bolts, shall conform to 9-06.5(1). High Strength bolts, nuts, and washers for High Strength Bolts shall conform to 9-06.5(3).

Unfinished bolts will be accepted by field verification and documentation that bolt heads are stamped 307A. The Contractor shall submit a manufacturer’s certificate of compliance per 1-06.3 for high strength bolts, nuts, and washers prior to installing any of the hardware.

9-16.3(5) Anchors
The reference to “hot dip galvanized” in the tenth paragraph is revised to “galvanized”.

9-16.4(2) Wire Mesh
The reference to “hot dip galvanized” in the second sentence in the third paragraph is revised to “galvanized”.

9-16.6(2) Glare Screen Fabric
The reference to “A 491” in the second sentence in the first paragraph is revised to “ASTM A 491”.

9-16.6(3) Posts
The first paragraph is revised to read:

Line posts for Type 1 glare screen shall be 1 1/2-inches by 1 7/8-inches galvanized steel H column with a minimum weight of 2.8 pounds per linear foot. Line posts for Type 2 glare screen shall be 1 5/8-inches by 2 1/4-inches galvanized steel H column with a minimum weight of 4.0 pounds per linear foot, or 2-inch inside diameter galvanized steel pipe with a nominal weight of 3.65 pounds per linear foot provided only one type shall be used on any one project.

The first paragraph is supplemented with the following:
End, corner, brace, and pull posts for Type 1 Design A shall be 1 1/2-inches by 1 7/8-inches steel H column with a minimum weight of 2.8 pounds per linear foot.

The first sentence in the second paragraph is revised to read:

End, corner, brace, and pull posts for Type 1 Design B and Type 2 shall be 2-inch inside diameter galvanized steel pipe with nominal weight of 3.65 pounds per linear foot.

The reference to “hot dip galvanized” in the third sentence in the second paragraph is revised to “galvanized”.

The first two sentences in the fifth paragraph are revised to read:

All posts shall be galvanized in accordance with AASHTO M 181, Section 32. The minimum average zinc coating is per square foot of surface area.

9-16.6(5) Cable
The reference to “hot dip galvanized” is revised to “galvanized”.

9-16.6(6) Cable and Tension Wire Attachments
The reference to “hot dip galvanized” in the first sentence in the first paragraph is revised to “galvanized”.

The third sentence in the first paragraph is deleted.

9-16.6(9) Fabric Bands and Stretcher Bars
The reference to “hot dip galvanized” is revised to “galvanized”.

9-16.6(10) Tie Wire
This section including title is revised to read:

9-16.6(10) Tie Wire and Hog Rings
Tie wire shall be 9 gage aluminum wire complying with the ASTM B 211 for alloy 1100 H14 or 9 gage galvanized wire meeting the requirements of AASHTO M 279. Galvanizing shall be Class 1.

Hog rings shall be 12 gage galvanized steel wire.

9-16.8(1) Rail and Hardware
The word “Composition” following the first paragraph is deleted.

SECTION 9-28, SIGNING MATERIALS AND FABRICATION
April 6, 2009

9-28.8 Sheet Aluminum Signs
The second paragraph (excluding chart) is revised to read:
After the sheeting has been fabricated, the surface of each panel shall be protected from corrosion. The corrosion protection shall meet the requirements of ASTM B-449 class II Specification for Chromates on Aluminum. Aluminum signs over 12-feet wide by 5-feet high shall be comprised of vertical panels in increments of 2, 3, or 4-feet wide. No more than one 2-foot and/or 3-foot panel may be used per sign. The Contractor shall use the widest panels possible. All parts necessary for assembly shall be constructed of aluminum, galvanized, or stainless steel in accordance with the plans. Sheet thickness shall be as follows:

9-28.9(1) Mechanical Properties

The chart in this section is revised to read:

<table>
<thead>
<tr>
<th>Mechanical Property</th>
<th>Ave. Min. Requirement</th>
<th>ASTM Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tensile Strength</td>
<td>10.0 psi x 10^3</td>
<td>D638</td>
</tr>
<tr>
<td>Tensile Modulus</td>
<td>1.2 psi x 10^6</td>
<td>D638</td>
</tr>
<tr>
<td>Flexural Strength</td>
<td>20.0 psi x 10^3</td>
<td>D790</td>
</tr>
<tr>
<td>Flexural Modulus</td>
<td>1.2 psi x 10^6</td>
<td>D790</td>
</tr>
<tr>
<td>Compression Strength</td>
<td>32.0 psi x 10^3</td>
<td>D695</td>
</tr>
<tr>
<td>Compression Modulus</td>
<td>1.4 psi x 10^6</td>
<td>D695</td>
</tr>
<tr>
<td>Punch Shear</td>
<td>12.0 psi x 10^3</td>
<td>D732</td>
</tr>
</tbody>
</table>

9-28.14(2) Steel Structures and Posts

The first sentence in the fifth paragraph is supplemented with the following:

Steel used for slip bases (SB-1, SB-2, SB-3) and heavy duty anchors shall have a controlled silicon maximum of 0.40-percent.

SECTION 9-34, PAVEMENT MARKING MATERIAL

April 6, 2009

9-34.2(4) Temporary Pavement Marking Paint

This section is revised to read:

Paint used for temporary pavement marking shall conform to the requirements of Section 9-34.2.

9-34.5 Temporary Pavement Marking Tape

The third sentence is deleted.

9-34.6 Temporary Raised Pavement Markers

The eighth and ninth sentences in the first paragraph are deleted.

SECTION 9-35, TEMPORARY TRAFFIC CONTROL MATERIALS

December 1, 2008

9-35.2 Construction Signs

The fourth paragraph is revised to read:
The use of plywood, fiberglass reinforced plastic, fabric rollup signs, and any other previously approved sign materials except aluminum or aluminum composite is prohibited.

9-35.14 Portable Temporary Traffic Control Signal

The third sentence in the eighth paragraph is revised to read:

A highly retroreflective yellow strip, 3-in wide, shall be placed around the perimeter of the face of all vehicle signal backplates to project a rectangular image at night towards oncoming traffic.
SPECIAL PROVISIONS
SPECIAL PROVISIONS

C 2701 & C 3339– CHAFFEE ROAD AND SOCON ROAD IMPROVEMENT PROJECTS
(Maple Grove Road to Williamson Road)

YAKIMA COUNTY, WASHINGTON

SPECIAL PROVISIONS

The following Special Provisions are made a part of this contract and supersede any conflicting provisions of the 2008 Standard Specifications for Road, Bridge and Municipal Construction, and the foregoing Amendments to the Standard Specifications.

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

(date) General Special Provision
(******) Notes a revision to a General Special Provision
and also notes a Project Specific Special Provision.

(Regions\(^1\) date) Region Special Provision
(BSP date) Bridges and Structures Special Provision

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

Region Special Provisions are commonly applicable within the designated Region. Region designations are as follows:

<table>
<thead>
<tr>
<th>Regions(^1)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ER</td>
<td>Eastern Region</td>
</tr>
<tr>
<td>NCR</td>
<td>North Central Region</td>
</tr>
<tr>
<td>NWR</td>
<td>Northwest Region</td>
</tr>
<tr>
<td>OR</td>
<td>Olympic Region</td>
</tr>
<tr>
<td>SCR</td>
<td>South Central Region</td>
</tr>
<tr>
<td>SWR</td>
<td>Southwest Region</td>
</tr>
</tbody>
</table>

WSF Washington State Ferries Division

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

\(^1\) Descriptions of Regions are based on the map accompanying the Standard Specifications.
Project Specific Special Provisions normally appear only in the contract for which they were developed.

DIVISION 1
GENERAL REQUIREMENTS

DESCRIPTION OF WORK

(March 13, 1995)
The work to be performed under this Contract consists of the improvement of approximately 1.65 miles of Chaffee Road and Scoon Road from Maple Grove Road to Williamson Road. These improvements consist of grading, drainage, placing and compacting base course and top course, placing bituminous surface treatment and other work, in accordance with the attached Plans, these Special Provisions and the 2008 Standard Specifications and Amendments thereto.

The portion of Chaffee Road and Scoon Road to be improved is located in Sections 35 and 36, Township 11 North, Range 22 East, Willamette Meridian.

The quantities of work indicated in the proposal are to be considered as estimates and are for comparative bidding purposes only. All payments shall be made on the basis of actual field measurement of Contract work completed.

Funds

Yakima County Road funds and Washington State Rural Arterial Program funds are involved in the construction of these improvements.

SECTION 1-01 DEFINITIONS AND TERMS

1-01.3 Definitions

(September 12, 2008 APWA GSP)

This Section is supplemented with the following:

All references in the Standard Specifications to the terms “State”, “Department of Transportation”, “Washington State Transportation Commission”, “Commission”, “Secretary of Transportation”, “Secretary”, “Headquarters”, and “State Treasurer” shall be revised to read “Contracting Agency”.

All references to “State Materials Laboratory” shall be revised to read “Contracting Agency designated location”.

C 2701 & C 3339 – Chaffee Road and Scoon Road
Page 54
Special Provisions
The venue of all causes of action arising from the advertisement, award, execution, and performance of the contract shall be in the Superior Court of the County where the Contracting Agency's headquarters are located.

**Additive**

A supplemental unit of work or group of bid items, identified separately in the proposal, which may, at the discretion of the Contracting Agency, be awarded in addition to the base bid.

**Alternate**

One of two or more units of work or groups of bid items, identified separately in the proposal, from which the Contracting Agency may make a choice between different methods or material of construction for performing the same work.

**Contract Documents**

See definition for “Contract”.

**Contract Time**

The period of time established by the terms and conditions of the contract within which the work must be physically completed.

**Dates**

*Bid Opening Date*

The date on which the Contracting Agency publicly opens and reads the bids.

*Award Date*

The date of the formal decision of the Contracting Agency to accept the lowest responsible and responsive bidder for the work.

*Contract Execution Date*

The date the Contracting Agency officially binds the agency to the contract.

*Notice to Proceed Date*

The date stated in the Notice to Proceed on which the contract time begins.

*Substantial Completion Date*

The day the Engineer determines the Contracting Agency has full and unrestricted use and benefit of the facilities, both from the operational and safety standpoint, and only minor incidental work, replacement of temporary substitute facilities, or correction or repair remains for the physical completion of the total contract.

*Physical Completion Date*

The day all of the work is physically completed on the project. All documentation required by the contract and required by law does not necessarily need to be furnished by the Contractor by this date.

*Completion Date*

The day all the work specified in the contract is completed and all the obligations of the Contractor under the contract are fulfilled by the Contractor. All documentation required
by the contract and required by law must be furnished by the Contractor before establishment of this date.

**Final Acceptance Date**
The date on which the Contracting Agency accepts the work as complete.

**Notice of Award**
The written notice from the Contracting Agency to the successful bidder signifying the Contracting Agency’s acceptance of the bid.

**Notice to Proceed**
The written notice from the Contracting Agency or Engineer to the Contractor authorizing and directing the Contractor to proceed with the work and establishing the date on which the contract time begins.

**Traffic**
Both vehicular and non-vehicular traffic, such as pedestrians, bicyclists, wheelchairs, and equestrian traffic

SECTION 1-02 BID PROCEDURES AND CONDITIONS

1-02.1 Prequalification of Bidders

Delete this Section and replace it with the following:

1-02.1 Qualifications of Bidder

*March 25, 2009 APWA GSP*

Bidders must meet the minimum qualifications of RCW 39.04.350(1), as amended:

"Before award of a public works contract, a bidder must meet the following responsibility criteria to be considered a responsible bidder and qualified to be awarded a public works project. The bidder must:

(a) At the time of bid submittal, have a certificate of registration in compliance with chapter 18.27 RCW;

(b) Have a current state unified business identifier number;

(c) If applicable, have industrial insurance coverage for the bidder’s employees working in Washington as required in Title 51 RCW; an employment security department number as required in Title 50 RCW; and a state excise tax registration number as required in Title 82 RCW; and

(d) Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065(3)."
1-02.2 Plans and Specifications
(October 1, 2005 APWA GSP)

Delete this section and replace it with the following:

Information as to where Bid Documents can be obtained or reviewed will be found in the Call for Bids (Advertisement for Bids) for the work.

After award of the contract, plans and specifications will be issued to the Contractor at no cost as detailed below:

To Prime Contractor No. of Sets Basis of Distribution

| Reduced plans (11" x 17") | 10 | Furnished automatically upon award. |
| Large plans (22" x 34") | 0 | Furnished only upon request. |

Additional plans and Contract Provisions may be purchased by the Contractor by payment of the cost stated in the Call for Bids.

1-02.5 Proposal Forms
(October 1, 2005 APWA GSP)

Delete this section and replace it with the following:

At the request of a bidder, the Contracting Agency will provide a proposal form for any project on which the bidder is eligible to bid.

The proposal form will identify the project and its location and describe the work. It will also list estimated quantities, units of measurement, the items of work, and the materials to be furnished at the unit bid prices. The bidder shall complete spaces on the proposal form that call for, but are not limited to, unit prices; extensions; summations; the total bid amount; signatures; date; and, where applicable, retail sales taxes and acknowledgment of addenda; the bidder’s name, address, telephone number, and signature; the bidder’s D/M/WBE commitment, if applicable; a State of Washington Contractor’s Registration Number; and a Business License Number, if applicable. Bids shall be completed by typing or shall be printed in ink by hand, preferably in black ink. The required certifications are included as part of the proposal form.

The Contracting Agency reserves the right to arrange the proposal forms with alternates and additives, if such be to the advantage of the Contracting Agency. The bidder shall bid on all alternates and additives set forth in the proposal forms unless otherwise specified.
Any correction to a bid made by interlineation, alteration, or erasure, shall be initialed by the 
signer of the bid. The bidder shall make no stipulation on the Bid Form, nor qualify the bid in 
any manner.

A bid by a corporation shall be executed in the corporate name, by the president or a vice 
president (or other corporate officer accompanied by evidence of authority to sign).

A bid by a partnership shall be executed in the partnership name, and signed by a partner. A 
copy of the partnership agreement shall be submitted with the Bid Form if any D/M/WBE 
requirements are to be satisfied through such an agreement.

A bid by a joint venture shall be executed in the joint venture name and signed by a member 
of the joint venture. A copy of the joint venture agreement shall be submitted with the Bid 
Form if any D/W/MBE requirements are to be satisfied through such an agreement.

1-02.7 Bid Deposit 
(October 1, 2005 APWA GSP)

Supplement this section with the following:

Bid bonds shall contain the following:
1. Contracting Agency-assigned number for the project;
2. Name of the project;
3. The Contracting Agency named as obligee;
4. The amount of the bid bond stated either as a dollar figure or as a percentage which 
   represents five percent of the maximum bid amount that could be awarded;
5. Signature of the bidder’s officer empowered to sign official statements. The signature of 
   the person authorized to submit the bid should agree with the signature on the bond, and the 
   title of the person must accompany the said signature;
6. The signature of the surety’s officer empowered to sign the bond and the power of 
   attorney.

If so stated in the Contract Provisions, bidder must use the bond form included in the 

1-02.9 Delivery of Proposal 
(October 1, 2005 APWA GSP)

Revise the first paragraph to read:

Each proposal shall be submitted in a sealed envelope, with the Project Name and Project 
Number as stated in the Advertisement for Bids clearly marked on the outside of the 
envelope, or as otherwise stated in the Bid Documents, to ensure proper handling and 
delivery.

1-02.12 Public Opening of Proposal
Section 1-02.12 is supplemented with the following:

******

Date of Opening Bids
Sealed bids are to be received at the following location prior to the time specified:

Yakima County Road Engineer’s Office, Fourth Floor Yakima County Courthouse, 128 North 2nd Street, Yakima, Washington 98901, until 2:00 P.M. of the bid opening date.

The bid opening date for this project is June 24, 2009. Bids received will be publicly opened and read after 2:00 P.M. on this date.

1-02.13 Irregular Proposals
(March 25, 2009 APWA GSP)

Revise item 1 to read:

1. A proposal will be considered irregular and will be rejected if:
   a. The Bidder is not prequalified when so required;
   b. The authorized proposal form furnished by the Contracting Agency is not used or is altered;
   c. The completed proposal form contains any unauthorized additions, deletions, alternate Bids, or conditions;
   d. The Bidder adds provisions reserving the right to reject or accept the award, or enter into the Contract;
   e. A price per unit cannot be determined from the Bid Proposal;
   f. The Proposal form is not properly executed;
   g. The Bidder fails to submit or properly complete a Subcontractor list, if applicable, as required in Section 1-02.6;
   h. The Bidder fails to submit or properly complete a Disadvantaged, Minority or Women’s Business Enterprise Certification, if applicable, as required in Section 1-02.6;
   i. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation; or
   j. More than one proposal is submitted for the same project from a Bidder under the same or different names.

1-02.14 Disqualification of Bidders
(March 25, 2009 APWA GSP, Option B)

Delete this Section and replace it with the following:

A Bidder will be deemed not responsible if:
1. the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1), as amended; or
2. evidence of collusion exists with any other Bidder or potential Bidder. Participants in collusion will be restricted from submitting further bids; or
3. the Bidder, in the opinion of the Contracting Agency, is not qualified for the work or to the full extent of the bid, or to the extent that the bid exceeds the authorized prequalification amount as may have been determined by a prequalification of the Bidder; or
4. an unsatisfactory performance record exists based on past or current Contracting Agency work or for work done for others, as judged from the standpoint of conduct of the work; workmanship; or progress; affirmative action; equal employment opportunity practices; termination for cause; or Disadvantaged Business Enterprise, Minority Business Enterprise, or Women's Business Enterprise utilization; or
5. there is uncompleted work (Contracting Agency or otherwise), which in the opinion of the Contracting Agency might hinder or prevent the prompt completion of the work bid upon; or
6. the Bidder failed to settle bills for labor or materials on past or current contracts, unless there are extenuating circumstances acceptable to the Contracting Agency; or
7. the Bidder has failed to complete a written public contract or has been convicted of a crime arising from a previous public contract, unless there are extenuating circumstances acceptable to the Contracting Agency; or
8. the Bidder is unable, financially or otherwise, to perform the work, in the opinion of the Contracting Agency; or
9. there are any other reasons deemed proper by the Contracting Agency.

As evidence that the Bidder meets the bidder responsibility criteria above, the apparent two lowest Bidders must submit to the Contracting Agency within 24 hours of the bid submittal deadline, documentation (sufficient in the sole judgment of the Contracting Agency) demonstrating compliance with all applicable responsibility criteria, including all documentation specifically listed in the supplemental criteria. The Contracting Agency reserves the right to request such documentation from other Bidders as well, and to request further documentation as needed to assess bidder responsibility.

The basis for evaluation of Bidder compliance with these supplemental criteria shall be any documents or facts obtained by Contracting Agency (whether from the Bidder or third parties) which any reasonable owner would rely on for determining such compliance, including but not limited to: (i) financial, historical, or operational data from the Bidder; (ii) information obtained directly by the Contracting Agency from owners for whom the Bidder has worked, or other public agencies or private enterprises; and (iii) any additional information obtained by the Contracting Agency which is believed to be relevant to the matter.

If the Contracting Agency determines the Bidder does not meet the bidder responsibility criteria above and is therefore not a responsible Bidder, the Contracting Agency shall notify
the Bidder in writing, with the reasons for its determination. If the Bidder disagrees with
this determination, it may appeal the determination within 24 hours of receipt of the
Contracting Agency’s determination by presenting its appeal to the Contracting Agency.
The Contracting Agency will consider the appeal before issuing its final determination. If
the final determination affirms that the Bidder is not responsible, the Contracting Agency
will not execute a contract with any other Bidder until at least two business days after the
Bidder determined to be not responsible has received the final determination.

SECTION 1-03 AWARD AND EXECUTION OF CONTRACT

1-03.1 Consideration of Bids
(January 23, 2006 APWA GSP)

Revise the first paragraph to read:

After opening and reading proposals, the Contracting Agency will check them for correctness
of extensions of the prices per unit and the total price. If a discrepancy exists between the
price per unit and the extended amount of any bid item, the price per unit will control. If a
minimum bid amount has been established for any item and the bidder’s unit or lump sum
price is less than the minimum specified amount, the Contracting Agency will unilaterally
revise the unit or lump sum price, to the minimum specified amount and recalculate the
extension. The total of extensions, corrected where necessary, including sales taxes where
applicable and such additives and/or alternates as selected by the Contracting Agency will be
used by the Contracting Agency for award purposes and to fix the Awarded Contract Price
amount and the amount of the contract bond.

1-03.3 Execution of Contract
(October 1, 2005 APWA GSP)

Revise this section to read:

Copies of the Contract Provisions, including the unsigned Form of Contract, will be available
for signature by the successful bidder on the first business day following award. The number
of copies to be executed by the Contractor will be determined by the Contracting Agency.

Within __10__ calendar days after the award date, the successful bidder shall return the signed
Contracting Agency-prepared contract, an insurance certification as required by Section 1-
07.18, and a satisfactory bond as required by law and Section 1-03.4. Before execution of the
contract by the Contracting Agency, the successful bidder shall provide any pre-award
information the Contracting Agency may require under Section 1-02.15.

Until the Contracting Agency executes a contract, no proposal shall bind the Contracting
Agency nor shall any work begin within the project limits or within Contracting Agency-
furnished sites. The Contractor shall bear all risks for any work begun outside such areas and for any materials ordered before the contract is executed by the Contracting Agency.

If the bidder experiences circumstances beyond their control that prevents return of the contract documents within __the__ calendar days after the award date stated above, the Contracting Agency may grant up to a maximum of __10__ additional calendar days for return of the documents, provided the Contracting Agency deems the circumstances warrant it.

1-03.4 Contract Bond

(October 1, 2005 APWA GSP)

Revise the first paragraph to read:

The successful bidder shall provide an executed contract bond for the full contract amount. This contract bond shall:

1. Be on a Contracting Agency-furnished form;
2. Be signed by an approved surety (or sureties) that:
   a. Is registered with the Washington State Insurance Commissioner, and
   b. Appears on the current Authorized Insurance List in the State of Washington published by the Office of the Insurance Commissioner,
3. Be conditioned upon the faithful performance of the contract by the Contractor within the prescribed time;
4. Guarantee that the surety shall indemnify, defend, and protect the Contracting Agency against any claim of direct or indirect loss resulting from the failure:
   a. Of the Contractor (or any of the employees, subcontractors, or lower tier subcontractors of the Contractor) to faithfully perform the contract, or
   b. Of the Contractor (or the subcontractors or lower tier subcontractors of the Contractor) to pay all laborers, mechanics, subcontractors, lower tier subcontractors, materials person, or any other person who provides supplies or provisions for carrying out the work;
5. Be accompanied by a power of attorney for the Surety's officer empowered to sign the bond; and
6. Be signed by an officer of the Contractor empowered to sign official statements (sole proprietor or partner). If the Contractor is a corporation, the bond must be signed by the president or vice-president, unless accompanied by written proof of the authority of the individual signing the bond to bind the corporation (i.e., corporate resolution, power of attorney or a letter to such effect by the president or vice-president).

SECTION 1-04 SCOPE OF THE WORK

1-04.2 Coordination of Contract Documents, Plans, Special Provisions, Specifications, and Addenda

(October 1, 2005 APWA GSP)
Revise the second paragraph to read:

Any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):
1. Addenda,
2. Proposal Form,
3. Special Provisions, including APWA General Special Provisions, if they are included,
4. Contract Plans,
5. Amendments to the Standard Specifications,
6. WSDOT/APWA Standard Specifications for Road, Bridge and Municipal Construction,
7. Contracting Agency’s Standard Plans (if any), and
8. WSDOT/APWA Standard Plans for Road, Bridge, and Municipal Construction.

SECTION I-05 CONTROL OF WORK

1-05.7 Removal of Defective and Unauthorized Work

(October 1, 2005 APWA GSP)

Supplement this section with the following:

If the Contractor fails to remedy defective or unauthorized work within the time specified in a written notice from the Engineer, or fails to perform any part of the work required by the Contract Documents, the Engineer may correct and remedy such work as may be identified in the written notice, with Contracting Agency forces or by such other means as the Contracting Agency may deem necessary.

If the Contractor fails to comply with a written order to remedy what the Engineer determines to be an emergency situation, the Engineer may have the defective and unauthorized work corrected immediately, have the rejected work removed and replaced, or have work the Contractor refuses to perform completed by using Contracting Agency or other forces. An emergency situation is any situation when, in the opinion of the Engineer, a delay in its remedy could be potentially unsafe, or might cause serious risk of loss or damage to the public.

Direct or indirect costs incurred by the Contracting Agency attributable to correcting and remedying defective or unauthorized work, or work the Contractor failed or refused to perform, shall be paid by the Contractor. Payment will be deducted by the Engineer from monies due, or to become due, the Contractor. Such direct and indirect costs shall include in particular, but without limitation, compensation for additional professional services required, and costs for repair and replacement of work of others destroyed or damaged by correction, removal, or replacement of the Contractor’s unauthorized work.

No adjustment in contract time or compensation will be allowed because of the delay in the performance of the work attributable to the exercise of the Contracting Agency’s rights provided by this Section.
The rights exercised under the provisions of this section shall not diminish the Contracting Agency’s right to pursue any other avenue for additional remedy or damages with respect to the Contractor’s failure to perform the work as required.

1-05.13 Superintendents, Labor and Equipment of Contractor
(March 25, 2009 APWA GSP)

Revise the seventh paragraph to read:

Whenever the Contracting Agency evaluates the Contractor’s qualifications pursuant to Section 1-02.14, it will take these performance reports into account.

1-05.14 Cooperation With other Contractors
(March 13, 1995)

Section 1-05.14 is supplemented with the following:

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

1. Utility Work.

Add the following new section:

1-05.16 Water and Power
(October 1, 2005 APWA GSP)

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

Add the following new section:

1-05.17 Oral Agreements
(October 1, 2005 AWPA GSP)

No oral agreement or conversation with any officer, agent, or employee of the Contracting Agency, either before or after execution of the contract, shall affect or modify any of the terms or obligations contained in any of the documents comprising the contract. Such oral agreement or conversation shall be considered as unofficial information and in no way binding upon the Contracting Agency, unless subsequently put in writing and signed by the Contracting Agency.
SECTION 1-06 CONTROL OF MATERIAL

1-06 Buy America
Section 1-06 is supplemented with the following:

(August 6, 2007)
The major quantities of steel and iron construction material that is permanently incorporated into the project shall consist of American-made materials only. Buy America does not apply to temporary steel items, e.g., temporary sheet piling, temporary bridges, steel scaffolding and falsework.

The Contractor may utilize minor amounts of foreign steel and iron in this project provided the cost of the foreign material used does not exceed one-tenth of one percent of the total contract cost or $2,500.00, whichever is greater.

American-made material is defined as material having all manufacturing processes occurring domestically. To further define the coverage, a domestic product is a manufactured steel material that was produced in one of the 50 States, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States.

If domestically produced steel billets or iron ingots are exported outside of the area of coverage, as defined above, for any manufacturing process then the resulting product does not conform to the Buy America requirements. Additionally, products manufactured domestically from foreign source steel billets or iron ingots do not conform to the Buy America requirements because the initial melting and mixing of alloys to create the material occurred in a foreign country.

Manufacturing begins with the initial melting and mixing, and continues through the coating stage. Any process which modifies the chemical content, the physical size or shape, or the final finish is considered a manufacturing process. The processes include rolling, extruding, machining, bending, grinding, drilling, welding, and coating. The action of applying a coating to steel or iron is deemed a manufacturing process. Coating includes epoxy coating, galvanizing, aluminizing, painting, and any other coating that protects or enhances the value of steel or iron. Any process from the original reduction from ore to the finished product constitutes a manufacturing process for iron.

Due to a nationwide waiver, Buy America does not apply to raw materials (iron ore and alloys), scrap (recycled steel or iron), and pig iron or processed, pelletized, and reduced iron ore.

The following are considered to be steel manufacturing processes:

1. Production of steel by any of the following processes:

   a. Open hearth furnace.
2. Rolling, heat treating, and any other similar processing.

3. Fabrication of the products.
   a. Spinning wire into cable or strand.
   b. Corrugating and rolling into culverts.
   c. Shop fabrication.

A certification of materials origin will be required for any items comprised of, or containing, steel or iron construction materials prior to such items being incorporated into the permanent work. The certification shall be on DOT Form 350-109EF provided by the Engineer, or such other form the Contractor chooses, provided it contains the same information as DOT Form 350-109EF.

1-06.2(2) Statistical Evaluation of Materials for Acceptance

(******) Section 1-06.2(2) of the Standard Specifications is deleted.

SECTION 1-07 LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

1-07.2 State Sales Tax

Delete this section, including its sub-sections, in its entirety and replace it with the following:

1-07.2 State Sales Tax  
(October 1, 2005 APWA GSP)

1-07.2(1) General

The Washington State Department of Revenue has issued special rules on the State sales tax. Sections 1-07.2(1) through 1-07.2(4) are meant to clarify those rules. The Contractor should contact the Washington State Department of Revenue for answers to questions in this area. The Contracting Agency will not adjust its payment if the Contractor bases a bid on a misunderstood tax liability.
The Contractor shall include all Contractor-paid taxes in the unit bid prices or other contract amounts. In some cases, however, state retail sales tax will not be included. Section 1-07.2(3) describes this exception.

The Contracting Agency will pay the retained percentage only if the Contractor has obtained from the Washington State Department of Revenue a certificate showing that all contract-related taxes have been paid (RCW 60.28.050). The Contracting Agency may deduct from its payments to the Contractor any amount the Contractor may owe the Washington State Department of Revenue, whether the amount owed relates to this contract or not. Any amount so deducted will be paid into the proper State fund.

1-07.2(2) State Sales Tax — Rule 171

WAC 458-20-171, and its related rules, apply to building, repairing, or improving streets, roads, etc., which are owned by a municipal corporation, or political subdivision of the state, or by the United States, and which are used primarily for foot or vehicular traffic. This includes storm or combined sewer systems within and included as a part of the street or road drainage system and power lines when such are part of the roadway lighting system. For work performed in such cases, the Contractor shall include Washington State Retail Sales Taxes in the various unit bid item prices, or other contract amounts, including those that the Contractor pays on the purchase of the materials, equipment, or supplies used or consumed in doing the work.

1-07.2(3) State Sales Tax — Rule 170

WAC 458-20-170, and its related rules, apply to the constructing and repairing of new or existing buildings, or other structures, upon real property. This includes, but is not limited to, the construction of streets, roads, highways, etc., owned by the state of Washington; water mains and their appurtenances; sanitary sewers and sewage disposal systems unless such sewers and disposal systems are within, and a part of, a street or road drainage system; telephone, telegraph, electrical power distribution lines, or other conduits or lines in or above streets or roads, unless such power lines become a part of a street or road lighting system; and installing or attaching of any article of tangible personal property in or to real property, whether or not such personal property becomes a part of the realty by virtue of installation.

For work performed in such cases, the Contractor shall collect from the Contracting Agency, retail sales tax on the full contract price. The Contracting Agency will automatically add this sales tax to each payment to the Contractor. For this reason, the Contractor shall not include the retail sales tax in the unit bid item prices, or in any other contract amount subject to Rule 170, with the following exception.

Exception: The Contracting Agency will not add in sales tax for a payment the Contractor or a subcontractor makes on the purchase or rental of tools, machinery, equipment, or consumable supplies not integrated into the project. Such sales taxes shall be included in the unit bid item prices or in any other contract amount.
1-07.2(4) Services

The Contractor shall not collect retail sales tax from the Contracting Agency on any contract wholly for professional or other services (as defined in Washington State Department of Revenue Rules 138 and 244).

1-07.6 Permits and Licenses
(March 13, 1995)

No hydraulic permits are required for this project unless the Contractor's operations use, divert, obstruct, or change the natural flow or bed of any river or stream, or utilize any of the waters of the State or materials from gravel or sand bars, or from stream beds.

1-07.7 Load Limits
(March 13, 1995)

If the sources of materials provided by the Contractor necessitates hauling over roads other than State Highways, the Contractor shall, at the Contractor's expense, make all arrangements for the use of the haul routes.

1-07.17 Utilities and Similar Facilities
(April 2, 2007)

Section 1-07.17 is supplemented with the following:

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

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

Most of the utility relocation has been completed, however minor relocations may be necessary due to conflicts during construction.

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

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

Call Before You Dig One Call Center 1-800-424-5555
1-07.18 Public Liability and Property Damage Insurance

Delete this section in its entirety, and replace it with the following:

1-07.18 Insurance

(May 10, 2006 APWA GSP)

1-07.18(1) General Requirements

A. The Contractor shall obtain the insurance described in this section from insurers approved by the State Insurance Commissioner pursuant to RCW Title 48. The insurance must be provided by an insurer with a rating of A-: VII or higher in the A.M. Best’s Key Rating Guide, which is licensed to do business in the state of Washington (or issued as a surplus line by a Washington Surplus lines broker). The Contracting Agency reserves the right to approve or reject the insurance provided, based on the insurer (including financial condition), terms and coverage, the Certificate of Insurance, and/or endorsements.

B. The Contractor shall keep this insurance in force during the term of the contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated (see C. below).

C. If any insurance policy is written on a claims made form, its retroactive date, and that of all subsequent renewals, shall be no later than the effective date of this Contract. The policy shall state that coverage is claims made, and state the retroactive date. Claims-made form coverage shall be maintained by the Contractor for a minimum of 36 months following the Final Completion or earlier termination of this contract, and the Contractor shall annually provide the Contracting Agency with proof of renewal. If renewal of the claims made form of coverage becomes unavailable, or economically prohibitive, the Contractor shall purchase an extended reporting period (“tail”) or execute another form of guarantee acceptable to the Contracting Agency to assure financial responsibility for liability for services performed.

D. The insurance polices shall contain a “cross liability” provision.

E. The Contractor’s and all subcontractors’ insurance coverage shall be primary and non-contributory insurance as respects the Contracting Agency’s insurance, self-insurance, or insurance pool coverage.

F. All insurance policies and Certificates of Insurance shall include a requirement providing for a minimum of 30 days prior written notice to the Contracting Agency of any cancellation in any insurance policy.

G. Upon request, the Contractor shall forward to the Contracting Agency a full and certified copy of the insurance policy(s).
H. The Contractor shall not begin work under the contract until the required insurance has been obtained and approved by the Contracting Agency.

I. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Contracting Agency may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Contracting Agency on demand, or at the sole discretion of the Contracting Agency, offset against funds due the Contractor from the Contracting Agency.

J. All costs for insurance shall be incidental to and included in the unit or lump sum prices of the contract and no additional payment will be made.

1-07.18(2) Additional Insured

All insurance policies, with the exception of Professional Liability and Workers Compensation, shall name the following listed entities as additional insured(s):

- Yakima County and its officers, elected officials, employees, agents, and volunteers

The above-listed entities shall be additional insured(s) for the full available limits of liability maintained by the Contractor, whether primary, excess, contingent or otherwise, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract, and irrespective of whether the Certificate of Insurance provided by the Contractor pursuant to 1-07.18(3) describes limits lower than those maintained by the Contractor.

1-07.18(3) Subcontractors

Contractor shall ensure that each subcontractor of every tier obtains and maintains at a minimum the insurance coverage's listed in 1-07.18(5)A and 1-07.18(5)B. Upon request of the Contracting Agency, the Contractor shall provide evidence of such insurance.

1-07.18(4) Evidence of Insurance

The Contractor shall deliver to the Contracting Agency a Certificate(s) of Insurance and endorsements for each policy of insurance meeting the requirements set forth herein when the Contractor delivers the signed Contract for the work. The certificate and endorsements must conform to the following requirements:

1. An ACORD certificate or a form determined by the Contracting Agency to be equivalent.
2. Copies of all endorsements naming Contracting Agency and all other entities listed in 1-07.18(2) as Additional Insured(s), showing the policy number. The Contractor may submit a copy of any blanket additional insured clause from its policies instead of a separate endorsement. A statement of additional insured status on an ACORD Certificate of Insurance shall not satisfy this requirement.
3. Any other amendatory endorsements to show the coverage required herein.

1-07.18(5) Coverages and Limits

The insurance shall provide the minimum coverages and limits set forth below. Providing coverage in these stated minimum limits shall not be construed to relieve the Contractor from liability in excess of such limits. All deductibles and self-insured retentions must be disclosed and are subject to approval by the Contracting Agency. The cost of any claim payments falling within the deductible shall be the responsibility of the Contractor.

1-07.18(5)A Commercial General Liability

A policy of Commercial General Liability Insurance, including:

- Per project aggregate
- Premises/Operations Liability
- Products/Completed Operations – for a period of one year following final acceptance of the work.
- Personal/Advertising Injury
- Contractual Liability
- Independent Contractors Liability
- Stop Gap / Employers’ Liability
- Explosion, Collapse, or Underground Property Damage (XCU)
- Blasting (only required when the Contractor’s work under this Contract includes exposures to which this specified coverage responds)

Such policy must provide the following minimum limits:

- $1,000,000 Each Occurrence
- $2,000,000 General Aggregate
- $1,000,000 Products & Completed Operations Aggregate
- $1,000,000 Personal & Advertising Injury, each offence

- Stop Gap / Employers’ Liability
  - $1,000,000 Each Accident
  - $1,000,000 Disease - Policy Limit
  - $1,000,000 Disease - Each Employee

1-07.18(5)B Automobile Liability

Automobile Liability for owned, non-owned, hired, and leased vehicles, with an MCS 90 endorsement and a CA 9948 endorsement attached if “pollutants” are to be transported. Such policy(ies) must provide the following minimum limit:

- $1,000,000 combined single limit
1-07.18(5)C Workers' Compensation

The Contractor shall comply with Workers’ Compensation coverage as required by the Industrial Insurance laws of the state of Washington.

1-07.23 Public Convenience And Safety

(April 2, 2007)

Work Zone Clear Zone

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Posted Speed</th>
<th>Distance From Traveled Way (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 mph or less</td>
<td>10 *</td>
</tr>
<tr>
<td>40 mph</td>
<td>15</td>
</tr>
<tr>
<td>45 to 55 mph</td>
<td>20</td>
</tr>
<tr>
<td>60 mph or greater</td>
<td>30</td>
</tr>
</tbody>
</table>

* or 2-feet beyond the outside edge of sidewalk

Minimum Work Zone Clear Zone Distance

1-07.24 Rights Of Way
(October 1, 2005 APWA GSP)

Delete this section in its entirety, and replace it with the following:

Street right of way lines, limits of easements, and limits of construction permits are indicated in the Plans. The Contractor's construction activities shall be confined within these limits, unless arrangements for use of private property are made.

Generally, the Contracting Agency will have obtained, prior to bid opening, all rights of way and easements, both permanent and temporary, necessary for carrying out the work. Exceptions to this are noted in the Bid Documents or will be brought to the Contractor's attention by a duly issued Addendum.

Whenever any of the work is accomplished on or through property other than public right of way, the Contractor shall meet and fulfill all covenants and stipulations of any easement agreement obtained by the Contracting Agency from the owner of the private property. Copies of the easement agreements may be included in the Contract Provisions or made available to the Contractor as soon as practical after they have been obtained by the Engineer.

Whenever easements or rights of entry have not been acquired prior to advertising, these areas are so noted in the Plans. The Contractor shall not proceed with any portion of the work in areas where right of way, easements or rights of entry have not been acquired until the Engineer certifies to the Contractor that the right of way or easement is available or that the right of entry has been received. If the Contractor is delayed due to acts of omission on the part of the Contracting Agency in obtaining easements, rights of entry or right of way, the Contractor will be entitled to an extension of time. The Contractor agrees that such delay shall not be a breach of contract.

Each property owner shall be given 48 hours notice prior to entry by the Contractor. This includes entry onto easements and private property where private improvements must be adjusted.

The Contractor shall be responsible for providing, without expense or liability to the Contracting Agency, any additional land and access thereto that the Contractor may desire for temporary construction facilities, storage of materials, or other Contractor needs. However, before using any private property, whether adjoining the work or not, the Contractor shall file with the Engineer a written permission of the private property owner, and, upon vacating the premises, a written release from the property owner of each property disturbed or otherwise interfered with by reasons of construction pursued under this contract. The statement shall be signed by the private property owner, or proper authority acting for the owner of the private property affected, stating that permission has been granted to use the property and all necessary permits have been obtained or, in the case of a release, that the restoration of the property has been satisfactorily accomplished. The statement shall include the parcel number, address, and date of signature. Written releases must be filed with the Engineer before the Completion Date will be established.
SECTION 1-08 PROSECUTION AND PROGRESS

1-08 Prosecution and Progress
Add the following new section:

1-08.0 Preliminary Matters
(May 25, 2006 APWA GSP)

Add the following new section:

1-08.0(1) Preconstruction Conference
(October 10, 2008 APWA GSP)

Prior to the Contractor beginning the work, a preconstruction conference will be held between the Contractor, the Engineer and such other interested parties as may be invited. The purpose of the preconstruction conference will be:

1. To review the initial progress schedule;
2. To establish a working understanding among the various parties associated or affected by the work;
3. To establish and review procedures for progress payment, notifications, approvals, submittals, etc.;
4. To establish normal working hours for the work;
5. To review safety standards and traffic control; and
6. To discuss such other related items as may be pertinent to the work.

The Contractor shall prepare and submit at the preconstruction conference the following:
1. A breakdown of all lump sum items;
2. A preliminary schedule of working drawing submittals; and
3. A list of material sources for approval if applicable.

1-08.1 Subcontracting – Responsible Subcontractor Requirements
(July 31, 2007 APWA GSP)

Revise the second paragraph to read:

The Contractor shall not subcontract work unless the Engineer approves in writing. Each request to subcontract shall be on the form the Engineer provides. If the Engineer requests, the Contractor shall provide proof that the subcontractor has the experience, ability, and equipment the work requires. The Contractor shall require each subcontractor to comply with Section 1-07.9 and to furnish all certificates and statements required by the contract. The Contractor shall require each subcontractor of every tier to meet the responsibility criteria stated in RCW 39.06, and these requirements shall be included in every subcontract of every tier.
1-08.4 Notice to Proceed and Prosecution of the Work

(October 1, 2005 APWA GSP)

Revise this section to read:

Notice to Proceed will be given after the contract has been executed and the contract bond and evidence of insurance have been approved and filed by the Contracting Agency. The Contractor shall not commence with the work until the Notice to Proceed has been given by the Engineer. The Contractor shall commence construction activities on the project site within ten days of the Notice to Proceed Date, unless otherwise approved in writing. The Contractor shall diligently pursue the work to the physical completion date within the time specified in the contract. Voluntary shutdown or slowing of operations by the Contractor shall not relieve the Contractor of the responsibility to complete the work within the time(s) specified in the contract.

1-08.5 Time For Completion

(March 13, 1995)

Section 1-08.5 is supplemented with the following:

The project shall be physically completed in 45 working days.

(October 1, 2005 APWA GSP)

Revise the fourth and fifth paragraphs to read:

Contract time shall begin on the first working day following the Notice to Proceed Date. The contract provisions may specify another starting date for contract time, in which case, time will begin on the starting date specified.

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

Revise the seventh paragraph to read:

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

1. The physical work on the project must be complete; and
2. The Contractor must furnish all documentation required by the contract and
   required by law, to allow the Contracting Agency to process final acceptance of
   the contract. The following documents must be received by the Project Engineer
   prior to establishing a completion date:
   a. Certified Payrolls (Federal-aid Projects)
   b. Material Acceptance Certification Documents
   c. Annual Report of Amounts Paid as MBE/WBE Participants or Quarterly
      Report of Amounts Credited as DBE Participation, as required by the
   d. FHWA 47 (Federal-aid Projects)
   e. Final Contract Voucher Certification
   f. Property owner releases per Section 1-07.24

SECTION 1-09 MEASUREMENT AND PAYMENT

1-09.2 Weighing Equipment
(August 6, 2001)

General Requirements for Weighing Equipment
Section 1-09.2(1) is revised to read as follows:

Any highway or bridge construction materials to be proportioned or measured and paid
for by weight, shall be weighed on scales. These materials include natural,
manufactured or processed materials obtained from natural deposits, stockpiles,
bunkers, or mixing plants. The Contractor shall provide, set up, and maintain the scales
necessary to perform the weighing or shall designate permanently installed, certified
commercial scales for the purpose. Each truck to be weighed shall bear a unique
identification number. This number shall be legible and in plain view of both the scale
operator and the person receiving the material at the jobsite. Scales provided or
designated by the Contractor shall be accurate to within one-half of one percent
throughout the range of use.

An agent of the scale manufacturer shall test and service any scale before its use at each
new site and then at 6-month intervals. The Contractor shall provide the Engineer a
copy of the final results after each test.
All initial weighing at the dispatch site or at another site approved by the Engineer shall be performed by a Contractor employee or by another person designated by the Contractor. The designated weigher shall prepare a weigh or load ticket to accompany each load. Each ticket shall contain the truck identification number, the date and time of weighing the load, a description of the material being weighed and the signature or initials of the weigher.

Each weigh or load ticket shall also contain a determination of the net weight of the load. This shall be a reading from any device which weighs as material is loaded or a calculation including gross weight and tare weight when the method of loading does not include weighing. It shall also identify the weighed material. When used, tare weights shall be taken of each hauling vehicle at least twice a day. The ticket shall be provided to the inspector at the jobsite immediately after the material is delivered.

Except as noted below, all weighing shall be subject to confirmation testing through random checks made with a separate scale. The secondary scale shall be described in the contract provisions, either as a designated independent commercial scale or as a platform scale installed by the Contractor at a location named in the provisions. The inspector will select loaded trucks at random and weigh them with the secondary scale. The same trucks will be weighed empty when the tested load has been delivered. The frequency of confirmation testing will be such that at least one test is performed for each contract item paid by weight for each $50,000 of payment for that item and at least one test weekly for each weighed contract item performed during that week.

Confirmation testing will not be routinely conducted for small quantities of weighed material. A small quantity shall be defined as one whose estimated proposal quantity, multiplied by its unit price, has a value of less than $20,000. The inspector may choose to apply confirmation testing to a minor quantity item if, in the inspector’s judgment, there is reason to suspect that the ticket weight might be incorrect.

1-09.6 Force Account
(October 10, 2008 APWA GSP)

Supplement this section with the following:

The Contracting Agency has estimated and included in the Proposal, dollar amounts for all items to be paid per force account, only to provide a common proposal for Bidders. All such dollar amounts are to become a part of Contractor's total bid. However, the Contracting Agency does not warrant expressly or by implication, that the actual amount of work will correspond with those estimates. Payment will be made on the basis of the amount of work actually authorized by Engineer.

1-09.8 Payment For Material On Hand
(April 28, 1997)

The last paragraph of Section 1-09.8 is revised to read:
The Contracting Agency will not pay for any individual item on hand with a cost of less than $2,000. As materials are used in the work, credits equaling the partial payments for them will be taken on future estimates. Each month, no later than the estimate due date, the Contractor shall submit a letter to the Project Engineer that clearly states: 1) the amount originally paid on the invoice (or other record of production cost) for the items on hand, 2) the dollar amount of the material incorporated into each of the various work items for the month, and 3) the amount that should be retained in material on hand items. If work is performed on the items and the Contractor does not submit a letter, all of the previous material on hand payment will be deducted on the estimate. Partial payment for materials on hand shall not constitute acceptance. Any material will be rejected if found to be faulty even if partial payment for it has been made.

1-09.13(3) Claims $250,000 or Less

(October 1, 2005 APWA GSP; may be used on FHWA-funded projects)

Delete this Section and replace it with the following:

The Contractor and the Contracting Agency mutually agree that those claims that total $250,000 or less, submitted in accordance with Section 1-09.11 and not resolved by nonbinding ADR processes, shall be resolved through litigation unless the parties mutually agree in writing to resolve the claim through binding arbitration.

1-09.13(3)A Administration of Arbitration

(October 1, 2005 APWA GSP)

Revise the third paragraph to read:

The Contracting Agency and the Contractor mutually agree to be bound by the decision of the arbitrator, and judgment upon the award rendered by the arbitrator may be entered in the Superior Court of the county in which the Contracting Agency’s headquarters are located. The decision of the arbitrator and the specific basis for the decision shall be in writing. The arbitrator shall use the contract as a basis for decisions.

SECTION 1-10 TEMPORARY TRAFFIC CONTROL

1-10.2(1) General

(December 1, 2008)

Section 1-10.2(1) is supplemented with the following:

Only training with WSDOT TCS card and WSDOT training curriculum is recognized in the State of Washington. The Traffic Control Supervisor shall be certified by one of the following:
1-10.2(2) Traffic Control Plans

Section 1-10.2(2), is supplemented with the following:

(******)
The Contract includes a General Traffic Control Plan only. The Contractor is responsible for submitting site specific traffic control plans, for each phase of the Contractor's operation, to the Engineer for approval.

A minimum of 10 working days are required for review and approval by the Engineer for each specific traffic control plan. If the traffic control plan is incomplete and more information is required, additional time will be required to review and approve each resubmitted traffic control plan.

No work shall be performed by the Contractor without an approved traffic control plan.

1-10.4(2) Item Bids with Lump Sum for Incidentals

(August 2, 2004)

Section 1-10.4(2) is supplemented with the following:

The bid proposal does not contain the item “Project Temporary Traffic Control,” lump sum. The provisions of Section 1-10.4(2) shall apply.

Paragraph three of Section 1-10.4(2), is supplemented with the following:

(******)
Flaggers and Spotters will be measured by the hour for each person actually performing the work described in Section 1-10.3(1)A. Portions of an hour will be rounded up to the one half hour.
DIVISION 2
EARTHWORK

SECTION 2-01 CLEARING, GRUBBING, AND ROADSIDE CLEANUP

2-01.1 Description
(March 13, 1995)

Section 2-01.1 is supplemented with the following:

Clearing and grubbing on this project shall be performed within the following limits:

The Contractor shall clear and grub as staked unless otherwise directed by the Engineer. The Contractor shall remove and dispose of all existing shrubs, trees, etc, whether or not they are shown on the plans. Those areas identified on the Plans as having construction easements shall only be cleared as needed for improvements.

2-01.2(1) Disposal Method No. 1 –Open Burning

Section 2-01.2(1) is deleted and replaced with the following:

(******)
No open burning will be allowed on this project.

2-01.2(3) Disposal Method No. 3 –Chipping

Section 2-01.2(3) is deleted and replaced with the following:

(******)
Chipping shall be done by machines that can grind debris into wood chips. Wood chips to be sold or disposed of outside of this project may be any size. Wood chips to be used within the project site shall be no larger than 6 square inches and no thicker than 1/2–inch. The Contractor may spread the unsold chips evenly on the fill slopes only, and tractor walk them into the ground to the satisfaction of the Engineer.

2-01.5 Payment

Section 2-01.5 is revised as follows:

(******)
There shall be no payment for roadside cleanup. Any work performed for roadside cleanup shall be incidental to the Bid Item "Clearing and Grubbing" per Lump Sum, and no further payment shall be made.

(******)
The Lump Sum payment for Clearing and Grubbing shall include all costs to clear and grub to the limits staked by the Engineer.
SECTION 2-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

2-02.3 Construction Requirements
(February 17, 1998)

Section 2-02.3 of the Standard Specifications is supplemented with the following:
(******)

Removal of Obstructions

The following items shall be removed, disposed of or reset as directed by the Engineer in accordance with the requirements of Section 2-02 of the Standard Specifications:

Chaffee Road
1. Remove existing pipe sta. 3+90 Lt. to Sta. 6+00 Lt.
2. Remove abandoned irrigation 8” PVC Irrigation submain as shown on plans Sta. 24+50 Rt.
3. Scarify old roadway alignment and place clean roadway excavation material on the scarified sections, as shown on plans Sta. 25+00 Lt. to Sta. 29+00 Lt.
4. Remove existing 18” diam. concrete culvert pipe Sta. 32+95.
5. Remove existing 24” diam. concrete pipe Sta. 42+40.
6. Remove existing 6” diam. abandoned concrete drain pipe if encountered during excavation Sta. 56+25 Rt. to Sta. 64+75 Rt.
7. Remove existing 12” diam. concrete culvert pipe Sta. 64+85.

Scoon Road
8. Remove existing 18” diam. CMP culvert pipe Sta. 5+27.
9. Remove existing 12” diam. concrete approach pipe Sta. 20+40 Lt.

Ritchie Road
10. Remove existing 12” concrete culvert pipe Sta. 1+15.
11. Remove existing concrete irrigation box and all abandoned pipes within right of way connected to it at Sta. 1+85.

Remove all other existing pipes listed for removal or replacement on the plans or that interferes with the new pipe installations.

Sawcut and remove all pavement at matchline on all existing paved roads, driveway and connections as shown on the plans.

All other items encountered, which are not covered by Section 2-01 of the Standard Specifications (Clearing, Grubbing, and Roadside Cleanup) shall be considered incidental to the bid item “Removal of Structures and Obstructions”.

Section 2-02.3 paragraph four of the Standard Specifications is supplemented with the following:
(******)

No waste site has been provided for the disposal of removed material. All material to be removed from the existing structures, except as noted otherwise in the Special Provisions,
shall become the property of the Contractor and shall be removed from the sites or otherwise disposed of as approved by the Engineer. The Contractor shall provide his own waste site for excess excavation, debris, etc., and all costs involved shall be considered incidental to the other bid items, and no further payment will be made. Written permission shall be provided to the County from property owners of any waste site prior to its use.

SECTION 2-03 ROADWAY EXCAVATION AND EMBANKMENT

2-03.3(7) Disposal of Surplus Material

Section 2-03.3(7)C of the Standard Specification shall be supplemented with the following:

(******)
Yakima County has not provided a waste disposal site for this project. Hauling and disposal shall be incidental to the Unit Bid Item “Roadway Excavation Incl. Haul” per Cubic Yard.

2-03.3(14) Embankment Construction

2-03.3(14)C Compacting Earth Embankments

Compacting embankments and excavations shall be by Method "C" as specified under Section 2-03.3(14)C of the Standard Specifications.

2-03.4 Measurement

Section 2-03.4 of the Standard Specifications is deleted and replaced with the following:

(******)
Only one determination of the original ground elevations shall be made on this project. Measurement for roadway excavation and embankment shall be based on the original ground elevations recorded previous to the award of this Contract and the alignment, profile, grade, and roadway section as shown on the plans and as staked by the Engineer. Control stakes shall be set during construction to provide the Contractor with all essential information for the construction of excavation and embankments.

If discrepancies are discovered in the ground elevations which will materially effect the quantities of earthwork, the original computations of earthwork shall be adjusted accordingly.

Earthwork quantities shall be computed either manually or by means of electronic data processing equipment, by use of the average end area method.

Copies of the ground cross-section notes shall be available for the bidder's inspection, before the opening of bids, at the office of the County Engineer. Upon award of the Contract,
copies of the original ground cross-sections shall be furnished to the successful bidder on request to the County Engineer.

2-03.5 Payment

Section 2-03.5 of the Standard Specifications is deleted and replaced with the following:

(******)

The Contract Unit Price for "Roadway Excavation Incl. Haul," per Cubic Yard, shall be full compensation for all labor, equipment, tools, and materials necessary to excavate, load, haul, place, compact, shape, or otherwise dispose of the materials including existing hot mix asphalt pavements, and any other work required to complete this item as specified and no further payment shall be made.

No separate payment shall be made for embankment compaction and all costs to perform this work as required shall be included in the Unit Bid Price per Cubic Yard for "Roadway Excavation Incl. Haul."

SECTION 2-07 WATERING

Section 2-07 is deleted and replaced with the following:

(******)

The Contractor shall be solely responsible for dust control on this project and shall protect the motoring public, adjacent homes, orchards and crops from damage due to dust, by whatever means necessary. The Contractor shall be responsible for any claims for damages and shall protect the County from any and all such claims.

When directed by the Engineer, the Contractor shall provide water for dust control within two hours of such order and have equipment and manpower available at all times including weekends and holidays to respond to orders for dust control measures.

If County forces are required to respond to a dust control problem, the Contractor shall be charged liquidated damages to offset County expenditures. For each time that the County is required to provide dust control measures, the Contractor shall be assessed damages in the amount of $500.00, which shall be deducted from any moneys due the Contractor under this contract.

Payment for water used for dust control, compaction, processing of base course and top course, and other work shall be included in the other Bid Items involved, and no further payment shall be made.

SECTION 2-09 STRUCTURE EXCAVATION

2-09.4 Measurement
Section 2-09.4 the second sentence of the second paragraph is revised to read:

(******)
Measurement will be made from existing ground line to the bottom of the excavation and for the length of the shoring or Extra Excavation Work actually performed.

Section 2-09.4 of the Standard Specification shall be supplemented with the following:

(******)
Structure Excavation Class B for storm sewers and culverts shall not be measured for payment.

2-09.5 Payment

Section 2-09.5 of the Standard Specification shall be supplemented with the following:

(******)
There shall be no separate payment for Structure Excavation Class B. All costs associated with excavation, backfill and compaction of new storm sewer, and culvert trenches shall be included in the lineal foot price of the pipe or concrete box culvert.

DIVISION 3
PRODUCTION FROM QUARRY AND PIT SITES AND STOCKPILING

3-01 PRODUCTION FROM QUARRY AND PIT SITES

3-01.3 County Furnished Material Sources,

Section 3-01.3 of the Standard Specifications shall be supplemented with the following:

(******)
Alternate A
If the Contractor bids the contract using Alternate A, County Supplied Crushed Surfacing Materials, then the following shall apply.

If County-owned Crushed Rock is used on this project, then the provisions of WAC 458-20-178 shall apply.

(******)
The following source of stockpiled materials is made available at no cost to the Contractor:

Yakima County shall make available to the Contractor for this project, Aggregate From Stockpile for Crushed Surfacing Base Course and Crushed Surfacing Top Course located at Yakima County's Liberty Quarry. Liberty Quarry is located in the NE 1/4 of Section 23, Township 11 North, Range 21 East, W.M., approximately 8 road miles northwest of the Chaffee Road project. If the Contractor elects to use the Yakima County's Crushed Rock Materials, he shall provide, set up, and maintain scales as per Section 1-09.2 of the Standard Specifications, otherwise the Contractor shall bear full responsibility for
furnishing all materials. Any source other than Liberty Quarry shall be approved, in
writing, by the Engineer prior to beginning of operations.

No source is being provided for any of the other materials necessary for the construction of
this project. The Contractor shall make arrangements to obtain the necessary materials and
all costs of acquiring, producing, and placing these materials in the finished work shall be
included in the Unit Contract Prices for the various items involved.

3-01.4 Contractor Furnished Material Sources, Alternate B
Section 3-01.4 of the Standard Specifications is supplemented with the following:

If the Contractor bids the contract using Contractor Supplied Crushed Surfacing
Materials, then the following shall apply.

If the sources of materials provided by the Contractor necessitate hauling over roads other
than County roads, the Contractor shall, at his own expense, make all arrangements for the
use of the haul routes.

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

5-02 BITUMINOUS SURFACE TREATMENT

5-02.1(1) New Construction
Section 5-02.1(1) is deleted and revised with the following:

This method of treatment requires two applications of asphalt emulsion and two
applications of aggregate as specified. The initial application of asphalt emulsion is a
prime coat applied to an untreated Roadway that is followed with an application of
aggregate. The second application of asphalt emulsion is the tack coat and is followed
with a additional application of aggregate.

5-02.3(3) Application of Asphalt Emulsion and Aggregate
Section 5-02.3(3) is supplemented with the following:
(August 6, 2007)
The grades of asphalt emulsion to be used for New Construction bituminous surface
treatments shall be *** CRS-2P *** for the prime coat and *** CRS-2P *** for the
tack coat.

Section 5-02.3(3) is supplemented with the following:
(******)
The prime coat shall be applied at the rate of 0.63 gal. per sq. yd. The tack coat shall be
applied at the rate of 0.52 gal. per sq. yd.
SECTION 5-04 HOT MIX ASPHALT

5-04.3(15) HMA Road Approaches

Section 5-04.3(15) is supplemented with the following:

(******)

Where asphalt driveways are shown on the plans, asphalt driveways (road approaches) shall be constructed with 0.40 foot (compacted depth) of crushedsurfacing and 0.20 foot (compacted depth) of Hot Mix Asphalt (HMA) for Approach. The portion of the driveways not paved with asphalt shall be surfaced with 0.30 foot (compacted depth) crushed surfacing top course.

Grades from the edge of pavement to existing driveways (road approaches) shall be constructed to provide safe ingress and egress and shall be constructed of materials in kind as shown on the plans.

Any portion of the existing driveway (road approach) beyond the construction limits that is damaged by the Contractor’s operations shall be replaced in kind at his expense to the satisfaction of the Engineer.

SAWCUTTING PAVEMENT

All transitions to existing asphalt concrete and cement concrete driveways, curb, asphalt thickened edge for gutter, and walkways shall be vertically sawcut at least two (2) inches with straight, uniform edges. Existing asphalt pavement may be cut with a wheel, provided the wheel cut is full depth and no damage occurs to the pavement which is to remain. No impact tools or pavement breakers can be used for trench crossings of existing pavement. Trench crossing of existing pavement shall be vertically sawcut as directed by the Engineer.

5-04.4 Measurement

Measurement for driveway (road approach) reconstruction shall be by the various Bid Items involved in the work, “HMA for Approach”, per Ton, “Crushed Surfacing Top Course” per Ton, “Crushed Surfacing Base Course” per Ton, and "Roadway Excavation Incl. Haul" per Cubic Yard.

5-04.5 Payment

Section 5-04.5 is supplemented with the following:

(******)
There is no Bid Item "Saw Cutting Asphalt Pavement" or "Saw Cutting Cement Concrete Sidewalk" for this project. All costs associated with the cutting, labor, equipment, etc., or any other costs associated with cutting the existing asphalt or concrete pavement shall be considered incidental to the other Contract Bid Items, and no further payment shall be made.

Payment for driveway (road approach) reconstruction shall be by the various Bid Items involved in the work, “HMA for Approach”, per Ton, “Crushed Surfacing Top Course” per Ton, “Crushed Surfacing Base Course” per Ton, and "Roadway Excavation Incl. Haul" per Cubic Yard, and shall include all costs associated with labor, materials, haul etc. to complete the Item as specified, and no further payment shall be made.

5-04.5(1) Quality Assurance Price Adjustments

Section 5-04.5(1) shall be deleted.

5-04.5(1) A Price Adjustment for Quality of HMA

Section 5-04.5(1)A shall be deleted.

5-04.5(1) B Price Adjustment for Quality of HMA Compaction

Section 5-04.5(1)B shall be deleted.

DIVISION 7
DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND CONDUITS

SECTION 7-02 CULVERTS

7-02.2 Materials

Section 7-02.2 is supplemented with the following:

(******)
Solid Wall PVC Culvert Pipe, Profile Wall PVC Culvert Pipe, and Corrugated Polyethylene Culvert Pipe shall not be allowed for use on driveway approaches or road crossings with exposed ends.

The "Gravel Backfill for Pipe Zone Bedding" shall conform to Crushed Surfacing Top Course meeting the requirements of Section 9-03.9(3) of the Standard Specifications.

7-02.3 Construction Requirements

Section 7-02.3 is supplemented with the following:

(******)
All pipes, which extend into the slope shall have beveled ends to match the ground slope. On field cuts, the cut surface shall be painted with two coats of paint. The steel pipe to be painted shall be cleaned with solvent to remove contaminants. After cleaning, the pipe shall be painted with two coats of paint conforming to Federal Specifications TT-P-645 (Primer, Paint, Zinc Chromate, Alkyd Vehicle).

The cost of cutting, cleaning and painting the steel pipe surfaces as specified shall be included in the unit contract price per linear foot for steel pipe.

7-02.5 Payment

Section 7-02.5 of the Standard Specifications shall be supplemented with the following:

(******)

When the Engineer directs the Contractor to backfill trenches with "Crushed Surfacing Top Course", payment shall be made by the Contract Bid Item "Gravel Backfill for Pipe Zone Bedding" per ton, which shall include all costs associated with labor, equipment, materials, etc, and no further payment shall be made.

"Schedule ____ Approach Pipe ____ In. Diam.", per linear foot.

SECTION 7-08 GENERAL PIPE INSTALLATION REQUIREMENTS

7-08.2 Materials

Section 7-08.2 is supplemented with the following:

(******)

Gravel Backfill for Pipe Bedding 9-0.3(3).

7-08.3(3) Backfilling

Section 7-08.3(3) is supplemented with the following:

(******)

Where directed by the Engineer, trenches shall be backfilled to the depth specified by the Engineer with "Crushed Surfacing Top Course".

7-08.4 Measurement

Section 7-08.4 is supplemented with the following:

(******)

"Gravel Backfill for Pipe Zone Bedding" shall be measured by the Ton.

The first sentence of paragraph 4 is deleted and replaced with the following:
Structure Excavation Class B, and Structure Excavation Class B, including haul shall not be measured.

7-08.5 Payment

Section 7-08.5 is supplemented with the following:

(* * * * *)
When the Engineer directs the Contractor to backfill trenches with "Gravel Backfill for Pipe Zone Bedding" payment shall be made by the Contract Bid Item "Gravel Backfill for Pipe Zone Bedding" per Ton, which shall include all costs associated with labor, equipment, materials, etc., and no further payment shall be made.

All costs associated with Structure Excavation Class B, and Structure Excavation Class B, Including Haul for the various drainage items shall be included in the unit contract price for the type and size of pipe or catch basin installed.

DIVISION 8
MISCELLANEOUS CONSTRUCTION

SECTION 8-03 IRRIGATION SYSTEMS

8-03.3(2) Excavation

Section 8-03.3(2) is supplemented with the following:

(* * * * *)
The Contractor shall coordinate irrigation location work and existing irrigation locations with Mr. Juan Marin, orchard foreman for Evans Fruit, Inc., the adjacent property owner. Contact the Engineer for phone number after contract is awarded.

Outside of Yakima County right-of-way, no detectable marking tape is required.

8-03.3(7) Flushing and Testing

Section 8-03.3(7) the first and second paragraphs, Main Line Testing, and Lateral Line Testing are deleted and replaced with the following:

The Contractor will not be required to pressure test the new irrigation system. However once the property owner charges the system, the irrigation system shall perform properly without any leaks or other system problems. If leaks are discovered during irrigation startup, the Contractor shall be responsible for repairing any problems to the satisfaction of the County.
8-03.3(9) Backfill

Section 8-03.3(9) is supplemented with the following:

(******)
All trench backfill within the proposed roadway shall meet Section 7-08 General pipe installation requirements.

8-03.4 Measurement

Section 8-03.4 is deleted and replaced with the following:

“Irrigation System”, per force account.

8-03.5 Payment

Section 8-03.5 of the Standard Specifications is deleted and replaced with the following:

(******)
Payment will be made in accordance with Section 1-04.1, for the following Bid items when included in the Proposal:

“Irrigation System”, per force account.

The unit Contract price per force account of “Irrigation System”, shall be full pay for all work to supply and install the pipe and fittings for the irrigation system, including trench excavation, bedding, laying and jointing pipe and fittings, backfilling, testing, flushing, and cleanup, and any other miscellaneous work.

The following new section is added to Division 8.

SECTION 8-05 DRIVEWAY APPROACHES

8-05.1 Description

(******)
The Contractor shall excavate gravel driveway approaches and field entrances adjacent to the roadway, place and compact Crushed Surfacing Top Course as directed by the Engineer. Unless shown otherwise on the attached Plans or directed otherwise by the Engineer, driveway approaches shall be excavated at a constant slope from the finished roadway surface. The Contractor shall place 0.3 Feet compacted depth Crushed Surfacing Top Course on gravel driveway approaches.

All costs associated with removing and disposing of hard surfacing shall be considered incidental to the other Bid Items of the Contract, and no further payment shall be made.

8-05.3 Construction Requirements

(******)
Where necessary, the Contractor shall excavate the existing driveway approaches to a neat line. Crushed surfacing materials shall be placed in accordance with Section 4-04 of the Standard Specifications.

8-05.5 Payment

(*****)

The Contract Unit Price for "Roadway Excavation Incl. Haul" per Cubic Yard, shall be full compensation for all materials, labor, equipment, tools, excavating and hauling to complete the work as specified, and no further payment shall be made.

The Contract Unit Price for "Crushed Surfacing Top Course" per Ton, shall be full compensation for furnishing all materials, labor, tools, and equipment necessary to complete the work as specified and no further payment shall be made.

SECTION 8-11 GUARDRAIL

8-11.4 Measurement

Section 8-11.4 is supplemented with the following:

(*****)

"Bridge Guardrail", per linear foot.

Measurement of bridge guardrail will be by the linear foot measured along the line of the completed guardrail.

"Beam Guardrail Transition Section Type YC1", per each.

"Beam Guardrail Transition Section Type YC2", per each.

"Beam Guardrail Transition Section Type YC3", per each.

8-11.5 Payment

Section 8-11.5 is supplemented with the following:

(*****)

"Bridge Guardrail", per Linear Foot.

The unit Contract Price per linear foot for “Bridge Guardrail” shall include supplying and installation of all beam guardrail type 10, thrie beam wood blocks, CRT posts, additional rail elements when nested rail is required, trimming existing steel posts, and any other materials required to complete the installation per the plans.

"Beam Guardrail Transition Section Type YC1", per each.

"Beam Guardrail Transition Section Type YC2", per each.
“Beam Guardrail Transition Section Type YC3”, per each.

The unit Contract Price per each shall be full pay for all work to supply and install all materials required to complete the transition sections per the plans.

SECTION 8-18 MAILBOX SUPPORT

8-18.3 Construction Requirements

Section 8-18.3 is supplemented with the following:

(******)

Prior to construction, the Contractor shall inventory all mailboxes to be relocated along the project and either salvage the existing mailboxes or replace in kind.

Mailbox supports shall be replaced as shown on the attached Standard Plans and according to the locations shown on construction plans, or at the location directed by the Engineer.

All mailboxes shall be installed such that the front face of the mailbox is flush with the new edge of road and as per the direction of the Engineer.

Newspaper boxes shall be relocated along the project and shall be relocated back after the completion of the project to the satisfaction of the Engineer.

Mailbox List

See the appropriate Construction Plan sheet for the mailbox Schedule.

8-18.5 Payment

Section 8-18.5 is supplemented with the following:

(******)

Payment for the Contract Bid Item "Mailbox Support Type _ " per Each, shall include all costs for materials, haul, labor, equipment and all other costs necessary to complete the item as specified and no further payment shall be made.

All costs associated with transferring the existing mailboxes and newspaper tubes to the new mailbox supports, including support hardware, clamps, etc. shall be considered incidental to the Bid Items "Mailbox Support Type _ " per Each, and no further payment shall be made.

SECTION 8-22 PAVEMENT MARKINGS
8-22.1 Description

Section 8-22.1 is supplemented with the following:

(******)
Longitudinal Line Markings shall be applied with a highway striper truck whenever possible. Any other method shall be approved by the Engineer two weeks prior to the use of the proposed application.

8-22.3(1) Preliminary Spotting

Section 8-22.3(1) is deleted and replaced with the following:

(******)
The Engineer will provide spotting of the lines to be marked. Spotting shall be provided at a spacing of 100 feet maximum on tangents and 25 feet maximum on curves. The color of all spotting will be white.

DIVISION 9
MATERIALS

SECTION 9-03 AGGREGATES

9-03.8(6) Proportions of Materials

Section 9-03.8(6) is supplemented with the following:

(******)
For the determination of a project mix design, the Contractor shall submit to the Engineer’s representative, samples of the various aggregates to be used, along with the gradation data showing stockpile averages and variation of the aggregate produced, along with proposed combining ratios and average gradation of the completed mix. The initial asphalt content shall be determined by the Engineer from the aggregates and data provided.

9-03.8(6)A Basis of Acceptance

(******)
Section 9-03.8(6)A is deleted.

SECTION 9-06 STRUCTURAL STEEL AND RELATED MATERIALS

9-06.16 Roadside Sign Structures

Section 9-06.16 is supplemented with the following:
(August 2, 2004)

Perforated Steel Square Sign Post System

Where noted in the Plans, steel sign post systems shall be square, pre-punched galvanized steel tubing, that are NCHRP 350 Test Level 3 Certified and FHWA approved.

The steel sign post system shall include all anchor sleeves, and other hardware required for a complete sign installation.

System Acceptance

Systems listed in the current QPL will be accepted per the QPL approval code. Systems not listed in the QPL will be accepted based on a Supplier’s Certificate of Compliance. The Supplier’s Certificate of Compliance will be a contract specific letter from the supplier stating the system is NCHRP 350 Test Level 3 compliant. A Certificate of Material Origin (WSDOT Form 350-109) will be required for contracts containing the “Foreign Made Materials” clause and will include a dollar value for any foreign steel used in the system being supplied.

SECTION 9-15 IRRIGATION SYSTEM

9-15.1(2) Polyvinyl Chloride Pipe and Fittings

Section 9-15.1(2) is supplemented with the following:

(******)

Outside of Yakima County right-of-way, all PVC pipe for irrigation shall have a 125-psi minimum pressure rating.

9-15.6 Gate Valves

Section 9-15.6 is deleted and replaced with the following:

(******)

All 3 In. gate valves shall be a full port threaded brass w/ star handle style.

SECTION 9-28 SIGNING MATERIALS AND FABRICATION

9-28.14 Sign Support Structures

April 7, 2008

Section 9-28.14 is supplemented with the following:

Manufacturers for Steel Sign Supports

The Standard Plans lists several steel sign support types. These supports are patented devices and many are sole-source. All of the sign support types listed below are acceptable when shown in the plans.
Steel Sign Support Type
Type TP-A & TP-B
Type PL, PL-T & PL-U
Type AS
Type AP
Type ST 1, ST 2, ST 3, & ST 4
Type SB-1, SB-2, & SB-3

Manufacturer
Transpo Industries, Inc.
Northwest Pipe Co.
Transpo Industries, Inc.
Transpo Industries, Inc.
Ultimate Highway Products,
Allied Tube & Conduit, Inc.,
Northwest Pipe, Inc.
Ultimate Highway Products, Xcessories
Squared Development and Manufacturing
Incorporated,,
Northwest Pipe, Inc.

SECTION 9-34 PAVEMENT MARKING MATERIAL

9-34.2(3) Low VOC Waterborne Paint

Section 9-34.2(3) is supplemented with the following:

Pavement marking materials shall be Low VOC Solvent Based Paint or Low VOC Waterborne Paint.

STANDARD PLANS
April 13, 2009

The State of Washington Standard Plans for Road, Bridge and Municipal Construction M21-01 transmitted under Publications Transmittal No. PT 09-013, effective April 6, 2009 is made a part of this contract.

The Standard Plans are revised as follows:

All Standard Plans
All references in the Standard Plans to "Asphalt Concrete Pavement" shall be revised to read "Hot Mix Asphalt".

All references in the Standard Plans to the abbreviation "ACP" shall be revised to read "HMA".

B-10.20 and B10.40
Substitute “step” in lieu of “handhold” on plan

C-1b
In the ANCHOR POST ASSEMBLY, the above ground 7 1/2” long bolt connecting the Wood Breakaway Post to the Foundation Tube is revised to 10” long.
C-3, C-3B, C-3C
Note 1 is revised as follows: replace reference F-2b with F-10.42

C-5
In the A CONNECTION, “Type 3 transition pay limit” is revised to “transition pay limit”.

C-10 (sheet 2 of 2)
COVER PLATE DETAIL, dimension of the 1” dia. holes, changes from 8” to 3”

F-40.12 through F-40.18
The following note is added to these five plans:

Note 7. To the maximum extent feasible, the ramp cross slope shall not exceed 2%.
K-80.30-00
In the NARROW BASE, END view, the reference to Std. Plan C-8e is revised to Std. Plan K-80.35

L-20.10-00, Sheet 1
Delete all references to tension cable and substitute tension wire.
Add knuckled selvage is required on the top edge of the fence fabric.

L-20.10-00, Sheet 2
Delete all references to tension cable and substitute tension wire.
All rope thimbles, wire rope clips and seizing are not required.

L-30.10-00, Sheet 1
Delete all references to tension cable and substitute tension wire.

L-30.10-00, Sheet 2
Delete all references to tension cable and substitute tension wire.
All rope thimbles, wire rope clips and seizing are not required.

M-1.60
COLLECTOR DISTRIBUTOR ROAD OFF- CONNECTION, taper dimensions of 225’ MIN. is changed to 300’ MIN.

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

A-10.10-00......8/07/07  A-30.30-00......11/08/07  A-50.20-00......11/17/08
A-10.20-00......10/05/07  A-30.35-00......10/12/07  A-50.30-00......11/17/08
A-10.30-00......10/05/07  A-40.10-00......10/05/07  A-50.40-00......11/17/08
A-20.10-00......8/31/07  A-40.20-00......9/20/07  A-60.10-00......10/05/07
A-30.10-00......11/08/07  A-40.50-00......11/08/07  A-60.20-00......10/05/07
A-30.15-00......11/08/07  A-50.10-00......11/17/08  A-60.30-00......11/08/07
                  A-60.40-00......8/31/07

B-5.20-00...........6/01/06  B-30.50-00...........6/01/06  B-75.20-01...........6/10/08
B-5.40-00...........6/01/06  B-30.70-01...........8/31/07  B-75.50-01...........6/10/08
B-5.60-00...........6/01/06  B-30.80-00...........6/08/06  B-75.60-00...........6/08/06
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C 2701 & C 3339 – Chaffee Road and Scoon Road

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Special Provisions
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STANDARD PLANS
NOTES

1. As acceptable alternatives to the rebar shown in the PRECAST BASE SECTION, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot shall be used with the minimum required rebar shown in the ALTERNATIVE PRECAST BASE SECTION. Wire mesh shall not be placed in the knockouts.

2. The knockout diameter shall not be greater than 20". Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 2.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification 9-04.3.

3. The maximum depth from the finished grade to the lowest pipe invert shall be 5'.

4. The frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.

5. The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1:24 or steeper.

6. The opening shall be measured at the top of the precast base section.

7. All pickup holes shall be grouted full after the basin has been placed.
NOTES

1. No steps are required when height is 4' or less.
2. The bottom of the precast catch basin may be sloped to facilitate cleaning.
3. The rectangular frame and grate may be installed with the flange up or down. The frame may be cast into the adjustment section.
4. Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 1.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification 9-04.3.

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PIPE ALLOWANCES

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1. Corrugated Polyethylene Storm Sewer Pipe (Std. Spec. 9-05.20)
2. (Std. Spec. 9-05.12(1))
3. (Std. Spec. 9-05.12(2))
CONCRETE AND DUCTILE IRON PIPE

TRENCH WIDTH (SEE NOTE 3)

PIPE ZONE BACKFILL (SEE NOTE 1)

GRAVEL BACKFILL FOR PIPE ZONE BEDDING (SEE NOTE 2)

FOUNDATION LEVEL

85% O.D. (SEE NOTE 4)

15% O.D.

PIPE ARCHES

TRENCH WIDTH (SEE NOTE 3)

PIPE ZONE BACKFILL (SEE NOTE 1)

GRAVEL BACKFILL FOR PIPE ZONE BEDDING (SEE NOTE 2)

FOUNDATION LEVEL

10% RISE

15% RISE

THERMOPLASTIC PIPE

METAL PIPE

CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS

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NOTES
1. See Standard Specifications Section 7-03.3(3) for Pipe Zone Backfill.
2. See Standard Specifications Section 9-03.12(3) for Gravel Backfill for Pipe Zone Bedding.
3. See Standard Specifications Section 2-00.4 for Measurement of Trench Width.
4. For sanitary sewer installation, concrete pipe shall be bedded to spring line.
NOTES

1. The culvert ends shall be beveled to match the embankment or ditch slope and shall not be beveled flatter than 4:1:V. When slopes are between 4:1:V and 6:1:V, shape the slope in the vicinity of the culvert end to ensure that no part of the culvert protrudes more than 4" above the ground line.

2. Field cutting of culvert ends is permitted when approved by the Engineer. All field-cut culvert pipe shall be treated with treatment as shown in the Standard Specifications or General Special Provisions.

THERMOPLASTIC PIPE

CONCRETE PIPE

METAL PIPE

FOR CULVERTS 30" DIAMETER OR LESS
1. When required by the Contract, a Snow Load Post Washer shall be used on the backsides of the post (in lieu of the 1 3/4" Post Bolt Washer) and a Snow Load Rail Washer shall be placed on the face side of Beam Guardrail Types 1 and 2. Snow Load Rail Washers shall not be installed on terminals.

2. Rail Washers, also called "Snow Load Rail Washers" are not required on new installation except as called for in Note 1. Unnecessary Rail washers need not be removed from existing installations, except those on posts 2 through 8 of a BCT installation shall be removed.

3. Beam Guardrail post spacing for Types 1 through 4 shall be 6'-3" on centers.

4. Timber blocks shall be toenailed to the post with a 16d galvanized nail to prevent block rotation.

5. For post and block details, see Standard Plan C-1b.

6. When "Beam Guardrail Type 1 - 6 1/2 Ft. Long Post" is specified in the Contract, the post length shall be stamped with numbers, 1 1/2" min. high and 1/4" deep, at the location where the letter "L" is shown in the ASSEMBLY DETAIL. After installing a Long Post, it shall be the Contractor's responsibility to ensure that the stamped numbers are still legible and 1/4" deep.

7. Existing posts shall not be raised. Replace posts as necessary to achieve required guardrail height.
1. Wood posts for all guardrail placement plans shall be 6x8 except where noted otherwise.

2. Lower hole is for rub rail of Type 2 and Type 3 Beam Guardrail.

3. 6x6 steel posts and timber blocks are alternates for 6x8 timber posts and blocks. 6x6x15 steel posts and timber blocks are alternates for 10x10 timber posts and blocks.

4. Holes shall be located on approaching traffic side of web.

5. When contract requires "Beam Guardrail Type 1--Foot Long Post," the steel post length shall be marked with numbers to ensure permanent identification at the location where the letter "T" is shown on the detail. The marking shall be 1½ WN height.

6. Soil plate may be welded to foundation tube. If so, holes in soil plate and foundation tube may be omitted.

---

BEAM GUARDRAIL POSTS AND BLOCKS

STANDARD PLAN C-1b

APPROVED FOR PUBLICATION

Harold J. Peterwso 10-31-03

STATE HIGHWAY ENGINEER

Washington State Department of Transportation
NOTES

1. For post details see Standard Plan, "Beam Guardrail Posts and Blocks".

DETAIL A

G-2 Post (See Note 1)

DETAIL B

6" DIA X 1/2" Hex head bolt with hex nut and 1/2" square x .135" washer

1/2" DIA X 1/2" Hex head bolt with hex nut. Guardrail rests on top of bolt.

TYPE 20

TYPE 21

BEAM GUARDRAIL

STANDARD PLAN C-1c

APPROVED FOR PUBLICATION

Donald K. Nelson
STATE DESIGN ENGINEER
STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

5/97
NOTES
1. For wood posts, saw top of post and block to 1" above thrie beam guardrail reducer section. For steel posts, drive post down to 1" maximum above the thrie beam guardrail reducer section.

THRIE BEAM GUARDRAIL REDUCER SECTION
TYPE A

(Left section shown, right section reversed)

THRIE BEAM GUARDRAIL REDUCER SECTION
TYPE B
NOTES
1. See Contract for transition and connection type.
2. The slope from the edge of the shoulder into the face of the guardrail should not be steeper than 10:1.
3. Guardrail installation shall be Beam Guardrail Type 1 with standard post and block.
4. First letter of case designation indicates end treatment on side road. Second letter indicates end treatment on main road. For instance a terminal on the side road and a bridge connection on the main road would be Case 22 BC.
5. For terminal type and details, see Contract and applicable Standard Plans.
6. Radius dimensions shall be etched into plate replacing the letters "HI" shown on the Identification Plate Detail. Digits shall be 1/8" MIN height and 1/16" MAX width. Plate shall be galvanized after etching.
7. The guardrail identification plate shall be mounted at the lower splice bolt on the back side of the rail element at the PC of the guardrail radius.
NOTES

1. Anchor plate may be constructed from 1/4" plates welded to equal strength and dimensions as shown.

2. For end section details, see Standard Plan "Beam Guardrail End Sections".

3. For post details, see Standard Plan "Beam Guardrail Posts and Blocks".

4. Eight 3/8" x 6" machine bolts with hex nut and washer. Place washer on face side of rail.

5. Outside nut shall be torqued against inside nut a minimum of 100 ft-lbs.

6. Use all bearing plate with top rail at corners to prevent turning.

7. Anchor pay limit does not apply when anchor is specified in a Beam Guardrail Terminal.

---

TYPE 1 ANCHOR
NOTES

1. For details, see Standard Plan C-6.
2. For end section details see Standard Plan C-7 or C-7a.
3. For details, see Standard Plan C-1b.
4. Outside nut shall be torqued against inside nut a minimum of 100 ft-lbs.
5. Post and block shall match beam guardrail posts.

BEAM GUARDRAIL ANCHOR
TYPE 4

STANDARD PLAN C-6c

APPROVED FOR PUBLICATION
Clifford E. Mansfield
01/06/00
NOTES
1. End Section Design G shall be used except where noted on the plans or contract.
2. Attach guardrail to bridge rail or concrete barrier with 7/8" diameter high strength bolts (Standard Specification 8-06.54) with thin slab female inserts or resin bonded anchors. See the Contract Plans.
3. A single piece having similar dimensional shape to Design G and mating with the V-beam guardrail is an alternate.
4. In cases where Design F end section is lined up on the outside of the guardrail, a galvanized 1" ID, 2" OD, 0.134" thick, narrow Type A Plain Washer or a plain washer shall be placed under the splice bolt heads.

BEAM GUARDRAIL END SECTIONS
STANDARD PLAN C-7

ELEVATION DESIGN G
(SEE NOTE 3)

ELEVATION DESIGN F
(SEE NOTE 4)

ELEVATION DESIGN C

ELEVATION DESIGN A

ELEVATION DESIGN D

PLAN

PLAN

PLAN

PLAN

PLAN
NOTES

1. Attach guardrail to bridge rail or concrete barrier with 7/8” diameter high strength bolts (Standard Specification 9-06.5(4)) with thin slotted female inserts or resin bonded anchors. See the Contract Plans.

2. In cases where Design F End Section is lapped on the outside of the guardrail, a galvanized 1” ID, 2” OD, 0.134” thick, narrow Type A Plain Washer or an anchor rail washer will be placed under the splice bolt heads.

THRIE BEAM END SECTIONS

STANDARD PLAN C-7

Harold J. Petersen 10-31-03

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES
1. A socket-and-wedge anchoring system that meets the NOCHRP 350 crash test criteria may be substituted in lieu of the anti-twist plate designs shown. Anti-twist plates are not required for wood post installations.

2. The platform design shown on this plan features slots that accommodate several types of mailbox supports, only those slots necessary for assembling the type being installed are required. An adjustable platform may be used in lieu of this design, but it must fit the bracket design shown on this plan. Brackets are required for all single-post installations. Field drilling may be necessary.

3. Center the mailbox on the platform to ensure space for the mailbox door to open and to allow space for installing the fasteners (See ALIGNMENT DETAIL, Sheet 2). Spacing of mailbox mounting holes varies among manufacturers. Attachment of the mailbox to the platform may require drilling additional holes through the mailbox to fit the platform.

4. Attach a newspaper box to a steel post with two 1 7/8" Mail-In Clamps spaced 4" apart. Field drill 7/16" holes in the newspaper box to fit. Use 2 1/8" x 1/4" lag bolts to attach newspaper boxes to wood posts. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.

5. A Type 2 Support (Standard Plan H-70.20) is required when 2 or more mailboxes are to be installed on one support.
MAILBOX SUPPORT
TYPE 2
STANDARD PLAN H-70.20-00

NOTES
1. The anchoring system shall meet NCHRP 350 crash test criteria. Use a socket and wedge system, or the anchoring system supplied by or recommended by the Type 2 Support manufacturer.
2. A maximum of 5 mailboxes may be installed on a Type 2 Support.
3. The Platform design shown in this plan is detailed in the PLATFORM DETAIL, Sheet 2. The design features slots that accommodate several types of mailbox supports; only those slots necessary for assembling the type being installed are required. An adjustable platform may be used in lieu of this platform design. Adjustable platforms must fit the 1 7/8" M-Clamp.
4. Center the mailbox on the platform to ensure space for the mailbox door to open and to allow space for installing the fasteners (See ALIGNMENT DETAIL). Spacing of mailbox mounting holes varies among manufacturers. Attachment of the mailbox to the platform may require drilling additional holes through the mailbox to fit the platform.
5. Attach a newspaper box to a Type 2 Support with two 1 7/8" Muffler Clamps spaced 4" apart. Field drill 7/16" holes in the newspaper box to fit. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.
NOTES

1. Maximize prevention of stormwater by placing fence as far away from toe of slope as possible without encroaching on sensitive areas or outside of the clearing boundaries.

2. Install silt fencing along contours whenever possible.

3. Install the ends of the silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.

4. Perform maintenance in accordance with Standard Specifications 8.01.3(9)A and 8.01.3(10).

SILTFENCE

STANDARD PLAN I-30.10-00

APPROVED FOR PUBLICATION

Pasco Bakodich III
09-20-07

Washington State Department of Transportation
NOTE
Perform maintenance in accordance with Standard Specification 8-01.3(9)A and 8-01.3(16).

STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT

EROSION CONTROL
AT CULVERT ENDS

STANDARD PLAN I-30.20-00

APPROVED FOR PUBLICATION
Pasco Bakotic III  09-20-07
STATE DESIGN ENGINEER

Washington State, Department of Transportation
PREVAILING WAGE RATES
## Washington State Prevailing Wage Rates For Public Works Contracts

The PREVAILING WAGES listed here include both the hourly wage rate and the hourly rate of fringe benefits. On public works projects, workers' wage and benefit rates must add to not less than this total. A brief description of overtime calculation requirements is provided on the Benefit Code Key.

**YAKIMA COUNTY**  
**EFFECTIVE 03-04-2009**

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<td>PLAYGROUND &amp; PARK EQUIPMENT INSTALLERS</td>
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<td>BACKHOE, EXCAVATOR SHOVEL, OVER 50 METRIC TONS TO 90 METRIC TONS</td>
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<td>BACKHOE, EXCAVATOR SHOVEL, OVER 90 METRIC TONS</td>
<td>$49.03</td>
<td>1T</td>
<td>5D</td>
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<td>BACKHOE, EXCAVATOR, SHOVEL, OVER 30 METRIC TONS TO 50 METRIC TONS</td>
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<td>BACKHOE, EXCAVATOR, SHOVEL, TRACTORS UNDER 15 METRIC TONS</td>
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<tr>
<td>BARRIER MACHINE (ZIPPER)</td>
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<td>BUMP CUTTER</td>
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<td>CABLEWAYS</td>
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<td>CHIPPER</td>
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<td>CRANE, FRICTION 100 TONS THROUGH 199 TONS</td>
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<td>CRANES, 19 TONS, WITH ATTACHMENTS</td>
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<td>CRANES, 20 - 44 TONS, WITH ATTACHMENTS</td>
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<td>5D</td>
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<td>CRANES, 45 TONS - 99 TONS, UNDER 150 FT OF BOOM (INCLUDING JIB WITH ATTACHMENTS)</td>
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<td>CRANES, 100 TONS - 199 TONS, OR 150 FT OF BOOM (INCLUDING JIB WITH ATTACHMENTS)</td>
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<td>CRANES, 200 TONS TO 300 TONS, OR 250 FT OF BOOM (INCLUDING JIB WITH ATTACHMENTS)</td>
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<td>CRANES, A-FRAME, OVER 10 TON</td>
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<td>CRANES, OVERHEAD, BRIDGE TYPE (20 - 44 TONS)</td>
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<td>CRANES, OVERHEAD, BRIDGE TYPE (100 TONS &amp; OVER)</td>
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<td>CRANES, TOWER CRANE UP TO 175' IN HEIGHT, BASE TO BOOM</td>
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<td>CRANES, TOWER CRANE OVER 175' IN HEIGHT, BASE TO BOOM</td>
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<td>1T</td>
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<td>CRUSHERS</td>
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<td>EQUIPMENT SERVICE ENGINEER (OILER)</td>
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<td>FINISHING MACHINE/BIDWELL GAMACO AND SIMILAR EQUIP</td>
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<td>FORK LIFTS, (UNDER 3000 LBS)</td>
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<td>GRADECHECKER AND STAKEMAN</td>
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<td>GUARDRAIL PUNCH</td>
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BENEFIT CODE KEY - EFFECTIVE 03-04-2009

OVERTIME CODES

Overtime calculations are based on the hourly rate actually paid to the worker. On public works projects, the hourly rate must be not less than the prevailing rate of wage minus the hourly rate of the cost of fringe benefits actually provided for the worker.

1. All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at one and one-half times the hourly rate of wage.

A. All hours worked on Saturdays, Sundays and holidays shall also be paid at one and one-half times the hourly rate of wage.

B. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

C. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked shall be paid at double the hourly rate of wage.

D. The first two (2) hours before or after a five - eight (8) hour workweek day or a four - ten (10) hour workweek day and the first eight (8) hours worked the next day after either workweek shall be paid at one and one-half times the hourly rate of wage. All additional hours worked and all worked on Sundays and holidays shall be paid at double the hourly rate of wage.

E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

F. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except labor day, shall be paid at double the hourly rate of wage. All hours worked on labor day shall be paid at three times the hourly rate of wage.

G. The first ten (10) hours worked on Saturdays and the first ten (10) hours worked on a fifth calendar weekday in a four - ten hour schedule, shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

H. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions or equipment breakdown) shall be paid at one and one-half times the hourly rate of wage. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

I. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

J. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over ten (10) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage.

K. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

L. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

M. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

N. All hours worked on Saturdays (except makeup days) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

O. The first ten (10) hours worked on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays, holidays and after twelve (12) hours, Monday through Friday, and after ten (10) hours on Saturday shall be paid at double the hourly rate of wage.

P. All hours worked on Saturdays (except makeup days if circumstances warrant) and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.
1. Q. THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND UP TO TEN (10) HOURS WORKED ON SATURDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED IN EXCESS OF TEN (10) HOURS PER DAY MONDAY THROUGH SATURDAY AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS (EXCEPT CHRISTMAS DAY) SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON CHRISTMAS DAY SHALL BE PAID AT TWO AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

R. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

S. THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND THE FIRST EIGHT (8) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL OTHER OVERTIME HOURS WORKED, EXCEPT LABOR DAY, SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON LABOR DAY SHALL BE PAID AT THREE TIMES THE HOURLY RATE OF WAGE.

T. WORK PERFORMED IN EXCESS OF EIGHT (8) HOURS OF STRAIGHT TIME PER DAY, OR TEN (10) HOURS OF STRAIGHT TIME PER DAY WHEN FOUR TEN (10) HOUR SHIFTS ARE ESTABLISHED, OR FORTY (40) HOURS OF STRAIGHT TIME PER WEEK, MONDAY THROUGH FRIDAY, OR OUTSIDE THE NORMAL SHIFT, AND ALL WORK ON SATURDAYS SHALL BE PAID AT TIME AND ONE-HALF THE STRAIGHT TIME RATE. HOURS WORKED OVER TWELVE HOURS (12) IN A SINGLE SHIFT AND ALL WORK PERFORMED AFTER 6:00 PM SATURDAY TO 6:00 AM MONDAY AND HOLIDAYS SHALL BE PAID AT DOUBLE THE STRAIGHT TIME RATE OF PAY. THE EMPLOYER SHALL HAVE THE SOLE DISCRETION TO ASSIGN OVERTIME WORK TO EMPLOYEES. PRIMARY CONSIDERATION FOR OVERTIME WORK SHALL BE GIVEN TO EMPLOYEES REGULARLY ASSIGNED TO THE WORK TO BE PERFORMED ON OVERTIME SITUATIONS. AFTER AN EMPLOYEE HAS WORKED EIGHT (8) HOURS AT AN APPLICABLE OVERTIME RATE, ALL ADDITIONAL HOURS SHALL BE AT THE APPLICABLE OVERTIME RATE UNTIL SUCH TIME AS THE EMPLOYEE HAS HAD A BREAK OF EIGHT (8) HOURS OR MORE.

U. ALL HOURS WORKED ON SATURDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS (EXCEPT LABOR DAY) SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON LABOR DAY SHALL BE PAID AT THREE TIMES THE HOURLY RATE OF WAGE.

V. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS (EXCEPT THANKSGIVING DAY AND CHRISTMAS DAY) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON THANKSGIVING DAY AND CHRISTMAS DAY SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE. WHEN A FOUR (4) DAY, TEN (10) HOUR WORKWEEK IS ESTABLISHED, ALL HOURS WORKED ON SATURDAYS SHALL BE PAID AT ONE-AND-ONE-HALF TIMES THE HOURLY RATE OF WAGE.

W. ALL HOURS WORKED ON SATURDAYS AND SUNDAYS (EXCEPT MAKE-UP DAYS DUE TO CONDITIONS BEYOND THE CONTROL OF THE EMPLOYER) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.


Y. ALL HOURS WORKED OUTSIDE THE HOURS OF 5:00 AM AND 5:00 PM (OR SUCH OTHER HOURS AS MAY BE AGREED UPON BY ANY EMPLOYER AND THE EMPLOYEE) AND ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY (10 HOURS PER DAY FOR A 4 X 10 WORKWEEK) AND ON SATURDAYS AND HOLIDAYS (EXCEPT LABOR DAY) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. (EXCEPT FOR EMPLOYEES WHO ARE ABSENT FROM WORK WITHOUT PRIOR APPROVAL ON A SCHEDULED WORKD DAY DURING THE WORKWEEK SHALL BE PAID AT THE STRAIGHT-TIME RATE UNTIL THEY HAVE WORKED 8 HOURS IN A DAY (10 IN A 4 X 10 WORKWEEK) OR 40 HOURS DURING THAT WORKWEEK.) ALL HOURS WORKED MONDAY THROUGH SATURDAY OVER TWELVE (12) HOURS AND ALL HOURS WORKED ON SUNDAYS AND LABOR DAY SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

Z. ALL HOURS WORKED ON SATURDAYS AND SUNDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID THE STRAIGHT TIME RATE OF PAY IN ADDITION TO HOLIDAY PAY.

2. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

A. THE FIRST SIX (6) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED IN EXCESS OF SIX (6) HOURS ON SATURDAY AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

B. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.
C. All hours worked on Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at two times the hourly rate of wage.

D. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. The first eight (8) hours worked on holidays shall be paid at straight time in addition to the holiday pay. All hours worked in excess of eight (8) hours on holidays shall be paid at one and one-half times the hourly rate of wage.

E. All hours worked on Saturdays or holidays (except Labor Day) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays or on Labor Day shall be paid at two times the hourly rate of wage.

F. The first eight (8) hours worked on holidays shall be paid at the straight hourly rate of wage in addition to the holiday pay. All hours worked in excess of eight (8) hours on holidays shall be paid at double the hourly rate of wage.

G. All hours worked on Sundays shall be paid at two times the hourly rate of wage. All hours worked on paid holidays shall be paid at two and one-half times the hourly rate of wage including holiday pay.

H. All hours worked on Sundays shall be paid at two times the hourly rate of wage. All hours worked on holidays shall be paid at one and one-half times the hourly rate of wage.

I. All hours worked on Saturdays and holidays (except Labor Day) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and on Labor Day shall be paid at two times the hourly rate of wage.

J. All hours worked on Sundays shall be paid at two times the hourly rate of wage. All hours worked on paid holidays shall be paid at two and one-half times the hourly rate of wage, including the holiday pay. All hours worked on unpaid holidays shall be paid at two times the hourly rate of wage.

K. All hours worked on holidays shall be paid at two times the hourly rate of wage in addition to the holiday pay.

L. All hours worked on Saturdays (or on the regular day off during a workweek other than Monday through Friday) and holidays shall be paid at one and one-half times the hourly rate of wage, except Labor Day which shall be paid at double the hourly rate. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays shall be paid at double the hourly rate of wage.

M. All hours worked on Saturdays, Sundays and holidays shall be paid at double the hourly rate of wage.

O. All hours worked on Sundays and holidays shall be paid at one and one-half times the hourly rate of wage.

P. The first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of eight (8) hours on Saturday and all hours worked on Sundays and holidays shall be paid at two times the hourly rate of wage.

Q. All hours worked on Labor Day shall be paid at double the hourly rate of wage.

R. All hours worked on Sundays and holidays and all hours worked over sixty (60) in one week shall be paid at double the hourly rate of wage.

S. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage, except the day after Thanksgiving, the day after Christmas and a floating holiday, which shall be paid at the straight time rate if worked, in addition to holiday pay.

4A. All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at double the hourly rate of wage. All hours worked on Saturdays, Sundays and holidays shall be paid at double the hourly rate of wage.

HOLIDAY CODES
5. **A.** HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (7).

B. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, THE DAY BEFORE CHRISTMAS, AND CHRISTMAS DAY (8).

C. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).

D. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AND SATURDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).

E. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, PRESIDENTIAL ELECTION DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).


G. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE LAST WORK DAY BEFORE CHRISTMAS DAY, AND CHRISTMAS DAY (7).


I. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY (6).

J. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS EVE DAY, AND CHRISTMAS DAY (7).

K. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, THE DAY BEFORE CHRISTMAS, AND CHRISTMAS DAY (9).

L. HOLIDAYS: NEW YEAR'S DAY, MARTIN LUTHER KING JR. DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).

M. HOLIDAYS: NEW YEAR'S DAY, MARTIN LUTHER KING JR. DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, THE DAY BEFORE CHRISTMAS AND CHRISTMAS DAY (9).

N. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, VETERANS' DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (9).

P. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AND SATURDAY AFTER THANKSGIVING DAY, THE DAY BEFORE CHRISTMAS, AND CHRISTMAS DAY (9). IF A HOLIDAY FALLS ON SUNDAY, THE FOLLOWING MONDAY SHALL BE CONSIDERED AS A HOLIDAY.

Q. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY (6).

R. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, ONE-HALF DAY BEFORE CHRISTMAS DAY, AND CHRISTMAS DAY. (7 1/2)

S. PAID HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY (7).

T. PAID HOLIDAYS: NEW YEAR'S DAY, WASHINGTON'S BIRTHDAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, AND THE DAY BEFORE OR AFTER CHRISTMAS (9).

U. PAID HOLIDAYS: NEW YEAR'S DAY, MARTIN LUTHER KING JR. DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY (8).

V. PAID HOLIDAYS: SIX (6) PAID HOLIDAYS.

W. PAID HOLIDAYS: NINE (9) PAID HOLIDAYS.
X. HOLIDAYS: AFTER 520 HOURS - NEW YEAR'S DAY, THANKSGIVING DAY AND CHRISTMAS DAY. AFTER 2080 HOURS - NEW YEAR'S DAY, WASHINGTON'S BIRTHDAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, CHRISTMAS DAY AND A FLOATING HOLIDAY (8).

Y. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, PRESIDENTIAL ELECTION DAY, THANKSGIVING DAY, THE FRIDAY FOLLOWING THANKSGIVING DAY, AND CHRISTMAS DAY (8).

Z. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, VETERANS DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).

A. PAID HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).

B. PAID HOLIDAYS: NEW YEAR'S EVE DAY, NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS EVE'S DAY, AND CHRISTMAS DAY (9).


E. PAID HOLIDAYS: NEW YEAR'S DAY, DAY BEFORE OR AFTER NEW YEAR'S DAY, PRESIDENTS DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, AND A HALF-DAY ON CHRISTMAS EVE DAY. (§1/2).


H. PAID HOLIDAYS: NEW YEAR'S DAY, NEW YEAR'S EVE DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, THE DAY AFTER CHRISTMAS, AND A FLOATING HOLIDAY (10).

I. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (7).

J. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, THE DAY AFTER CHRISTMAS, AND A FLOATING HOLIDAY (9).

L. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, THE LAST WORKING DAY BEFORE CHRISTMAS DAY, AND CHRISTMAS DAY. (8)

Q. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, VETERANS DAY, THANKSGIVING DAY, THE DAY AFTER THANKSGIVING DAY AND CHRISTMAS DAY (8). UNPAID HOLIDAY, PRESIDENTS' DAY.


V. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS EVE DAY, CHRISTMAS DAY, AND ONE DAY OF THE EMPLOYEE'S CHOICE (9).

W. PAID HOLIDAYS: NEW YEAR'S DAY, DAY BEFORE NEW YEAR'S DAY, PRESIDENTS DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, DAY BEFORE OR AFTER CHRISTMAS DAY (10).

X. PAID HOLIDAYS: NEW YEAR'S DAY, DAY BEFORE OR AFTER NEW YEAR'S DAY, PRESIDENTS DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, CHRISTMAS DAY, DAY BEFORE OR AFTER CHRISTMAS DAY, EMPLOYEE'S BIRTHDAY (11).
Y. PAID HOLIDAYS: NEW YEAR’S DAY, PRESIDENTS’ DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, AND A FLOATING HOLIDAY (9).


NOTE CODES

8. A. IN ADDITION TO THE HOURLY WAGE AND FRINGE BENEFITS, THE FOLLOWING DEPTH PREMIUMS APPLY TO DEPTHS OF FIFTY FEET OR MORE:
   OVER 50’ TO 100’ - $2.00 PER FOOT FOR EACH FOOT OVER 50 FEET
   OVER 100’ TO 150’ - $3.00 PER FOOT FOR EACH FOOT OVER 100 FEET
   OVER 150’ TO 220’ - $4.00 PER FOOT FOR EACH FOOT OVER 150 FEET
   OVER 220’ - $5.00 PER FOOT FOR EACH FOOT OVER 220 FEET

C. IN ADDITION TO THE HOURLY WAGE AND FRINGE BENEFITS, THE FOLLOWING DEPTH PREMIUMS APPLY TO DEPTHS OF FIFTY FEET OR MORE:
   OVER 50’ TO 100’ - $1.00 PER FOOT FOR EACH FOOT OVER 50 FEET
   OVER 100’ TO 150’ - $1.50 PER FOOT FOR EACH FOOT OVER 100 FEET
   OVER 150’ TO 200’ - $2.00 PER FOOT FOR EACH FOOT OVER 150 FEET
   OVER 200’ - DIVERS MAY NAME THEIR OWN PRICE

D. WORKERS WORKING WITH SUPPLIED AIR ON HAZMAT PROJECTS RECEIVE AN ADDITIONAL $1.00 PER HOUR.

L. WORKERS ON HAZMAT PROJECTS RECEIVE ADDITIONAL HOURLY PREMIUMS AS FOLLOWS - LEVEL A: $0.75, LEVEL B: $0.50, AND LEVEL C: $0.25.

M. WORKERS ON HAZMAT PROJECTS RECEIVE ADDITIONAL HOURLY PREMIUMS AS FOLLOWS: LEVELS A & B: $1.00, LEVELS C & D: $0.50.

N. WORKERS ON HAZMAT PROJECTS RECEIVE ADDITIONAL HOURLY PREMIUMS AS FOLLOWS - LEVEL A: $1.00, LEVEL B: $0.75, LEVEL C: $0.50, AND LEVEL D: $0.25.

P. WORKERS ON HAZMAT PROJECTS RECEIVE ADDITIONAL HOURLY PREMIUMS AS FOLLOWS - CLASS A SUIT: $2.00, CLASS B SUIT: $1.50, CLASS C SUIT: $1.00, AND CLASS D SUIT $0.50.
Washington State Department of Labor and Industries
Policy Statement
(Regarding the Production of "Standard" or "Non-standard" Items)

Below is the department's (State L&I's) list of criteria to be used in determining whether a prefabricated item is "standard" or "non-standard". For items not appearing on WSDOT's predetermined list, these criteria shall be used by the Contractor (and the Contractor's subcontractors, agents to subcontractors, suppliers, manufacturers, and fabricators) to determine coverage under RCW 39.12. The production, in the State of Washington, of non-standard items is covered by RCW 39.12, and the production of standard items is not. The production of any item outside the State of Washington is not covered by RCW 39.12.

1. Is the item fabricated for a public works project? If not, it is not subject to RCW 39.12. If it is, go to question 2.

2. Is the item fabricated on the public works jobsite? If it is, the work is covered under RCW 39.12. If not, go to question 3.

3. Is the item fabricated in an assembly/fabrication plant set up for, and dedicated primarily to, the public works project? If it is, the work is covered by RCW 39.12. If not, go to question 4.

4. Does the item require any assembly, cutting, modification or other fabrication by the supplier? If not, the work is not covered by RCW 39.12. If yes, go to question 5.

5. Is the prefabricated item intended for the public works project typically an inventory item which could reasonably be sold on the general market? If not, the work is covered by RCW 39.12. If yes, go to question 6.

6. Does the specific prefabricated item, generally defined as standard, have any unusual characteristics such as shape, type of material, strength requirements, finish, etc? If yes, the work is covered under RCW 39.12.

Any firm with questions regarding the policy, WSDOT's Predetermined List, or for determinations of covered and non-covered workers shall be directed to State L&I at (360) 902-5330.
**WSDOT's**
**Predetermined List for**
**Suppliers - Manufactures - Fabricator**

Below is a list of potentially prefabricated items, originally furnished by WSDOT to Washington State Department of Labor and Industries, that may be considered non-standard and therefore covered by the prevailing wage law, RCW 39.12. Items marked with an X in the "YES" column should be considered to be non-standard and therefore covered by RCW 39.12. Items marked with an X in the "NO" column should be considered to be standard and therefore not covered. Of course, exceptions to this general list may occur, and in that case shall be evaluated according to the criteria described in State and L&I's policy statement.

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Metal rectangular frames, solid metal covers, herringbone grates, and bi-directional vaned grates for Catch Basin Types 1, 1L, 1P, and 2 and Concrete Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>2. Metal circular frames (rings) and covers, circular grates, and prefabricated ladders for Manhole Types 1, 2, and 3, Drywell Types 1, 2, and 3 and Catch Basin Type 2. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>3. Prefabricated steel grate supports and welded grates, metal frames and dual vaned grates, and Type 1, 2, and 3 structural tubing grates for Drop Inlets. See Std. Plans.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>4. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes smaller than 60 inch diameter.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>5. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6. Corrugated Steel Pipe - Steel lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, 1 thru 5.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>7. Corrugated Aluminum Pipe - Aluminum lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, #5.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>8. Anchor Bolts &amp; Nuts - Anchor Bolts and Nuts, for mounting sign structures,</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>luminaries and other items, shall be made from commercial bolt stock.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Contract Plans and Std. Plans for size and material type.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type and</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>material specifications set forth in the contract plans. Welding of aluminum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>shall be in accordance with Section 9-28.14(3).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Major Structural Steel Fabrication - Fabrication of major steel items such</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>as trusses, beams, girders, etc., for bridges.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. Minor Structural Steel Fabrication - Fabrication of minor steel items such</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>as special hangers, brackets, access doors for structures, access ladders for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>irrigation boxes, bridge expansion joint systems, etc., involving welding,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>cutting, punching and/or boring of holes. See Contact Plans for item description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and shop drawings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the type</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>and material specifications set forth in the Contract Plans. Welding of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>aluminum shall be in accordance with Section 9-28.14(3).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Concrete Piling--Precast-Prestressed concrete piling for use as 55 and 70</td>
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<td>X</td>
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<tr>
<td>ton concrete piling. Concrete to conform to Section 9-19.1 of Std. Spec..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Precast Manhole Types 1, 2, and 3 with cones, adjustment sections and flat</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>top slabs. See Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Precast Drywell Types 1, 2, and with cones and adjustment sections. See Std</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Precast Catch Basin - Catch Basin type 1, 1L, 1P, and 2 with adjustment</td>
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</tr>
<tr>
<td>sections. See Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
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</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>17. Precast Concrete Inlet - with adjustment sections, See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>18. Precast Drop Inlet Type 1 and 2 with metal grate supports. See Std. Plans.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>19. Precast Grate Inlet Type 2 with extension and top units. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>20. Metal frames, vaned grates, and hoods for Combination Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>21. Precast Concrete Utility Vaults - Precast Concrete utility vaults of various sizes. Used for in ground storage of utility facilities and controls. See Contract Plans for size and construction requirements. Shop drawings are to be provided for approval prior to casting</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>22. Vault Risers - For use with Valve Vaults and Utilities Vaults</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>23. Valve Vault - For use with underground utilities. See Contract Plans for details.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>24. Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier or may also be used as Temporary Concrete Barrier. Only new state approved barrier may be used as permanent barrier.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>25. Reinforced Earth Wall Panels – Reinforced Earth Wall Panels in size and shape as shown in the Plans. Fabrication plant has annual approval for methods and materials to be used. See Shop Drawing. Fabrication at other locations may be approved, after facilities inspection, contact HQ. Lab.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>26. Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size and shape as shown in Plans. Fabrication plant has annual approval for methods and materials to be used</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>27. Precast Railroad Crossings - Concrete Crossing Structure Slabs.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>28. 12, 18 and 26 inch Standard Precast Prestressed Girder --</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Standard Precast Prestressed Girder for use in structures. Fabricator plant has</td>
<td></td>
<td></td>
</tr>
<tr>
<td>annual approval of methods and materials to be used. Shop Drawing to be provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td>for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29. Prestressed Concrete Girder Series 4-14 - Prestressed Concrete Girders for</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>use in structures. Fabricator plant has annual approval of methods and materials</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to be used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30. Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girders for use in</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>structures. Fabricator plant has annual approval of methods and materials to be</td>
<td></td>
<td></td>
</tr>
<tr>
<td>used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31. Prestressed Precast Hollow-Core Slab - Precast Prestressed Hollow-core slab</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>for use in structures. Fabricator plant has annual approval of methods and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>materials to be used. Shop Drawing to be provided for approval prior to casting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>girders. See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32. Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>structures. Fabricator plant has annual approval of methods and materials to be</td>
<td></td>
<td></td>
</tr>
<tr>
<td>used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33. Monument Case and Cover</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>34. Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel tubing meeting AASHTO-M-183. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>35. Mono-tube Sign Structures - Mono-tube Sign Bridge fabricated to details shown in the Plans. Shop drawings for approval are required prior to fabrication.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>36. Steel Sign Bridges - Steel Sign Bridges fabricated from steel tubing meeting AASHTO-M-138 for Aluminum Alloys. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>37. Steel Sign Post - Fabricated Steel Sign Posts as detailed in Std Plans. Shop drawings for approval are to be provided prior to fabrication</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>38. Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>39. Light Standards - Lighting Standards for use on highway illumination systems, poles to be fabricated to conform with methods and materials as specified on Std. Plans. See Special Provisions for pre-approved drawings.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>40. Traffic Signal Standards - Traffic Signal Standards for use on highway and/or street signal systems. Standards to be fabricated to conform with methods and material as specified on Std. Plans. See Special Provisions for pre-approved drawings</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>41. Precast Concrete Sloped Mountable Curb (Single and DualFaced) See Std. Plans.</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
### WSDOT's Predetermined List for Suppliers - Manufactures - Fabricator

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>42. Traffic Signs - Prior to approval of a Fabricator of Traffic Signs, the</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>sources of the following materials must be submitted and approved for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>reflective sheeting, legend material, and aluminum sheeting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOTE: *** Fabrication inspection required. Only signs tagged</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Fabrication Approved&quot; by WSDOT Sign Fabrication Inspector to be installed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Custom Message</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signing Message</td>
<td></td>
<td></td>
</tr>
<tr>
<td>43. Cutting &amp; bending reinforcing steel</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>44. Guardrail components</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>45. Aggregates/Concrete mixes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Custom End Sec Covered by WAC 260-127-018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Sec</td>
<td></td>
<td></td>
</tr>
<tr>
<td>46. Asphalt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Covered by WAC 260-127-018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>47. Fiber fabrics</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>48. Electrical wiring/components</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>49. treated or untreated timber pile</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>50. Girder pads (elastomeric bearing)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>51. Standard Dimension lumber</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>52. Irrigation components</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Supplemental to Wage Rates
<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>53. Fencing materials</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>54. Guide Posts</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>55. Traffic Buttons</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>56. Epoxy</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>57. Cribbing</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>58. Water distribution materials</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>59. Steel &quot;H&quot; piles</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>60. Steel pipe for concrete pile casings</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>61. Steel pile tips, standard</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>62. Steel pile tips, custom</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
State of Washington
Department of Labor and Industries
Prevailing Wage Section - Telephone (360) 902-
FG Box 44540, Olympia, WA 98504-4540
Washington State Prevailing Wage

The PREVAILING WAGES listed here include both the hourly wage rate and the hourly rate of fringe benefits. On public works projects, workers' wage and benefit rates must add to not less than this total. A brief description of overtime calculation requirements is provided on the Benefit Code Key.

METAL FABRICATION (IN SHOP)
EFFECTIVE 03/04/2009

(See Benefit Code Key)

<table>
<thead>
<tr>
<th>Classification Code</th>
<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>FITTER/WELDER</td>
<td>$12.76</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>LABORER</td>
<td>$8.55</td>
<td>1</td>
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</tr>
<tr>
<td>MACHINE OPERATOR</td>
<td>$12.66</td>
<td>1</td>
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</tr>
<tr>
<td>PAINTER</td>
<td>$10.20</td>
<td>1</td>
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</table>

Counties Covered:
ADAMS, ASOTIN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, KITTITAS LINCOLN, OKANOGAN, PEND OREILLE, STEVENS, WALLA WALLA AND WHITMAN

<table>
<thead>
<tr>
<th>Classification Code</th>
<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
</tr>
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<tbody>
<tr>
<td>MACHINE OPERATOR</td>
<td>$10.53</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>PAINTER</td>
<td>$9.76</td>
<td>1</td>
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<tr>
<td>WELDER</td>
<td>$16.70</td>
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</table>

Counties Covered:
BENTON

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<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
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<tbody>
<tr>
<td>FITTER</td>
<td>$15.04</td>
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</tr>
<tr>
<td>LABORER</td>
<td>$9.54</td>
<td>1</td>
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<tr>
<td>MACHINE OPERATOR</td>
<td>$9.71</td>
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<tr>
<td>PAINTER</td>
<td>$9.93</td>
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<tr>
<td>WELDER</td>
<td>$12.24</td>
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Counties Covered:
CHELAN

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<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
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</thead>
<tbody>
<tr>
<td>FITTER/WELDER</td>
<td>$15.16</td>
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</tr>
<tr>
<td>LABORER</td>
<td>$11.13</td>
<td>1</td>
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</tr>
<tr>
<td>MACHINE OPERATOR</td>
<td>$10.66</td>
<td>1</td>
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<tr>
<td>PAINTER</td>
<td>$11.41</td>
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</tbody>
</table>

Counties Covered:
CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, LEWIS, MASON, PACIFIC SAN JUAN AND SKAGIT

Supplemental to Wage Rates 9
# METAL FABRICATION (IN SHOP)
## EFFECTIVE 03/04/2009

(See Benefit Code Key)

<table>
<thead>
<tr>
<th>Classification Code</th>
<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>FITTER</td>
<td>$27.49</td>
<td>1E</td>
<td>6H</td>
</tr>
<tr>
<td>LABORER</td>
<td>$19.21</td>
<td>1E</td>
<td>6H</td>
</tr>
<tr>
<td>MACHINE OPERATOR</td>
<td>$26.77</td>
<td>1E</td>
<td>6H</td>
</tr>
<tr>
<td>PAINTER</td>
<td>$25.31</td>
<td>1E</td>
<td>6H</td>
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<tr>
<td>WELDER</td>
<td>$26.89</td>
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</tr>
<tr>
<td>LAYEROUT</td>
<td>$28.77</td>
<td>1E</td>
<td>6H</td>
</tr>
</tbody>
</table>

**Counties Covered:**

**CLARK**

MACHINE OPERATOR  
FITTER  
WELDER  

**Counties Covered:**

**COWLITZ**

MACHINE OPERATOR  
FITTER  
WELDER  

**Counties Covered:**

**GRANT**

FITTER/WELDER  
PAINTER  

**Counties Covered:**

**KING**

FITTER  
LABORER  
MACHINE OPERATOR  
PAINTER  
WELDER  

**Counties Covered:**

**KITSAP**

FITTER  
LABORER  
MACHINE OPERATOR  
WELDER  

Supplemental to Wage Rates
<table>
<thead>
<tr>
<th>Classification</th>
<th>Code</th>
<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>FITTER/WELDER</td>
<td></td>
<td>$16.99</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>LABORER</td>
<td></td>
<td>$10.44</td>
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<tr>
<td>MACHINE OPERATOR</td>
<td></td>
<td>$17.21</td>
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<td></td>
</tr>
<tr>
<td>PAINTER</td>
<td></td>
<td>$17.03</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Counts Covered: Klickitat, Skamania, Wahkiakum

Counts Covered: Pierce

Counts Covered: Snohomish

Counts Covered: Spokane
## METAL FABRICATION (IN SHOP)
**EFFECTIVE 03/04/2009**

(See Benefit Code Key)

<table>
<thead>
<tr>
<th>Classification Code</th>
<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>FITTER</td>
<td>$26.24</td>
<td>1A</td>
<td>6T</td>
</tr>
<tr>
<td>LABORER</td>
<td>$16.42</td>
<td>1A</td>
<td>6T</td>
</tr>
<tr>
<td>MACHINE OPERATOR</td>
<td>$20.23</td>
<td>1A</td>
<td>6T</td>
</tr>
<tr>
<td>LAYEROUT</td>
<td>$28.56</td>
<td>1A</td>
<td>6T</td>
</tr>
<tr>
<td>WELDER</td>
<td>$23.97</td>
<td>1A</td>
<td>6T</td>
</tr>
</tbody>
</table>

**Counties Covered:**

THURSTON

<table>
<thead>
<tr>
<th>Classification Code</th>
<th>Wage</th>
<th>Code</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>FITTERAWELDER</td>
<td>$13.81</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>LABORER</td>
<td>$9.00</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>MACHINE OPERATOR</td>
<td>$13.81</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

**Counties Covered:**

WHATCOM

<table>
<thead>
<tr>
<th>Classification Code</th>
<th>Wage</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>FITTER</td>
<td>$12.00</td>
<td>1</td>
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<tr>
<td>LABORER</td>
<td>$10.31</td>
<td>1</td>
</tr>
<tr>
<td>MACHINE OPERATOR</td>
<td>$11.32</td>
<td>1</td>
</tr>
<tr>
<td>PAINTER</td>
<td>$12.00</td>
<td>1</td>
</tr>
<tr>
<td>WELDER</td>
<td>$11.32</td>
<td>1</td>
</tr>
</tbody>
</table>

**Counties Covered:**

YAKIMA

Supplemental to Wage Rates
# FABRICATED PRECAST CONCRETE PRODUCTS

**EFFECTIVE 03/04/2009**

(See Benefit Code Key)

<table>
<thead>
<tr>
<th>Classification Code</th>
<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL CLASSIFICATIONS</td>
<td>$9.96</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Counties Covered:
ADAMS, ASOTIN, BENTON, COLUMBIA, DOUGLAS, FERRY, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND OREILLE, STEVENS, WALLA WALLA AND WHITMAN

| ALL CLASSIFICATIONS | $8.61 | 1 |

Counties Covered:
CHelan, Kittitas, Klickitat and Skamania

| ALL CLASSIFICATIONS | $13.50 | 1 |

Counties Covered:
Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Snohomish, Thurston and Whatcom

| ALL CLASSIFICATIONS | $11.50 | 1 |

Counties Covered:
King

| ALL CLASSIFICATIONS | $13.60 | 2K | 5B |

Counties Covered:
Pierce

| ALL CLASSIFICATIONS | $9.28 | 1 |

Counties Covered:
Spokane

| ALL CLASSIFICATIONS | $20.23 | 1 |

Counties Covered:
Whatcom

| ALL CLASSIFICATIONS | $13.67 | 1 |

Counties Covered:
Yakima

| Craftsman | $8.72 | 1 |
| Laborer   | $8.55 | 1 |

Supplemental to Wage Rates
WSDOT's List of State Occupations not applicable to Heavy and Highway Construction Projects

This project is subject to the state hourly minimum rates for wages and fringe benefits in the contract provisions, as provided by the state Department of Labor and Industries. The following list of occupations, is comprised of those occupations that are not normally used in the construction of heavy and highway projects. When considering job classifications for use and/or payment when bidding on, or building heavy and highway construction projects for, or administered by WSDOT, these Occupations will be excepted from the included "Washington State Prevailing Wage Rates For Public Work Contracts" documents.

- Electrical Fixture Maintenance Workers
- Electricians - Motor Shop
- Heating Equipment Mechanics
- Industrial Engine and Machine Mechanics
- Industrial Power Vacuum Cleaners
- Inspection, Cleaning, Sealing of Water Systems by Remote Control
- Laborers - Underground Sewer & Water
- Machinists (Hydroelectric Site Work)
- Modular Buildings
- Playground & Park Equipment Installers
- Power Equipment Operators - Underground Sewer & Water
- Residential *** ALL ASSOCIATED RATES ***
- Sign Makers and Installers (Non-Electrical)
- Sign Makers and Installers (Electrical)
- Stage Rigging Mechanics (Non Structural)

The following occupations may be used only as outlined in the preceding text concerning "WSDOT's list for Suppliers - Manufacturers - Fabricators"

- Fabricated Precast Concrete Products
- Metal Fabrication (In Shop)

Definitions for the Scope of Work for prevailing wages may be found at the Washington State Department of Labor and Industries web site and in WAC Chapter 296-127.

Supplemental to Wage Rates
Coverage and exemptions of workers involved in the production and delivery of gravel, concrete, asphalt, or similar materials.

(1) The materials covered under this section include but are not limited to: Sand, gravel, crushed rock, concrete, asphalt, or other similar materials.

(2) All workers, regardless of by whom employed, are subject to the provisions of chapter 39.12 RCW when they perform any or all of the following functions:

(a) They deliver or discharge any of the above-listed materials to a public works project site:

(i) At one or more point(s) directly upon the location where the material will be incorporated into the project; or

(ii) At multiple points at the project; or

(iii) Adjacent to the location and coordinated with the incorporation of those materials.

(b) They wait at or near a public works project site to perform any tasks subject to this section of the rule.

(c) They remove any materials from a public works construction site pursuant to contract requirements or specifications (e.g., excavated materials, materials from demolished structures, clean-up materials, etc.).

(d) They work in a materials production facility (e.g., batch plant, borrow pit, rock quarry, etc.) which is established for a public works project for the specific, but not necessarily exclusive, purpose of supplying materials for the project.

(e) They deliver concrete to a public works site regardless of the method of incorporation.

(f) They assist or participate in the incorporation of any materials into the public works project.
(3) All travel time that relates to the work covered under subsection (2) of this section requires the payment of prevailing wages. Travel time includes time spent waiting to load, loading, transporting, waiting to unload, and delivering materials. Travel time would include all time spent in travel in support of a public works project whether the vehicle is empty or full. For example, travel time spent returning to a supply source to obtain another load of material for use on a public works site or returning to the public works site to obtain another load of excavated material is time spent in travel that is subject to prevailing wage. Travel to a supply source, including travel from a public works site, to obtain materials for use on a private project would not be travel subject to the prevailing wage.

(4) Workers are not subject to the provisions of chapter 39.12 RCW when they deliver materials to a stockpile.

(a) A "stockpile" is defined as materials delivered to a pile located away from the site of incorporation such that the stockpiled materials must be physically moved from the stockpile and transported to another location on the project site in order to be incorporated into the project.

(b) A stockpile does not include any of the functions described in subsection (2)(a) through (f) of this section; nor does a stockpile include materials delivered or distributed to multiple locations upon the project site; nor does a stockpile include materials dumped at the place of incorporation, or adjacent to the location and coordinated with the incorporation.

(5) The applicable prevailing wage rate shall be determined by the locality in which the work is performed. Workers subject to subsection (2)(d) of this section, who produce such materials at an off-site facility shall be paid the applicable prevailing wage rates for the county in which the off-site facility is located. Workers subject to subsection (2) of this section, who deliver such materials to a public works project site shall be paid the applicable prevailing wage rates for the county in which the public works project is located.

[Statutory Authority: Chapter 39.12 RCW, RCW 43.22.051 and 43.22.270. 08-24-101, § 296-127-018, filed 12/2/08, effective 1/2/09. Statutory Authority: Chapters 39.04 and 39.12 RCW and RCW 43.22.270. 92-01-104 and 92-08-101, § 296-127-018, filed 12/18/91 and 4/1/92, effective 8/31/92.]
VICINITY MAP
LIBERTY QUARRY
IMPROVEMENT PLANS
### SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Supplied Quantity</th>
<th>Required Quantity</th>
<th>Unit</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>PREPARATION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>CLEANSING AND SPRINKLING</td>
<td>0.7</td>
<td>0.3</td>
<td>l.s.</td>
</tr>
<tr>
<td>3</td>
<td>REMOVAL OF STRUCTURE AND OBSTRUCTIONS</td>
<td>0.6</td>
<td>0.2</td>
<td>l.s.</td>
</tr>
<tr>
<td>4</td>
<td>REMOVAL OF SURVEYS</td>
<td>0.1</td>
<td>1.0</td>
<td>l.s.</td>
</tr>
<tr>
<td>5</td>
<td>DRAINAGE</td>
<td>0.729</td>
<td>1.328</td>
<td>c. y.</td>
</tr>
<tr>
<td>6</td>
<td>DRAINAGE</td>
<td>0.723</td>
<td></td>
<td></td>
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</tbody>
</table>

### MAILBOX SUPPORT SCHEDULE

<table>
<thead>
<tr>
<th>STATION</th>
<th>SUPPORT TYPE</th>
<th>NO. OF SUPPORTS</th>
<th>NO. OF MAILBOXES</th>
<th>NO. OF NEWSPAPER BOXES</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-90 LT.</td>
<td>2</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>56-00 LT.</td>
<td>2</td>
<td>1</td>
<td>5</td>
<td>0</td>
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</tbody>
</table>

### CULVERT PIPE SCHEDULE

<table>
<thead>
<tr>
<th>STATION</th>
<th>DESCRIPTION</th>
<th>I.E. INLET</th>
<th>I.E. OUTLET</th>
<th>PIPE SIZE</th>
<th>PIPE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-30</td>
<td>EXTEND CROSSING (CHAFFEE ROAD)</td>
<td>---</td>
<td>---</td>
<td>12&quot;</td>
<td>6'</td>
</tr>
<tr>
<td>26-75</td>
<td>CROSSING CHAFFEE ROAD</td>
<td>1172.50</td>
<td>1170.50</td>
<td>12&quot;</td>
<td>60'</td>
</tr>
<tr>
<td>42-40</td>
<td>CROSSING CHAFFEE ROAD</td>
<td>1154.80</td>
<td>1153.80</td>
<td>24&quot;</td>
<td>50'</td>
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<tr>
<td>64-60</td>
<td>CROSSING CHAFFEE ROAD</td>
<td>156.90</td>
<td>155.90</td>
<td>12&quot;</td>
<td>60'</td>
</tr>
<tr>
<td>5R 5/17</td>
<td>CROSSING (ECOON ROAD)</td>
<td>144.00</td>
<td>144.00</td>
<td>16&quot;</td>
<td>60'</td>
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</tbody>
</table>

### APPROACH PIPE SCHEDULE

<table>
<thead>
<tr>
<th>STATION</th>
<th>APPROACH SIZE</th>
<th>PIPE SIZE</th>
<th>PIPE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-70 RT.</td>
<td>20&quot; F.E.</td>
<td>12&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>4-00 LT.</td>
<td>SEE SHEET 29</td>
<td>12&quot;</td>
<td>66'</td>
</tr>
<tr>
<td>5-75 LT.</td>
<td>SEE SHEET 30</td>
<td>12&quot;</td>
<td>60'</td>
</tr>
<tr>
<td>11-15 LT.</td>
<td>20&quot; F.E.</td>
<td>12&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>25-05 LT.</td>
<td>20&quot; F.E.</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>25-30 LT.</td>
<td>30&quot; D/W</td>
<td>12&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>37-57 LT.</td>
<td>SEE SHEET 31</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>40-00 LT.</td>
<td>SEE SHEET 32</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>42-25 LT.</td>
<td>20&quot; D/W</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>42-60 LT.</td>
<td>20&quot; D/W</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>46-00 LT.</td>
<td>20&quot; F.E.</td>
<td>12&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>51-50 LT.</td>
<td>20&quot; F.E.</td>
<td>12&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>53-65 LT.</td>
<td>SEE SHEET 33</td>
<td>12&quot;</td>
<td>60'</td>
</tr>
<tr>
<td>55-60 LT.</td>
<td>SEE SHEET 34</td>
<td>12&quot;</td>
<td>56'</td>
</tr>
<tr>
<td>55-85 LT.</td>
<td>20&quot; F.E.</td>
<td>12&quot;</td>
<td>57'</td>
</tr>
<tr>
<td>56-45 LT.</td>
<td>20&quot; D/W</td>
<td>12&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>57-40 LT.</td>
<td>20&quot; F.E.</td>
<td>12&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>60-00 LT.</td>
<td>SEE SHEET 36</td>
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### CHECK DAM SCHEDULE

<table>
<thead>
<tr>
<th>STATION LEFT SIDE</th>
<th>STATION RIGHT SIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2x05</td>
<td>2x11</td>
</tr>
<tr>
<td>3x04</td>
<td>2x06</td>
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<tr>
<td>6x05</td>
<td>6x05</td>
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<tr>
<td>6x09</td>
<td>6x09</td>
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<td>6x10</td>
<td>6x14</td>
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<td>6x15</td>
<td>6x16</td>
</tr>
<tr>
<td>6x16</td>
<td>6x14</td>
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</tbody>
</table>

### SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>SHEET 2 OF 57</th>
<th>425</th>
<th>HOT MIX ASPHALT</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 IMA FOR APPROACH</td>
<td>75</td>
<td>TON</td>
</tr>
<tr>
<td>18 IRRIGATION SYSTEM</td>
<td>1</td>
<td>F.A.</td>
</tr>
<tr>
<td>19 TRAFFIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 BEAM GUARDIAN TYPE 1</td>
<td>0</td>
<td>118.30</td>
</tr>
<tr>
<td>21 BEAM GUARDIAN TRANSITION SECTION TYPE 1C1</td>
<td>0</td>
<td>136.5</td>
</tr>
<tr>
<td>22 BEAM GUARDIAN TRANSITION SECTION TYPE 1C2</td>
<td>0</td>
<td>136.5</td>
</tr>
<tr>
<td>23 BEAM GUARDIAN TRANSITION SECTION TYPE 1C3</td>
<td>0</td>
<td>136.5</td>
</tr>
<tr>
<td>24 BEAM GUARDIAN PLANT TERMINAL</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>25 BEAM GUARDIAN, ANCHOR TYPE 1</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>26 BEAM GUARDIAN, ANCHOR TYPE 4</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>27 PAIL LANE</td>
<td>20,000</td>
<td>8,000</td>
</tr>
<tr>
<td>28 PERMANENT SIGNS</td>
<td>0.30</td>
<td>0.25</td>
</tr>
<tr>
<td>29 TEMPORARY TRAFFIC CONTROL</td>
<td>0.50</td>
<td>0.25</td>
</tr>
<tr>
<td>30 HAMMERS AND SPOKES</td>
<td>600</td>
<td>300</td>
</tr>
<tr>
<td>31 CONSTRUCTION SKINS CLASS A</td>
<td>114</td>
<td>126</td>
</tr>
<tr>
<td>32 WORKS OF EXTRA EXCAVATION CLASS B</td>
<td>353</td>
<td>570</td>
</tr>
<tr>
<td>33 GRAVEL BACKFILL FOR PIPE 2008 REPAIR</td>
<td>120</td>
<td>32</td>
</tr>
<tr>
<td>34 WIRE MESHES</td>
<td>0.30</td>
<td>0.30</td>
</tr>
<tr>
<td>35 WIRE FENCE</td>
<td>0.70</td>
<td>0.50</td>
</tr>
<tr>
<td>36 MALCON SUPPORT TYPE 2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>37 EAG LEAD</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>38 CLEMBY FENCE</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
CHAFFEE ROAD
RATTLESNAKE ORCHARDS
(22135-2100)

STA. 0+30 LT
CUT OFF DENT END OF 12 IN.
CULVERT PIPE INSTALL 6 L.F. OF
12 IN. SCHEDULE 40 CULVERT PIPE.
RESTORE SHOULDERS.

STA. 0+65 LT
SLOW PAVEMENT MATCH EXISTING.
E = 2064431.43
N = 176572.83

STA. 0+90 LT
INSTALL 52 L.F. OF 12 IN. SCHEDULE A
APPROACH PIPE.

CONSTRUCTION NOTES
1. INSTALL ROCK CHECK DAM IN ROADSIDE DITCHES.
SEE TABLE ON SHEET 2 FOR LOCATIONS.

ROADWAY EXCAVATION INCLUDING MALL = 470 C.Y.
EMBANKMENT = 255 C.Y.

CENTERLINE PROFILE

EXISTING PROFILE

VHI STA = 0+00.00
VHI EL = +146.65
CURVE LEN = 230.00

VHI STA = 0+30.00
VHI EL = +135.00
CURVE LEN = 110.00

VHI STA = 0+60.00
VHI EL = +122.00
CURVE LEN = 230.00

VHI STA = 0+90.00
VHI EL = +146.65
CURVE LEN = 230.00

COUNTY ENGINEER DATE: 6-9-09

PREPARED UNDER THE DIRECTION OF:

YAKIMA COUNTY

COUNTY ROAD IMPROVEMENT PROJECT
MAPLE GROVE ROAD TO SOON ROAD
C 2701

VHI STA = +120.00
VHI EL = -135.00
CURVE LEN = +110.00

VHI STA = +100.00
VHI EL = -140.00
CURVE LEN = +130.00

VHI STA = +80.00
VHI EL = -145.00
CURVE LEN = +150.00

VHI STA = +60.00
VHI EL = -150.00
CURVE LEN = +170.00

VHI STA = +40.00
VHI EL = -155.00
CURVE LEN = +190.00

VHI STA = +20.00
VHI EL = -160.00
CURVE LEN = +210.00

VHI STA = +00.00
VHI EL = -165.00
CURVE LEN = +230.00

VHI STA = -100.00
VHI EL = -170.00
CURVE LEN = +250.00

VHI STA = -200.00
VHI EL = -175.00
CURVE LEN = +270.00

VHI STA = -300.00
VHI EL = -180.00
CURVE LEN = +290.00

VHI STA = -400.00
VHI EL = -185.00
CURVE LEN = +310.00

VHI STA = -500.00
VHI EL = -190.00
CURVE LEN = +330.00

VHI STA = -600.00
VHI EL = -195.00
CURVE LEN = +350.00

VHI STA = -700.00
VHI EL = -200.00
CURVE LEN = +370.00

VHI STA = -800.00
VHI EL = -205.00
CURVE LEN = +390.00

VHI STA = -900.00
VHI EL = -210.00
CURVE LEN = +410.00

VHI STA = -1000.00
VHI EL = -215.00
CURVE LEN = +430.00

VHI STA = -1100.00
VHI EL = -220.00
CURVE LEN = +450.00

VHI STA = -1200.00
VHI EL = -225.00
CURVE LEN = +470.00

SHEET 3 OF 57
CONSTRUCTION NOTES

1. INSTALL ROCK CHECK DAM IN ROAD DITCHES. SEE TABLE ON SHEET 2 FOR LOCATIONS.
INSTALL D.I.F. 18 IN. SCHEDULE A CULVERT PIPE @ STA. 5+00
SEE CULVERT CROSSING SHEET 27

REMOVE EXISTING 10" CMP CULVERT PIPE.

EVANS RATTLESNAKE RANCH

SEE SHEET 17 FOR QUANTITIES

CENTERLINE PROFILE

EXISTING & PROFILE

SCOOH ROAD

SEC. 36, T.11 N., R.22E., W.M.

WILLIAM G. & JEANETTE EVANS

MATCHLINE STA 5+00

MATCHLINE STA 10+00

40 0 40 80

SEC. 35, T.11 N., R.22E., W.M.

COUNTY ENGINEER DATE: 6-7-29

PROJECT ENGINEER: K. PFAP
DRAPE: D. KRUPAC
CHECKED BY: W. MAGROD

REV 1

SCOOH ROAD
PLAN AND PROFILE
STA 5R 5+00 TO TO STA 5R 10+00

SHEET 18 OF 57
WILLIAMSON ROAD

WILLIAM G. & JEANETTE EVANS

YAKIMA COUNTY ROAD EASEMENT

EXISTING 30" CONC. CULVERT

EXISTING 30" CONC. CULVERT

NOTE:
NO DITCHES ON WILLIAMSON ROAD FROM B.O.P. TO E.O.P. LT. AND RT.

SHEET 23 OF 57
NOTES:
1. CONTACT JAMIN MARIN, CELL 509-949-7615 WITH EVANS FRUIT, FOR LOCATIONS OF EXISTING LINES IN CONSTRUCTION AREAS. EXACT LOCATIONS OF NEW IRRIGATION SHALL BE COORDINATED WITH MR. MARIN AND THE PROJECT ENGINEER.
2. ALL PIPE AND FITTINGS UNLESS OTHERWISE NOTED SHALL BE SOLVENT WELDED.
3. 3/4" JOINTS SHALL BE PRIMED AND GLUED WITH IPS WELD-ON 725.
4. JOINTS LARGER THAN 3/4" SHALL BE GLUED USING IPS WELD-ON 705 AND IPS WELD-ON P-68 PRIMER.
CULVERT CROSSING CHAFFEE RD. STA 42+40 NTS

CONNECT TO EXISTING 10" DRAIN PIPE: FIELD VERIFY LOCATION, INVERT AND SIZE

INSTALL QUARRY SPALLS AROUND CATCH BASIN LID PER PLAN

CATCH BASIN TYPE 2 - 48 IN. DIA.
STA 42+34.00, 23.40 FT.
RM EL: 1147.87
I.E. N: +1143.04
I.E. 5: +1147.14

EXCAVATE 6 IN. BELOW PIPE INVERT
INSTALL QUARRY SPALLS AROUND PIPE OPENING PER PLAN

INSTALL 50 LF. OF 24 IN. SCHEDULE A CULVERT PIPE

CATCH BASIN TYPE 2 - 48 IN. DIA.
STA 42+46.24, 24.71 FT.
RM EL: 1143.80
I.E. N: +1145.80

CULVERT CROSSING SCOON RD. 5+17 NTS

CONNECT TO EXISTING 10" PVC PIPE
FIELD VERIFY LOCATION AND INVERT

SOLID LID

INSTALL 81 LF. OF 18 IN. SCHEDULE A CULVERT PIPE

CATCH BASIN TYPE 2 - 48 IN. DIA.
STA 5+15.00, 26.60 FT.
RM EL: 1145.64
I.E. E: +1141.63
I.E. W: (FIELD VERIFY)
TYPICAL SIGN INSTALLATION

NT5

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE ENGINEER FOR REVIEW AND APPROVAL. SEE SPECIAL PROVISIONS.
# GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN NO.</th>
<th>LOCATION</th>
<th>SHEET NO.</th>
<th>SIGN SIZE</th>
<th>POST MATERIAL</th>
<th>POST LENGTH</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>W20-1</td>
<td>Chaffee Road 1725' West of Maple Grove Road</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>2</td>
<td>W20-1</td>
<td>Chaffee Road 1725' West of Maple Grove Road</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>17'</td>
</tr>
<tr>
<td>3</td>
<td>W20-1</td>
<td>Chaffee Road 775' West of Maple Grove Road</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>4</td>
<td>G20-2</td>
<td>Chaffee Road 500' West of Maple Grove Road</td>
<td>II</td>
<td>36' x 18'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>15'</td>
</tr>
<tr>
<td>5</td>
<td>W20-1</td>
<td>Maple Grove Road 807 South of Chaffee Road</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>6</td>
<td>G20-2</td>
<td>Maple Grove Road 500' South of Chaffee Road</td>
<td>II</td>
<td>36' x 18'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>15'</td>
</tr>
<tr>
<td>7</td>
<td>W20-1</td>
<td>Maple Grove Road 500' North of Chaffee Road</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>8</td>
<td>G20-2</td>
<td>Maple Grove Road 500' North of Chaffee Road</td>
<td>II</td>
<td>36' x 18'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>15'</td>
</tr>
<tr>
<td>9</td>
<td>W20-1</td>
<td>Ritchie Road 525' North of BOP</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>10</td>
<td>G20-2</td>
<td>Ritchie Road 500' North of BOP</td>
<td>II</td>
<td>36' x 18'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>15'</td>
</tr>
<tr>
<td>11</td>
<td>W20-1</td>
<td>Scoon Road 1200' North of BOP</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>12</td>
<td>G20-2</td>
<td>Scoon Road 700' North of BOP</td>
<td>II</td>
<td>36' x 18'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>15'</td>
</tr>
<tr>
<td>13</td>
<td>G20-2</td>
<td>Scoon Road 500' North of BOP</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
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<tr>
<td>14</td>
<td>W20-1</td>
<td>Scoon Road 700' South of BOP</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>15</td>
<td>G20-2</td>
<td>Scoon Road 1200' South of BOP</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>16</td>
<td>G20-2</td>
<td>Scoon Road 500' South of BOP</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
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<tr>
<td>17</td>
<td>W20-1</td>
<td>Williamson Road 1000' East of E.O.P.</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
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<tr>
<td>18</td>
<td>W20-1</td>
<td>Williamson Road 500' East of E.O.P.</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
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<tr>
<td>19</td>
<td>W20-1</td>
<td>Williamson Road 500' East of E.O.P.</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
<tr>
<td>20</td>
<td>G20-2</td>
<td>Ritchie Road 1100' North of BOP</td>
<td>II</td>
<td>48' x 48'</td>
<td>Wood</td>
<td>4' x 4'</td>
<td>16'</td>
</tr>
</tbody>
</table>

**Notes:**

1. MUTCD (Manual on Uniform Traffic Control Devices).
2. For structure and mounting details, see standard plans for road and bridge construction, Series G.
3. For code references and standard sign layout details, see standard highway sign book.
4. Post lengths shown are approximate. Final values shall be determined in the field by the contractor.
5. Distance from the existing shoulder to the sign post.
6. All signs, posts, and any other traffic control devices shall be supplied, erected and maintained by the contractor.
7. The posts shall not protrude above the signs.
## SIGN REMOVAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN NO.</th>
<th>LOCATION</th>
<th>SIGN SIZE</th>
<th>POST</th>
<th>POST MATERIAL SIZE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>W2-1</td>
<td>SAME</td>
<td>CHAFFEE ROAD, 450' WEST OF MAPLE GROVE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W16-8 (8484-3)</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 50' NORTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W11-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 450' WEST OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W11-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 50' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W11-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 30' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>D1-101 (8484-3)</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 50' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W3-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 50' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W2-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 30' EAST OF MAPLE GROVE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W2-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 50' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W1-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 450' WEST OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>D1-101 (8484-3)</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 30' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
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<td>SAME</td>
<td>MAPLE GROVE ROAD, 50' SOUTH OF CHAFFEE ROAD</td>
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<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W1-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 450' WEST OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W2-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 50' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
<tr>
<td>W2-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 30' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
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<tr>
<td>D1-101 (8484-3)</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 30' SOUTH OF CHAFFEE ROAD</td>
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<td>WOOD</td>
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<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
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<tr>
<td>W2-1</td>
<td>SAME</td>
<td>MAPLE GROVE ROAD, 30' SOUTH OF CHAFFEE ROAD</td>
<td>30' x 30'</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

1. MUTCD (Manual on Uniform Traffic Control Devices).
2. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
3. THE SIGNS AND POSTS SHALL BE DISASSEMBLED AND DELIVERED TO THE YAKIMA COUNTY PUBLIC WORKS DEPARTMENT MAINTENANCE SHOP AT 321 S. 1ST ST., SUNNYSIDE, WA. CONTACT RON PRICE (509) 839-3450
NOTE:
PERMANENT SIGNING SHALL BE INSTALLED IMMEDIATELY AFTER THE SUBGRADE IS TO FINAL GRADE UNLESS OTHERWISE NOTED.
<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>HITCD NO.</th>
<th>LOCATION (P/F)</th>
<th>SIGN SIZE (IN.)</th>
<th>SHEETING TYPE</th>
<th>POST MATERIAL</th>
<th>POST SIZE (IN.)</th>
<th>POST LOCATION</th>
<th>CLEARANCE (FT)</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>W3-5</td>
<td>0123-0123</td>
<td>CHAFFEE RD., 660' W/E OF MAPLE GROVE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
<td>1 FLAG AND I TYPE A WARNING LIGHT</td>
</tr>
<tr>
<td>W2-1</td>
<td>0123-0123</td>
<td>CHAFFEE RD., 450' W/E OF MAPLE GROVE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
<td>1 FLAG AND I TYPE A WARNING LIGHT</td>
</tr>
<tr>
<td>W16-6-0202</td>
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<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 2, &quot;MAPLE GROVE RD&quot;</td>
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<td>SPECIAL NO. 1</td>
<td>CHAFFEE RD., 240' W/E OF MAPLE GROVE RD.</td>
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<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
<td>&quot;END 40 SPEED LIMIT&quot;</td>
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<tr>
<td>R1-1</td>
<td>MAPLE GROVE RD., 50' N/E OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
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<td>MAPLE GROVE RD., 525' N/E OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
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<td>W14-1</td>
<td>MAPLE GROVE RD., 40' N/E OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
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<tr>
<td>W3-1</td>
<td>MAPLE GROVE RD., 430' S/W OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
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<tr>
<td>D3-101-0202</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>9.8'</td>
<td>MOUNTED ABOVE SIGN NO. 9, &quot;MAPLE GROVE RD&quot;</td>
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<td></td>
</tr>
<tr>
<td>D3-101-0202</td>
<td>SAME</td>
<td>42&quot; x 9&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>9.8'</td>
<td>MOUNTED ABOVE SIGN NO. 10, &quot;CHAFFEE RD&quot;</td>
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<td></td>
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<tr>
<td>D2-1</td>
<td>CHAFFEE RD., 250' E/W OF MAPLE GROVE RD.</td>
<td>42&quot; x 9&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>9.8'</td>
<td>MOUNTED ABOVE SIGN NO. 10, &quot;CHAFFEE RD&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H1-1</td>
<td>CHAFFEE RD., 400' W/E OF MAPLE GROVE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6.5&quot;</td>
<td>10&quot;</td>
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<td></td>
</tr>
<tr>
<td>H16-6-0202</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 13, &quot;MAPLE GROVE RD&quot;</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>H14-1</td>
<td>CHAFFEE RD., 600' W/E OF MAPLE GROVE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W11-10-0202</td>
<td>CHAFFEE RD., 200' W/E OF PT STA. + 23.150</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>11&quot;</td>
<td>6.5&quot;</td>
<td>10&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W3-1</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 15, &quot;RITCHIE RD&quot;</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>R1-1</td>
<td>RITCHIE RD., 50' N/E OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>13&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
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<tr>
<td>D3-101-0202</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>9.8'</td>
<td>MOUNTED ABOVE SIGN NO. 36, &quot;RITCHIE RD&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D3-101-0202</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>9.8'</td>
<td>MOUNTED ABOVE SIGN NO. 37, &quot;RITCHIE RD&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K3-1</td>
<td>RITCHIE RD., 450' N/E OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>13&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K-3</td>
<td>RITCHIE RD., 105' N/E OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>14&quot;</td>
<td>6&quot;</td>
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<td>K14-1</td>
<td>RITCHIE RD., 500' N/E OF CHAFFEE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>13&quot;</td>
<td>6&quot;</td>
<td>9&quot;</td>
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<tr>
<td>W1-10-0202</td>
<td>CHAFFEE RD., 200' S/W OF PT STA. + 23.150</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>13&quot;</td>
<td>6.5&quot;</td>
<td>10&quot;</td>
<td></td>
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<tr>
<td>W3-1</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 26, &quot;CHAFFEE RD&quot;</td>
<td></td>
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</tr>
<tr>
<td>W1-1</td>
<td>CHAFFEE RD., 200' N/E OF PT STA. + 35.770</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>13&quot;</td>
<td>6.5&quot;</td>
<td>10&quot;</td>
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<tr>
<td>W3-1</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
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</tr>
<tr>
<td>W1-2R</td>
<td>CHAFFEE RD., 200' E/W OF PT STA. + 41.754</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>12&quot;</td>
<td>6.5&quot;</td>
<td>10&quot;</td>
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</tr>
<tr>
<td>W3-1</td>
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<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
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<tr>
<td>W20-401</td>
<td>CHAFFEE RD., 700' W/E OF SCOO RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>12&quot;</td>
<td>6&quot;</td>
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<td>K5-1</td>
<td>CHAFFEE RD., 500' W/E OF SCOO RD.</td>
<td>36&quot; x 36&quot;</td>
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<td>2&quot; x 2&quot;</td>
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<td>6&quot;</td>
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<td>D1-1</td>
<td>CHAFFEE RD., 500' W/E OF SCOO RD.</td>
<td>36&quot; x 36&quot;</td>
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<td>2&quot; x 2&quot;</td>
<td>17&quot;</td>
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<tr>
<td>D3-101-0202</td>
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<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED ABOVE SIGN NO. 35, &quot;CHAFFEE RD&quot;</td>
<td></td>
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</tr>
<tr>
<td>D3-101-0202</td>
<td>SAME</td>
<td>42&quot; x 9&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>9.8'</td>
<td>MOUNTED ABOVE SIGN NO. 35, &quot;CHAFFEE RD&quot;</td>
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<td>D2-1</td>
<td>CHAFFEE RD., 400' W/E OF MAPLE GROVE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II METAL</td>
<td>2&quot; x 2&quot;</td>
<td>12&quot;</td>
<td>6.5&quot;</td>
<td>10&quot;</td>
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<tr>
<td>W16-6-0202</td>
<td>SAME</td>
<td>SAME</td>
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<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 38, &quot;CHAFFEE RD&quot;</td>
<td></td>
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</tbody>
</table>

**NOTES:**
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W = DISTANCE FROM THE EXISTING SHOULDERS TO THE SIGN POSTS.
6. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
7. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.
<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>LOC No.</th>
<th>LOCATION</th>
<th>SIGN SIZE (IN)</th>
<th>SHEET TYPE</th>
<th>POST MATERIAL</th>
<th>POST MARKER</th>
<th>POST CLEARANCE (FT)</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>40</td>
<td>M3-5</td>
<td>SCON RD., 400 ST NORTH OF CHAPPEL RD.</td>
<td>36&quot; x 36&quot;</td>
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<td>METAL</td>
<td>2&quot; x 2&quot;</td>
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<td>V</td>
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<tr>
<td>41</td>
<td>M30-901</td>
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</tr>
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<td>42</td>
<td>SPECIAL NO.2</td>
<td>SCON RD., 250 N ST NORTH OF CHAPPEL RD.</td>
<td>24&quot; x 30&quot;</td>
<td>II</td>
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<td>2&quot; x 2&quot;</td>
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<td>V</td>
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<td>43</td>
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<td>V</td>
</tr>
<tr>
<td>44</td>
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<td>SCON RD., 600 S ST SOUTH OF CHAPPEL RD.</td>
<td>36&quot; x 36&quot;</td>
<td>II</td>
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<td>V</td>
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<td>24&quot; x 30&quot;</td>
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<td>METAL</td>
<td>2&quot; x 2&quot;</td>
<td>12'</td>
<td>V</td>
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<td>46</td>
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<td>METAL</td>
<td>2&quot; x 2&quot;</td>
<td>10'</td>
<td>V</td>
</tr>
<tr>
<td>47</td>
<td>W1-6-8 BBDJ</td>
<td>SAME</td>
<td>36&quot; x 6&quot;</td>
<td>II</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>V</td>
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<tr>
<td>48</td>
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<td>II</td>
<td>METAL</td>
<td>2&quot; x 2&quot;</td>
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<td>V</td>
</tr>
<tr>
<td>49</td>
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<td>36&quot; x 36&quot;</td>
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<td>METAL</td>
<td>2&quot; x 2&quot;</td>
<td>10'</td>
<td>V</td>
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<tr>
<td>50</td>
<td>W1-6-8 BBDJ</td>
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<td>36&quot; x 6&quot;</td>
<td>II</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
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<tr>
<td>51</td>
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<td>SCON RD., 250 S ST NORTH OF WILLIAMSON RD.</td>
<td>24&quot; x 30&quot;</td>
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<td>METAL</td>
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<td>52</td>
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<td>SCON RD., 400 S ST NORTH OF WILLIAMSON RD.</td>
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<td>WILLIAMSON RD., 450 N NORTH OF SCON RD.</td>
<td>36&quot; x 36&quot;</td>
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<td>METAL</td>
<td>2&quot; x 2&quot;</td>
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<td>V</td>
</tr>
<tr>
<td>54</td>
<td>D2-101 BBDJ</td>
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<td>54&quot; x 9&quot;</td>
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<td>V</td>
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<tr>
<td>55</td>
<td>D2-101 BBDJ</td>
<td>SAME</td>
<td>54&quot; x 9&quot;</td>
<td>II</td>
<td>SAME</td>
<td>SAME</td>
<td>SAME</td>
<td>V</td>
</tr>
<tr>
<td>56</td>
<td>ON-26</td>
<td>SCON RD., NORTHWEST CORNER OF BRIDGE #665</td>
<td>12&quot; x 12&quot;</td>
<td>II</td>
<td>METAL</td>
<td>2&quot; x 2&quot;</td>
<td>4'</td>
<td>V</td>
</tr>
<tr>
<td>57</td>
<td>ON-3L</td>
<td>SCON RD., NORTHEAST CORNER OF BRIDGE #665</td>
<td>12&quot; x 12&quot;</td>
<td>II</td>
<td>METAL</td>
<td>2&quot; x 2&quot;</td>
<td>4'</td>
<td>V</td>
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<tr>
<td>58</td>
<td>ON-3L</td>
<td>SCON RD., SOUTHWEST CORNER OF BRIDGE #665</td>
<td>12&quot; x 12&quot;</td>
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<td>METAL</td>
<td>2&quot; x 2&quot;</td>
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<td>V</td>
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<tr>
<td>59</td>
<td>ON-3L</td>
<td>SCON RD., SOUTHEAST CORNER OF BRIDGE #665</td>
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<td>2&quot; x 2&quot;</td>
<td>4'</td>
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<td>24&quot; x 30&quot;</td>
<td>II</td>
<td>METAL</td>
<td>2&quot; x 2&quot;</td>
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<td>V</td>
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<tr>
<td>61</td>
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<td>METAL</td>
<td>2&quot; x 2&quot;</td>
<td>10'</td>
<td>V</td>
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</table>

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CHAFFEE ROAD

CHANNELIZATION NOTES

1. Painted Center Line
2. Painted Center Line with No Pass Line
3. Painted Double Center Line
4. Painted Edge Line

CONSTRUCTION LINE

- 10'-30'-10'

Typical Center Line
Typical Double Yellow Center Line

SEC. 35, T.11 N., R.22E., W.M.

40  0  40  80

CHAFFEE ROAD

Pavement Markings
STA 30+00 to STA 35+00

Sheet 50 of 57
SCOON ROAD

SEC. 36, T.11 N., R.22E., W.M.

11' CENTER OF ROAD (TYP.)

MATCH EXISTING CENTER LINE STRIPE AND SKIP PATTERN

CHANNELIZATION NOTES

1. PAINTED CENTER LINE
2. PAINTED CENTER LINE WITH NO PASS LINE
3. PAINTED DOUBLE CENTER LINE
4. PAINTED EDGE LINE

CONSTRUCTION LINE

40 0 40 80
SEC. 35, T.11 N., R.22E., W.M.

5' CENTER LINE

TYPICAL CENTER LINE WITH NO PASS LINE

TYPICAL CENTER LINE

TYPICAL DOUBLE YELLOW CENTER LINE

PONT 3RD AC
STA 25+10.12
E = 2029274.30
N = 713994.59

50 FEET CORNER
SEC. 35, T.11 N., R.22E., W.M.
STA 25+10.12
E = 2029274.30
N = 713994.59

MATCHING STAKE OUT

MAPLE GROVE ROAD TO WILLIAMSON ROAD
C 2701 & C 3339

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE: 6-9-09

PROJECT ENGINEER:
K. PFANN

DRAWN BY:
D. KINCAID
CHECKED BY:
E. PFANN

REVISION

SCOON ROAD
PAVEMENT MARKINGS
STA 24+00 TO
STA 26+08.12

SHEET 57 OF 57