CONTRACT SPECIFICATIONS

For The Construction Of:
MCAULEY ROAD AND KNOX ROAD
IMPROVEMENT PROJECTS
(DOUGLAS ROAD TO WIDE HOLLOW ROAD)
C 2935 & C 2936

Yakima County Public Services Project
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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 17, 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 advert 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 2935 & C 2936 : MCAULEY ROAD AND KNOX ROAD IMPROVEMENT PROJECTS
(Douglas Road To Wide Hollow 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
12,460 TONS OF CSBC @$7.05 PER TONS = $87,741.00
866 TONS OF CSTC @$6.75 PER TONS = $5,853.50

TOTAL BID (FOR COMPARATIVE PURPOSES)

$_________.

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

**C 2935 & C 2936 – MCAULEY ROAD AND KNOX 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.

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Approx. Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Total Item Amount</th>
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**HOT MIX ASPHALT**

C 2935 & C 2936 – McAuley Road and Knox Road  
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<table>
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<th>Item No.</th>
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<td>MONUMENT CASE AND COVER (County Furnished)</td>
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</table>

BID AMOUNT C 2935 & C 2936 $

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

No. Date

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

___________________________

(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 2935 & C 2936.
LETTER OF RESPONSIBILITY

Date: ____________________________

County Road Project No.: C 2935 & C 2936

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 2935 & C 2936–McAuley Road and Knox Road Improvement Projects, (Douglas Rd. to Wide Hollow Rd.)

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 2935 & C 2936 McAuley Road and Knox 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 _______________ 20__

CONTRACTOR

Signature

Print or Type Name of Person Signing

Title

Foregoing Contract approved and ratified ________________, 20__

Surety

Attorney-in-fact

C 2935 & C 2936 – McAuley Road and Knox Road

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:

Deputy Prosecuting Attorney

Page 11 Informational Bid Documents
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 2935 & C 2936 – McAuley Road and Knox 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

SURETY

By: ____________________________

Title: Attorney-in-Fact

Date: ____________________________ 20___

__________________________________________
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 2935 & C 2936 – McAuley Road and Knox Road
AMENDMENTS TO THE STANDARD SPECIFICATIONS
AMENDMENTS TO THE STANDARD SPECIFICATIONS

C 2935 & C 2936 – MCAULEY ROAD AND KNOX ROAD IMPROVEMENT PROJECTS
(Douglas Road to Wide Hollow 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:
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(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(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(G) Traffic Cones

This section including title is revised to read:

1-10.3(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(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 “Portable 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 5-04, HOT MIX ASPHALT
December 1, 2008

5-04.3(9) Spreading and Finishing
The nominal compacted depth for HMA Class 3/4" and HMA Class 1/2" listed under the first paragraph is revised to read:

<table>
<thead>
<tr>
<th>HMA Class 3/4&quot; and HMA Class 1/2&quot;</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>wearing course</td>
<td>0.30-feet</td>
</tr>
<tr>
<td>other courses</td>
<td>0.35-feet</td>
</tr>
</tbody>
</table>

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:

<p>| Surface Temperature Limitation |          |</p>
<table>
<thead>
<tr>
<th>Compacted Thickness (Feet)</th>
<th>Wearing Course</th>
<th>Other Courses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 0.10</td>
<td>55°F</td>
<td>45°F</td>
</tr>
<tr>
<td>0.10 to 0.20</td>
<td>45°F</td>
<td>35°F</td>
</tr>
<tr>
<td>More than 0.20</td>
<td>35°F</td>
<td>35°F</td>
</tr>
</tbody>
</table>

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”.

SECTION 7-04, STORM SEWERS
December 1, 2008

7-04.2 Materials
In the chart for Storm Sewer Pipe Schedules, for Schedule B, 15’ – 25’, in the column for PE, insert “Allowed”.

C 2935 & C 2936 – McAuley Road and Knox Road
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 wastewaters (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 I 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</td>
<td>Low VOC Waterborne</td>
<td>4-hours min.,</td>
</tr>
<tr>
<td>Treatment</td>
<td></td>
<td>48-hours max.</td>
</tr>
<tr>
<td>Hot Mix Asphalt Pavement</td>
<td>Low VOC Waterborne</td>
<td>4-hours min.,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>30-days max.</td>
</tr>
<tr>
<td>Cement Concrete Pavement</td>
<td>Low VOC Waterborne</td>
<td>4-hours min.,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>30-days max.</td>
</tr>
<tr>
<td>Bituminous Surface</td>
<td>High and Low VOC Solvent</td>
<td>40 min. min.,</td>
</tr>
<tr>
<td>Treatment</td>
<td></td>
<td>48 hrs. max.</td>
</tr>
<tr>
<td>Hot Mix Asphalt Pavement</td>
<td>High and Low VOC Solvent</td>
<td>40 min. min.,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>30-days max.</td>
</tr>
<tr>
<td>Cement Concrete Pavement</td>
<td>High and Low VOC Solvent</td>
<td>40 min. min.,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>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>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>230 250</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&quot; 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>Mils thickness</td>
<td>Feet of 4&quot; line/50# bag</td>
<td>Square feet/50# bag</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------------------</td>
<td>---------------------</td>
</tr>
<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>
<tr>
<td>230- flat grooved</td>
<td>47</td>
<td>15</td>
</tr>
</tbody>
</table>

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

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 9-03, 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>Class A</td>
<td>Class B</td>
</tr>
<tr>
<td>2½” square</td>
<td>98-100</td>
</tr>
<tr>
<td>2” square</td>
<td>92-100</td>
</tr>
<tr>
<td>1½” square</td>
<td>72-87</td>
</tr>
<tr>
<td>¾” square</td>
<td>27-47</td>
</tr>
<tr>
<td>½” 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.

<table>
<thead>
<tr>
<th>Species</th>
<th>Grade Requirements</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 Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot; × 4&quot;</td>
<td>Construction grade (Light Framing, Section 122-b WCLIB) or (Section 40.11 WWPA)</td>
</tr>
<tr>
<td>4&quot; × 6&quot;</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&quot; × 6&quot;, 6&quot; × 8&quot;, 8&quot; × 10&quot;</td>
<td>No. 1 and better, grade (Posts and Timbers, Section 131-b WCLIB) or (Section 80.11 WWPA)</td>
</tr>
<tr>
<td>6&quot; × 10&quot;, 6&quot; × 12&quot;</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:

   | Percent passing 2” | Min. | Max. |
   | Percent passing 1” | 95%  | 100% |
   | Percent passing 5/8” | 90%  | 100% |
   | Percent passing ¼” | 75%  | 100% |
   | Maximum particle length of 6 inches |

   Coarse Compost shall meet the following:

   | Percent passing 3” | Min. | Max. |
   | Percent passing 1” | 90%  | 100% |
   | Percent passing ¼” | 70%  | 100% |
Percent passing ¼”: 40% 60%

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”.

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:

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-foot 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 10^5</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 2935 & C 2936 – MCAULEY ROAD AND KNOX ROAD IMPROVEMENT PROJECTS
(Douglas Road to Wide Hollow 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.
(Regions¹ 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>Regions¹</th>
<th></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>
<tr>
<td>WSF</td>
<td>Washington State Ferries Division</td>
</tr>
</tbody>
</table>

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”.

C 2935 & C 2936 – McAuley Road and Knox Road
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 1.37
miles of McAuley Road and Knox Road from Douglas Road to Wide Hollow Road. These
improvements consist of grading, drainage, placing and compacting base course and top course,
placing HMA and other work, in accordance with the attached Plans, these Special Provisions and
the 2008 Standard Specifications and Amendments thereto.
The portions of McAuley Road and Knox Road to be improved is located in Sections 27 and 28,
Township 13 North, Range 17 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

(Y*****)
Yakima County Road 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”.
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

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**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

<table>
<thead>
<tr>
<th>Description</th>
<th>No.</th>
<th>Basis of Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced plans (11&quot; x 17&quot;) and Contract Provisions</td>
<td>10</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Large plans (22&quot; x 34&quot;) and Contract Provisions</td>
<td>0</td>
<td>Furnished only upon request.</td>
</tr>
</tbody>
</table>

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.

1-02.6  Preparation of Proposal
(October 10, 2008  APWA GSP)

Supplement the second paragraph with the following:

4. If a minimum bid amount has been established for any item, the unit or lump sum price must equal or exceed the minimum amount stated.

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 Contract Provisions.
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 17, 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, materialperson, 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 1-05 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.
   b. Basic oxygen.
   c. Electric furnace.
   d. Direct reduction.

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
Pacific Power & Light Co., 500 N. Keys Road, Yakima, WA 98901 (509) 575-3158
Qwest Telephone, 8 S. 2nd Ave., Yakima Wa 98902 (509) 575-7183
Yakima Tieton Irrigation District, 470 Camp Four Road, Yakima, WA 98908 (509) 678-4101

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

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

2 1-07.18(5)B Automobile Liability

3 Automobile Liability for owned, non-owned, hired, and leased vehicles, with an MCS 90
4 endorsement and a CA 9948 endorsement attached if “pollutants” are to be transported. Such
5 policy(ies) must provide the following minimum limit:
   $1,000,000 combined single limit

8 1-07.18(5)C Workers’ Compensation

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

13 1-07.23 Public Convenience And Safety

15 (April 2, 2007)
17 Work Zone Clear Zone
18 The Work Zone Clear Zone (WZCZ) applies during working and nonworking hours.
19 The WZCZ applies only to temporary roadside objects introduced by the Contractor’s
20 operations and does not apply to preexisting conditions or permanent Work. Those
21 work operations that are actively in progress shall be in accordance with adopted and
22 approved Traffic Control Plans, and other contract requirements.
23 During nonworking hours equipment or materials shall not be within the WZCZ unless
24 they are protected by permanent guardrail or temporary concrete barrier. The use of
25 temporary concrete barrier shall be permitted only if the Engineer approves the
26 installation and location.
27 During actual hours of work, unless protected as described above, only materials
28 absolutely necessary to construction shall be within the WZCZ and only construction
29 vehicles absolutely necessary to construction shall be allowed within the WZCZ or
30 allowed to stop or park on the shoulder of the roadway.
31
33 The Contractor’s nonessential vehicles and employees private vehicles shall not be
34 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 75 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
   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 I-09.2(I) 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:

The Northwest Laborers-Employers Training Trust
27055 Ohio Ave.
Kingston, WA 98346
(360) 297-3035

Evergreen Safety Council
401 Pontius Ave. N.
Seattle, WA 98109
1-800-521-0778 or
(206) 382-4090

The American Traffic Safety Services Association
15 Riverside Parkway, Suite 100
Fredericksburg, Virginia 22406-1022
Training Dept. Toll Free (877) 642-4637
Phone: (540) 368-1701

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:

McAuley Road

1. Scarify old roadway alignment and place clean roadway excavation material on the scarified sections, as shown on plans Sta. 21+50 Lt. to Sta. 24+25 Lt.
2. Remove existing 12” diam. conc. Culvert Sta. 29+35.
3. Remove existing 12” diam. cmp culvert Sta. 29+65 Lt.
4. Remove existing 12” diam. conc. Culvert Sta. 35+95.
5. Scarify old roadway alignment and place clean roadway excavation material on the scarified sections, as shown on plans Sta. 60+00 Rt. to Sta. 66+50 Rt.
6. Remove existing culvert Sta. 73+00 Lt.
7. Remove existing 24” diam. conc. Culvert Sta. 73+20.
8. Remove existing culvert Sta. 73+50 Lt.
9. Scarify old roadway alignment and place clean roadway excavation material on
the scarified sections, as shown on plans Sta. 74+50 Lt. to Sta. 76+35 Lt.
10. Contractor shall remove existing fencing in right-of-way which is in conflict with
the proposed improvements, if not relocated by property owners. Contractor shall
field verify the amount of fencing to be removed prior to bidding the project.
11. All existing objects supporting mailboxes and newspaper tubes shall be removed
from the right-of-way and replaced with new mailbox supports in accordance
with Section 8-18 of the Standard Specifications and these Special Provisions.

Knox Road

1. Scarify old roadway alignment and place clean roadway excavation material on
the scarified sections, as shown on plans Knox Road Sta. 18+70 to shoulder of
Wide Hollow Road.
2. Contractor shall remove existing fencing in right-of-way which is in conflict with
the proposed improvements, if not relocated by property owners. Contractor shall
field verify the amount of fencing to be removed prior to bidding the project.
3. All existing objects supporting mailboxes and newspaper tubes shall be removed
from the right-of-way and replaced with new mailbox supports in accordance
with Section 8-18 of the Standard Specifications and these Special Provisions.

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, driveways 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 (except as set forth in Section 2-03), 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) of the Standard Specification shall be supplemented with the following:

(******)

All excess roadway excavation may be placed at Yakima County’s Summitview Quarry location and no grading permit will be required. Surplus materials shall be clean of asphalt, concrete and large woody debris. The material shall be end-dumped at the location provided. If the Contractor elects to utilize any location other than the one provided, the location shall be approved by the Engineer prior to use to ensure compliance with the Yakima County Excavation and Grading Ordinance and SEPA. All costs incurred by the Contractor to obtain the necessary permits and meet all environmental requirements shall be included in the various Unit Bid Prices, and no further Payment shall be made. No additional contract time shall be granted.

The Yakima County Excavation and Grading Ordinance may be reviewed in the County Engineer’s Office, 4th Floor, Yakima County Courthouse.

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."

The Contract Unit Price for "Haul Summitview Quarry (Truck Measure)," per Cubic Yard, shall be full compensation for all labor, equipment, tools, and materials necessary to excavate, load, haul, and dump material at Summitview Quarry, and any other work required to complete this item as specified and no further payment shall be made.

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 Summitview Quarry. Summitview Quarry is located in the South Half of Section 11, Township 13 North, Range 17 East, W.M., approximately 8 road miles northwest of the McAuley 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 Summitview 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 4
BASES

SECTION 4-06 ASPHALT TREATED BASE

4-06.2 Materials

(October 25, 1999)
The grade of paving asphalt used in asphalt treated base shall be PG 64-28 unless otherwise ordered by the Engineer.

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

SECTION 5-04 HOT MIX ASPHALT

5-04.3 Construction Requirements
5-04.3(8) Mixing

5-04.3(8)A Acceptance Sampling and Testing

Section 5-04.3(8)A of the Standard Specifications shall be deleted.

5-04.3(10) Compaction

5-04.3(10)B Control

(******)

The first paragraph of Section 5-04.3(10)B of the Standard Specifications is deleted and replaced with the following:

HMA used in traffic lanes, including lanes for ramps, truck climbing, weaving, and speed change, and having specified compacted course thickness greater than 0.10 foot, shall be compacted to a specified level relative density. The specified level of relative density shall be a minimum of 91.0 percent of the reference maximum density as determined by WSDOT for AASHTO T 209. The reference maximum density shall be determined as the moving average of the most recent five determinations for the lot of asphalt concrete being placed. The specified level of density attained will be determined by five nuclear gauge tests taken in accordance with WAQTC FOP TM8 and WSDOT SOP T 729 on the day the mix is placed (after completion of the finish rolling) at locations determined by the stratified random sampling procedure conforming to WSDOT Test Method 716 within each density lot. The quantity represented by each density lot will be no greater than a single day’s production or approximately 400 tons, whichever is less. The Engineer will furnish the Contractor with a copy of the results of all acceptance testing performed in the field by 7:00 a.m. the morning of the next workday after testing, of for nighttime work within four hours after the beginning of the next paving shift.

The last paragraph of Section 5-04.3(10)B of the Standard Specifications is deleted and replaced with the following:

In addition to the randomly selected locations for tests of density, the Engineer may also isolate from a normal lot any area that is suspected of being defective in relative density. Such isolated material will not include an original sample location. A minimum of 5 randomly located density tests will be taken. The isolated area then will be evaluated for price adjustment in accordance with the price reduction formula in the Special Provisions, considering it as a separate lot.

Control lots not meeting the minimum density standard shall be removed and replaced with satisfactory material. At the option of the Engineer, noncomplying material may be accepted at reduced price as computed below.

**FACTORS INVOLVED:**

**Quantity of HMA involved** (from Compaction Control Report)
**Percent compaction** (from Compaction Control Report)

**Pay adjustment factor** (see table below)

**Liquid asphalt used** = Percent liquid asphalt from "Amount Ordered" or "Calculated from Production" (whichever is less) from Daily Report of Asphalt Plant Operations (when producing from a commercial plant, always use the "Amount Ordered")

**Price liquid asphalt** = Invoice price f.o.b. job site (if invoice unavailable then use average monthly refinery price.)

**Unit Contract Price** (from Contract Proposal)

**CALCULATION PROCEDURE:**

Equations:  
PA = Q x AUCP x PAF  
AUCP = UCP - VLA  
VLA = PLA x RLAU  
RLAU = LAU/100

PA = Price adjustment  
UCPA = Unit contract price adjustment  
Q = Quantity HMA involved  
AUCP = Adjusted unit contract price  
PAF = Pay adjustment factor  
UCP = Unit contract price  
VLA = Value liquid asphalt  
PLA = Price liquid asphalt  
RLAU = Rate liquid asphalt used  
LAU = Liquid asphalt used

**EXAMPLE:**

Q = 200 tons  
Percent compaction = 90.5  
LAU = 5.0%  
UCP = $25.00/ton  
PLA = $200.00/ton f.o.b. job site  
PAF = 0.05  
RLAU = LAU/100  
= 5.0/100  
RLAU = 0.05 ton/ton  
VLA = PLA x RLAU  
= $200.00/ton x 0.05 ton/ton  
VLA = $10.00/ton
AUCP = UCP - VLA
    = $25.00/ton - $10.00/ton
AUCP = $15.00/ton

PA = Q x AUCP x PAF
    = 200 ton x $15.00/ton x 0.05
PA = $150.00

UCPA = PA/Q
    = $150.00/200 ton
UCPA = $0.75/ton

**PAY ADJUSTMENT FACTOR**

<table>
<thead>
<tr>
<th>% RICE</th>
<th>FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>91.0 AND ABOVE</td>
<td>0.00</td>
</tr>
<tr>
<td>90.0 - 90.9</td>
<td>0.05</td>
</tr>
<tr>
<td>89.0 - 89.9</td>
<td>0.10</td>
</tr>
<tr>
<td>88.0 - 88.9</td>
<td>0.20</td>
</tr>
<tr>
<td>BELOW 88.0</td>
<td>0.50 (IF ACCEPTED)</td>
</tr>
</tbody>
</table>

**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 crushed surfacing top course 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, "Roadway Excavation Incl. Haul" per Cubic Yard, and “Haul Summitview Quarry (Truck Measure)” 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, "Roadway Excavation Incl. Haul" per Cubic Yard, and “Haul Summitview Quarry (Truck Measure)” 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 6
STRUCTURES
SECTION 6-02 CONCRETE STRUCTURES

6-02.3(2)A Contractor Mix Design

Section 6-02.3(2)A of the Standard Specifications shall be amended as follows:

The first sentence of the first paragraph of Section 6-02.3(2)A is revised to read as follows:

(*****)

The Contractor shall provide a mix design in writing for all classes of concrete.

6-02.3(2)B Commercial Concrete

Section 6-02.3(2)B of the Standard Specifications shall be amended as follows:

(*****)

The third sentence of the first paragraph is deleted and replaced with the following:

Commercial concrete requires plant approval, mix design, source approvals for cement, aggregate, and other admixtures.

(*****)

In the first sentence of the second paragraph, the terms “luminaire bases, sidewalks, curbs, and gutters,” shall be deleted.

6-02.3(4) Ready-Mix Concrete

Section 6-02.3(4) of the Standard Specifications shall be amended as follows:

(*****)

The first sentence of Section 6-02.3(4) is revised to read as follows:

All concrete, including commercial concrete and lean concrete, shall be batched in a prequalified manual, semi-automatic, or automatic plant as described in Section 6-02.3(4)A.

6-02.3(4)B Jobsite Mixing

Section 6-02.3(4)B of the Standard Specifications shall be amended as follows:

(*****)

The first sentence of Section 6-02.3(4) is revised to read as follows:

For small quantities of concrete, less than ½ cubic yard, the Contractor may mix concrete on the job site, provided the Contractor has requested in writing and received written permission from the Engineer.

6-02.3(5) Acceptance of Concrete
6-02.3(5)A General

The first sentence of Section 6-02.3(5)A is hereby deleted and replaced with the following:

(******) Lean concrete will be accepted based on a Certificate of Compliance to be provided by the Supplier as described in Section 6-02.3(5)B.

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 7-04 STORM SEWERS

7-04.2 Materials

Section 7-04.2 of the Standard Specifications shall be supplemented with the following:

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.

7-04.3 Construction Requirements

Section 7-04.3 of the Standard Specifications is supplemented with the following:

(******)

When directed by the Engineer, street crossing trenches and other locations shall be backfilled as to the depth specified by the Engineer with "Gravel Backfill for Pipe Zone Bedding".

Section 7-04.3(1)E is deleted

Section 7-04.3(1)F is deleted

7-04.5 Payment

Section 7-04.5 of the Standard Specifications is supplemented with the following:

All pipefittings including elbows, tees, gaskets, bands, etc., are considered incidental to individual pipe Bid Items involved, and no further payment shall be made.

There shall be no separate measurement and payment for excavation, backfill, and compaction. All costs associated with excavation and backfill of new pipeline trenches, including cutting and removal of existing surfacing, shall be included in the various pipe installation bid items.

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.

SECTION 7-08 GENERAL PIPE INSTALLATION REQUIREMENTS
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 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 "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.

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 8-01 EROSION CONTROL AND WATER POLLUTION CONTROL

8-01.3(1)B Erosion and Sediment Control (ESC) Lead

Section 8-01.3 of the Standard Specifications is supplemented with the following:

(*****)
The ESC Lead shall be responsible for all submittals required for the Construction Storm
Water permit through the life of the contract. The County will assume responsibility once
the contract ids complete.

SECTION 8-02 ROADSIDE RESTORATION
8-02.3(15)B Seeding and Fertilizing

Section 8-03.3(15) B of the Standard Specifications is supplemented with the following:

Grass seed, of the following composition, proportion, and quality, shall be applied at the rate of 60 pounds per acre on all areas requiring seeding within the project:

<table>
<thead>
<tr>
<th>Grass Species</th>
<th>Scientific Name</th>
<th>Pounds per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sandburg Bluegrass</td>
<td>Poa sandbergii</td>
<td>6</td>
</tr>
<tr>
<td>Bluebunch Wheatgrass</td>
<td>Agropyron spicatum</td>
<td>4</td>
</tr>
<tr>
<td>Basin Wild Rye</td>
<td>Elymus cinereus</td>
<td>4</td>
</tr>
<tr>
<td>Annual Rye</td>
<td>Lolium multiforum</td>
<td>25</td>
</tr>
</tbody>
</table>

Total Pounds per Acre: 39

010304B1.FR8

(January 5, 1998)

Sufficient quantities of fertilizer shall be applied to supply the following amounts of nutrients:

Total Nitrogen as N - 80 pounds per acre

Available Phosphoric Acid as P$_2$O$_5$ - 40 pounds per acre

Soluble Potash as K$_2$O - 40 pounds per acre

Ninety percent of nitrogen applied per acre shall be derived from isobutylidene diurca (IBDU), cyclo-di-urca (CDU), or sulfur-coated urea (SCU). The remainder may be derived from any source.

The fertilizer formulation and application rate shall be approved by the Engineer before use.

8-02.3(15)D Mulching

Section 8-01.3(5) of the Standard Specifications is supplemented with the following:

Wood cellulose fiber mulch shall be applied at a rate of 2,000 pounds per acre.

8-02.3(15)F Soil Binder or Tacking Agent

Section 8-01.3(6)B of the Standard Specifications is supplemented with the following:

Tacking agent shall be Type A in accordance with Section 9-14.4(7) of the Standard Specifications. Application rate shall be per manufacturer’s written recommendations.
8-02.5 Payment

Section 8-02.5 of the Standard Specifications is supplemented with the following:

(******)
The per-acre price for “Seeding, Fertilizing, and Mulching” shall also include providing tacking agent.

SECTION 8-03 IRRIGATION SYSTEMS

8-03.3(3) Piping

Section 8-03.3(3) the first paragraph is deleted and replaced with the following:

(******)
All lines shall be a minimum of 4 feet of cover to the top of pipe from the finished grade of the new roadway, as shown on the plans.

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.

SECTION 8-04 CURBS GUTTERS, AND SPILLWAYS

8-04.3 Construction Requirements

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

The first paragraph of Section 8-04.3(1) of the Standard Specifications is deleted and replaced with the following:

(******)
Cement concrete curb, curb and gutter, gutter, spillway, Cement Concrete Sidewalk Ramps, and stairs shall be constructed with air entrained concrete Class 4000 conforming to the requirements of Section 6-02.

8-04.3(1)A Extruded Cement Concrete Curb

Section 8-04.3(1)A of the Standard Specifications is supplemented with the following:

(******)
Should the Contractor elect to have the curbs and gutters cast by the extruded method, then a modified Class 4000 concrete mix shall be used. The proposed mix shall be
submitted for review and approval by the Engineer a minimum of ten working days prior to the date of intended use.

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 8-13 MONUMENT CASES

8-13.1 Description

Section 8-13.1 is replaced with the following:

(******)

This work consists of placing monument cases and covers, in accordance with the Standard Plans and these Specifications, in conformity with the lines and locations shown in the Plans or as staked. Monument cases and covers will be furnished to the Contractor by the County.
8-13.4 Measurement

Section 8-13.4 is replaced with the following:

(******)

Measurement of monument case and cover will be by the unit for each monument case and cover set.

8-13.5 Payment

Section 8-13.5 is replaced with the following:

(******)

Payment will be made in accordance with Section I-04.1, for the following Bid item when included in the Proposal:

"Monument Case and Cover (County Furnished)", per Each.

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.

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
ewnailbox 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 9-28 SIGNING MATERIALS AND FABRICATION

9-28.14 Sign Support Structures
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.

<table>
<thead>
<tr>
<th>Steel Sign Support Type</th>
<th>Manufacturer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type TP-A &amp; TP-B</td>
<td>Transpo Industries, Inc.</td>
</tr>
<tr>
<td>Type PL, PL-T &amp; PL-U</td>
<td>Northwest Pipe Co.</td>
</tr>
<tr>
<td>Type AS</td>
<td>Transpo Industries, Inc.</td>
</tr>
<tr>
<td>Type AP</td>
<td>Transpo Industries, Inc.</td>
</tr>
<tr>
<td>Type ST 1, ST 2, ST 3, &amp; ST 4</td>
<td>Ultimate Highway Products,</td>
</tr>
<tr>
<td></td>
<td>Allied Tube &amp; Conduit, Inc.,</td>
</tr>
<tr>
<td></td>
<td>Northwest Pipe, Inc.</td>
</tr>
<tr>
<td>Type SB-1, SB-2, &amp; SB-3</td>
<td>Ultimate Highway Products, Xcessories</td>
</tr>
<tr>
<td></td>
<td>Squared Development and Manufacturing Incorporated,</td>
</tr>
<tr>
<td></td>
<td>Northwest Pipe, Inc.</td>
</tr>
</tbody>
</table>
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-2r
DELETED

C-2s
DELETED

C-2t
DELETED

C-3, C-3B, C-3C
Note 1 is revised as follows: replace reference F-2b with F-10.42

C-4a
DELETED
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”

C-11c
DELETED

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%.

G-9a
DELETED

J-6f
DELETED

J-6g
DELETED

J-6h
DELETED

J-11a
DELETED

J-11c
DELETED

J-15a
DELETED

J-15b
DELETED

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
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C 2935 & C 2936 – McAuley Road and Knox Road Page 103 Special Provisions
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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>Remote Control</td>
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<td><strong>IRONWORKERS</strong></td>
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<td>5A</td>
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YAKIMA COUNTY
EFFECTIVE 03-04-2009

Classification | PREVAILING WAGE | Over Time Code | Holiday Code | Note Code
---|---|---|---|---
LABORERS | $18.12 | 1
LABORERS - UNDERGROUND SEWER & WATER | | | |
GENERAL LABORER | $30.31 | 1H | 5D |
PIPE LAYER | $30.63 | 1H | 5D |
LANDSCAPE CONSTRUCTION | | | |
IRRIGATION OR LAWN SPRINKLER INSTALLERS | $9.00 | 1 |
LANDSCAPE EQUIPMENT OPERATORS OR TRUCK DRIVERS | $15.45 | 1 |
LANDSCAPING OR PLANTING LABORERS | $9.00 | 1 |
LATHERS | | | |
JOURNEY LEVEL | $36.22 | 1M | 5D |
METAL FABRICATION (IN SHOP) | | | |
FITTER | $12.00 | 1 |
LABORER | $10.31 | 1 |
MACHINE OPERATOR | $11.32 | 1 |
PAINTER | $12.00 | 1 |
WELDER | $11.32 | 1 |
MODULAR BUILDINGS | | | |
JOURNEY LEVEL | $14.11 | 1 |
PAINTERS | | | |
JOURNEY LEVEL | $20.05 | 1 |
PLASTERERS | | | |
JOURNEY LEVEL | $44.83 | 1R | 5B |
PLAYGROUND & PARK EQUIPMENT INSTALLERS | | | |
JOURNEY LEVEL | $8.55 | 1 |
PLUMBERS & PIPEFITTERS | | | |
JOURNEY LEVEL | $57.74 | 1Q | 5A |
POWER EQUIPMENT OPERATORS | | | |
ASSISTANT ENGINEERS | $44.64 | 1T | 5D | 8P |
BACKHOE, EXCAVATOR SHOVEL, OVER 50 METRIC TONS TO 90 METRIC TONS | $48.46 | 1T | 5D | 8P |
BACKHOE, EXCAVATOR SHOVEL, OVER 90 METRIC TONS | $49.03 | 1T | 5D | 8P |
BACKHOE, EXCAVATOR, SHOVEL, OVER 30 METRIC TONS TO 50 METRIC TONS | $47.91 | 1T | 5D | 8P |
BACKHOE, EXCAVATOR, SHOVEL, TRACTORS UNDER 15 METRIC TONS | $47.00 | 1T | 5D | 8P |
BACKHOE, EXCAVATOR, SHOVEL, TRACTORS: 15 TO 30 METRIC TONS | $47.42 | 1T | 5D | 8P |
BARRIER MACHINE (ZIPPER) | $47.42 | 1T | 5D | 8P |
BATCH PLANT OPERATOR, CONCRETE | $47.42 | 1T | 5D | 8P |
BELT LOADERS (ELEVATING TYPE) | $47.00 | 1T | 5D | 8P |
BOBCAT (SKID STEER) | $44.64 | 1T | 5D | 8P |
BROKK-REMOTE DEMOLITION EQUIPMENT | $44.64 | 1T | 5D | 8P |
BROOMS | $44.64 | 1T | 5D | 8P |
BUMP CUTTER | $47.42 | 1T | 5D | 8P |
CABLEWAYS | $47.91 | 1T | 5D | 8P |
CHIPPER | $47.42 | 1T | 5D | 8P |
COMPRESSORS | $44.64 | 1T | 5D | 8P |
CONCRETE FINISH MACHINE - LASER SCRED | $44.64 | 1T | 5D | 8P |
CONCRETE PUMPS | $47.00 | 1T | 5D | 8P |
CONCRETE PUMP-TRUCK MOUNT WITH BOOM ATTACHMENT | $47.42 | 1T | 5D | 8P |
CONVEYORS | $47.00 | 1T | 5D | 8P |
CRANE, FRICTION 100 TONS THROUGH 199 TONS | $49.03 | 1T | 5D | 8P |
CRANE, FRICTION OVER 200 TONS | $49.59 | 1T | 5D | 8P |
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<th>PREVAILING WAGE</th>
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<th>Holiday Code</th>
<th>Note Code</th>
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<td>CRANES, 20 - 44 TONS, WITH ATTACHMENTS</td>
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<tr>
<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, A-FRAME, 10 TON AND UNDER</td>
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<td>CRANES, A-FRAME, OVER 10 TON</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>8P</td>
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<tr>
<td>MOTOR PATROL GRADER (FINISHING)</td>
<td>$47.91</td>
<td>1T</td>
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<td>MOTOR PATROL GRADER (NON-FINISHING)</td>
<td>$47.00</td>
<td>1T</td>
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<tr>
<td>MUCKING MACHINE, MOLE, TUNNEL DRILL AND/OR SHIELD</td>
<td>$47.91</td>
<td>1T</td>
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<td>OIL DISTRIBUTORS, BLOWER DISTRIBUTION AND MULCH SEEDING OPERATOR</td>
<td>$44.64</td>
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<td>8P</td>
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<tr>
<td>PAVEMENT BREAKER</td>
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<td>PILEDRIVER (OTHER THAN CRANE MOUNT)</td>
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<td>PLANT OILER (ASPHALT, CRUSHER)</td>
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<td>POWER PLANT</td>
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<td>PUMPS, WATER</td>
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<td>Classification</td>
<td>PREVAILING WAGE</td>
<td>Time Code</td>
<td>Holiday Code</td>
<td>Note Code</td>
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<td>QUAD 9, D-10, AND HD-41</td>
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<td>QUICK TOWER-NO CAB, UNDER 100 FEET IN HEIGHT BASED TO BOOM</td>
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<td>REMOTE CONTROL OPERATOR ON RUBBER TIRED EARTH MOVING EQUIP</td>
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<td>RIGGER AND BELLMAN</td>
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<td>5D</td>
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<td>ROLLAGON</td>
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<td>SCRAPERS - SELF PROPELLED, HARD TAIL END DUMP, ARTICULATING</td>
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<td>OFF-ROAD EQUIPMENT (45 YD AND OVER)</td>
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<td>SCRAPERS, CONCRETE AND CARRY ALL</td>
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<td>SCREED MAN</td>
<td>$47.91</td>
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<td>SHOTCRETE GUNITE</td>
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<td>SLIPFORM PAVERS</td>
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<td>SPREADER, TOPSIDER &amp; SCREEDMAN</td>
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<td>SUBGRADE TRIMMER</td>
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<td>TOWER BUCKET ELEVATORS</td>
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<td>TRACTORS, (OVER 75 HP)</td>
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<td>TRANSFER MATERIAL SERVICE MACHINE</td>
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<td>TRANSPORTERS, ALL TRACK OR TRUCK TYPE</td>
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<td>TRUCK CRANE OPER/DISER (UNDER 100 TON)</td>
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<td>TRUCK CRANE OPER/DISER (100 TON &amp; OVER)</td>
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<td>TRUCK MOUNT PORTABLE CONVEYER</td>
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<td>YO YO PAY DOZER</td>
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<td>POWER EQUIPMENT OPERATORS- UNDERGROUND SEWER &amp; WATER</td>
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<td>(SEE POWER EQUIPMENT OPERATORS)</td>
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<td>POWER LINE CLEARANCE TREE TRIMMERS</td>
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<td>JOURNEY LEVEL IN CHARGE</td>
<td>$39.29</td>
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<td>SPRAY PERSON</td>
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<td>TREE EQUIPMENT OPERATOR</td>
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<td>TREE TRIMMER</td>
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<td>TREE TRIMMER GROUNDPERSON</td>
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<td>Over Time Code</td>
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<td>Residential Insulation Applicators JOURNEY LEVEL</td>
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<td>Residential Laborers JOURNEY LEVEL</td>
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<td>Residential Painters JOURNEY LEVEL</td>
<td>$13.89</td>
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<td>Residential Plumbers &amp; Pipefitters JOURNEY LEVEL</td>
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<td>Residential Sheet Metal Workers JOURNEY LEVEL (FIELD OR SHOP)</td>
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<td>Residential Soft Floor Layers JOURNEY LEVEL</td>
<td>$17.55</td>
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<td>Residential Terrazzo/Tile Finishers JOURNEY LEVEL</td>
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<td>Roofers JOURNEY LEVEL</td>
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<td>Using Irritable Bituminous Materials JOURNEY LEVEL</td>
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<td>Sign Makers &amp; Installers (Electrical) JOURNEY LEVEL</td>
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<td>Sign Makers &amp; Installers (Non-Electrical) JOURNEY LEVEL</td>
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<td>Soft Floor Layers JOURNEY LEVEL</td>
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<td>Solar Controls for Windows JOURNEY LEVEL</td>
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<td>$45.35</td>
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<td>Stage Rigging Mechanics (Non Structural) JOURNEY LEVEL</td>
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<td>Surveyors Chain Person</td>
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<td>Instrument Person</td>
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<td>Party Chief</td>
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<td>Telecommunication Technicians JOURNEY LEVEL</td>
<td>$20.00</td>
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<td>Telephone Line Construction - Outside JOURNEY LEVEL</td>
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<td>Classification</td>
<td>Prevailing Wage</td>
<td>Over Time</td>
<td>Holiday</td>
<td>Note</td>
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<td>TERRAZZO WORKERS &amp; TILE SETTERS</td>
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<td>JOURNEY LEVEL</td>
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<td>TILE, MARBLE &amp; TERRAZZO FINISHER</td>
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<td>ASPHALT MIX</td>
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<td>DUMP TRUCK</td>
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<td>DUMP TRUCK &amp; TRAILER</td>
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<tr>
<td>OTHER TRUCKS</td>
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<td>TRANSIT MIXER</td>
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<td>WELL DRILLERS &amp; IRRIGATION PUMP INSTALLERS</td>
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<td>IRRIGATION PUMP INSTALLER</td>
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<td>OILER</td>
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<td>WELL DRILLER</td>
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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 WORK WEEK DAY OR A FOUR - TEN (10) HOUR WORK WEEK DAY AND THE FIRST EIGHT (8) HOURS WORKED THE NEXT DAY AFTER EITHER WORK WEEK 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 OVERTIME 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.

2. **R.**

   All hours worked on Sundays and holidays shall be paid at two times the hourly rate of wage.

3. **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.

4. **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.

5. **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.

6. **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.

7. **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.

8. **X.**

   The first four (4) hours after eight (8) regular hours Monday through Friday and the first twelve (12) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over twelve (12) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage. When holiday falls on Saturday or Sunday, the day before Saturday, Friday, and the day after Sunday, Monday, shall be considered the holiday and all work performed shall be paid at double the hourly rate of wage.

9. **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 workday 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.

10. **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. **A.**

   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.

3. **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 SUNDAY 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 SUNDAY 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).


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, THE FRIDAY AFTER 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).


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.
BENEFIT CODE KEY - EFFECTIVE 03-04-2009

X. HOLIDAYS: AFTER 320 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).


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).

C. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE LAST WORK DAY BEFORE CHRISTMAS 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. (9 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 HOLIDAYS; PRESIDENTS' DAY.


V. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS EVE'S DAY, CHRISTMAS DAY, AND ONE DAY OF THE EMPLOYEE'S CHOICE (9).

W. 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, 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).

Z. **HOLIDAYS:** New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday After Thanksgiving Day, and Christmas Day (7). If a holiday falls on Saturday, the preceding Friday shall be considered as the holiday. If a holiday falls on Sunday, the following Monday shall be considered as the holiday.

**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.

Supplemental to Wage Rates
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>
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<tr>
<td>5. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.</td>
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<td>X</td>
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<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>
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<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>
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<td>X</td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>8. Anchor Bolts &amp; Nuts - Anchor Bolts and Nuts, for mounting sign structures,</td>
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<tr>
<td>luminaries and other items, shall be made from commercial bolt stock.</td>
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<tr>
<td>See Contract Plans and Std. Plans for size and material type.</td>
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<tr>
<td>9. Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type and</td>
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<td>X</td>
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<tr>
<td>material specifications set forth in the contract plans. Welding of aluminum</td>
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<tr>
<td>shall be in accordance with Section 9-28.14(3).</td>
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<tr>
<td>10. Major Structural Steel Fabrication - Fabrication of major steel items such</td>
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<td>X</td>
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<tr>
<td>as trusses, beams, girders, etc., for bridges.</td>
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<tr>
<td>11. Minor Structural Steel Fabrication - Fabrication of minor steel items such</td>
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<tr>
<td>as special hangers, brackets, access doors for structures, access ladders for</td>
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<tr>
<td>irrigation boxes, bridge expansion joint systems, etc., involving welding,</td>
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<tr>
<td>cutting, punching and/or boring of holes. See Contact Plans for item description</td>
<td></td>
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<tr>
<td>and shop drawings.</td>
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<tr>
<td>12. Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the</td>
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<td>X</td>
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<tr>
<td>type and material specifications set forth in the Contract Plans. Welding of</td>
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<tr>
<td>aluminum shall be in accordance with Section 9-28.14(3).</td>
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<tr>
<td>13. Concrete Piling--Precast-Prestressed concrete piling for use as 55 and 70</td>
<td></td>
<td>X</td>
</tr>
<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>
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<tr>
<td>15. Precast Drywell Types 1, 2, and with cones and adjustment Sections.</td>
<td></td>
<td>X</td>
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<tr>
<td>See Std. Plans.</td>
<td></td>
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<tr>
<td>16. Precast Catch Basin - Catch Basin type 1, 1L, 1P, and 2 With adjustment</td>
<td></td>
<td>X</td>
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<tr>
<td>sections. See Std. Plans.</td>
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Supplemental to Wage Rates
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<th>YES</th>
<th>NO</th>
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<tbody>
<tr>
<td>17. Precast Concrete Inlet - with adjustment sections,</td>
<td></td>
<td>X</td>
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<tr>
<td>See Std. Plans</td>
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<tr>
<td>18. Precast Drop Inlet Type 1 and 2 with metal grate supports.</td>
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<td>19. Precast Grate Inlet Type 2 with extension and top units.</td>
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<td>See Std. Plans</td>
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<tr>
<td>20. Metal frames, vaned grates, and hoods for Combination Inlets. See Std. Plans</td>
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<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>
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<tr>
<td>22. Vault Risers - For use with Valve Vaults and Utilities Vaults.</td>
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<tr>
<td>23. Valve Vault - For use with underground utilities. See Contract Plans for details.</td>
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<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>
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<td>X</td>
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<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>
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<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>
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<td>27. Precast Railroad Crossings - Concrete Crossing Structure Slabs.</td>
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<td>28. 12, 18 and 26 inch Standard Precast Prestressed Girder - Standard Precast</td>
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<tr>
<td>Prestressed Girder for use in structures. Fabricator plant has annual</td>
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<tr>
<td>approval of methods and materials to be used. Shop Drawing to be provided</td>
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<tr>
<td>for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
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<tr>
<td>29. Prestressed Concrete Girder Series 4-14 - Prestressed Concrete Girder</td>
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<td>for use in structures. Fabricator plant has annual approval of methods</td>
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<td>and materials to be used. Shop Drawing to be provided for approval prior</td>
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<td>to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
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<td>30. Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girders for use in</td>
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<td>structures. Fabricator plant has annual approval of methods and materials</td>
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<tr>
<td>to be used. Shop Drawing to be provided for approval prior to casting</td>
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<tr>
<td>girders. See Std. Spec. Section 6-02.3(25)A</td>
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<td>31. Prestressed Precast Hollow-Core Slab – Precast Prestressed Hollow-core</td>
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<td>slab for use in structures. Fabricator plant has annual approval of</td>
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<td>methods and materials to be used. Shop Drawing to be provided for</td>
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<td>approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A.</td>
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<td>32. Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in</td>
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<td>structures. Fabricator plant has annual approval of methods and materials</td>
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<td>to be used. Shop Drawing to be provided for approval prior to casting</td>
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<tr>
<td>girders. See Std. Spec. Section 6-02.3(25)A</td>
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<td>33. Monument Case and Cover</td>
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<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>X</td>
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<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>
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<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>
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<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>
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<tr>
<td>38. Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.</td>
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<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>
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<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>
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<td>41. Precast Concrete Sloped Mountable Curb (Single and DualFaced) See Std. Plans.</td>
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<td><strong>42. Traffic Signs</strong> - Prior to approval of a Fabricator of Traffic Signs, the</td>
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<tr>
<td>sources of the following materials must be submitted and approved for reflecte</td>
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<tr>
<td>sheeting, legend material, and aluminum sheeting.</td>
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<tr>
<td><strong>NOTE:</strong> &quot;&quot;&quot;&quot;Fabrication inspection required. Only signs tagged &quot;Fabrication</td>
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<tr>
<td>Approved&quot; by WSDOT Sign Fabrication Inspector to be installed.</td>
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<td>43. Cutting &amp; bending reinforcing steel</td>
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<td>44. Guardrail components</td>
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<td>45. Aggregates/Concrete mixes</td>
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<td>46. Asphalt</td>
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<td>47. Fiber fabrics</td>
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<td>48. Electrical wiring/components</td>
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<td>49. treated or untreated timber pile</td>
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<td>50. Girder pads (elastomeric bearing)</td>
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<td>51. Standard Dimension lumber</td>
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<td>52. Irrigation components</td>
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<td>53. Fencing materials</td>
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<td>54. Guide Posts</td>
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<td>55. Traffic Buttons</td>
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<td>56. Epoxy</td>
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<td>57. Cribbing</td>
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<td>58. Water distribution materials</td>
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<td>59. Steel &quot;H&quot; piles</td>
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<td>60. Steel pipe for concrete pile casings</td>
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<tr>
<td>61. Steel pile tips, standard</td>
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<tr>
<td>62. Steel pile tips, custom</td>
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</tbody>
</table>
State of Washington  
Department of Labor and Industries  
Prevailing Wage Section - Telephone (360) 902-  
PO 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)

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<tr>
<th>Classification Code</th>
<th>Prevailing Wage</th>
<th>Overtime Code</th>
<th>Holiday Code</th>
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<td>PAINTER</td>
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Counties Covered:  
ADAMS, ASOTIN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, KITTITAS, LINCOLN, OKANOGAN, PEND ORIELLE, STEVENS, WALLA WALLA AND WHITMAN

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Counties Covered:  
BENTON

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Counties Covered:  
CHELAN

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Counties Covered:  
CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, LEWIS, MASON, PACIFIC, SAN JUAN AND SKAGIT

Supplemental to Wage Rates  

9
<table>
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Counties Covered: CLARK

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Counties Covered: COWLITZ

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Counties Covered: GRANT

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Counties Covered: KING

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Counties Covered: KITSAP

Supplemental to Wage Rates
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**Counties Covered:**

KLICKITAT, SKAMANIA, WAHKIAKUM

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**Counties Covered:**

PIERCE

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**Counties Covered:**

SNOHOMISH

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**Counties Covered:**

SPOKANE

Supplemental to Wage Rates
## METAL FABRICATION (IN SHOP)
**EFFECTIVE 03/04/2009**

(See Benefit Code Key)

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<th>Holiday Code</th>
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<td>6T</td>
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<td>LAYEROUT</td>
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Counties Covered:

**THURSTON**

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Counties Covered:

**WHATCOM**

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Counties Covered:

**YAKIMA**

Supplemental to Wage Rates
# Fabricated Precast Concrete Products

**Effective 03/04/2009**

(See Benefit Code Key)

<table>
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<tr>
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<td>BENTON, COLUMBIA,</td>
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<tr>
<td>DOUGLAS, FERRY,</td>
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<td>GARFIELD, GRANT,</td>
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<tr>
<td>LINCOLN, OKANOGAN,</td>
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<td>PEND OREILLE,</td>
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<tr>
<td>AND WHITMAN</td>
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| 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 WAHKIAKUM        |                 |               |              |

| ALL CLASSIFICATIONS | $11.50          | 1             |              |
| Counties Covered:    |                 |               |              |
| KING                 |                 |               |              |

| ALL CLASSIFICATIONS | $13.60          | 2K            | 5B           |
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| PIERCE               |                 |               |              |

| ALL CLASSIFICATIONS | $9.28           | 1             |              |
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| SPOKANE              |                 |               |              |

| ALL CLASSIFICATIONS | $20.23          | 1             |              |
| Counties Covered:    |                 |               |              |
| WHATCOM              |                 |               |              |

| ALL CLASSIFICATIONS | $13.67          | 1             |              |
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| YAKIMA               |                 |               |              |

| CRAFTSMAN            | $8.72           | 1             |              |
| LABORER              | $8.55           | 1             |              |

Supplemental to Wage Rates 13
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.
Washington State Department of Labor and Industries  
Policy Statements  
(Regarding Production and Delivery of Gravel, Concrete, Asphalt, etc.)

WAC 296-127-018 Agency filings affecting this section

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.]
STANDARD PLANS
NOTES

1. As acceptable alternatives to the rebar shown in the PRECAST BASE SECTION, reinforcing bars (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 2 1/2". Knockouts shall have a wall thickness of 2" minimum to 2 1/8" maximum. Provide a 1 1/8" 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.
NOTE
1. The top of the inlet shall be placed at ground level to present an unobstructed ditch or median section.
2. Bevel or round exposed concrete edges 1/2".
3. Pipes may enter through the knockouts at any reasonable angle provided the outside of the pipe can be contained within the knockout provided.
4. The grade line of the lowest inlet pipe shall enter the structure at an elevation equal to or higher than the grade line of the outlet pipe.
5. All pickup holes shall be grouted full after the inlet has been placed.
6. The steel angles shall be set so that each bearing bar of the grate shall have full seating on both ends. The finished top of concrete shall be even with the grate surface. For grates, see Standard Plan B-50-20.
7. The amount, type, and grade of reinforcing steel is the responsibility of the manufacturer.
8. The inside wall taper for form removal shall not result in any wall section thinner than 8" except in pipe knockout areas.
9. Precast inlets shall be marked with the manufacturer's identification on the inside of the structure in some readily accessible location.
NOTES
1. See Standard Specifications Section 7-08.3(3) for Pipe Zone Backfill.
2. See Standard Specifications Section 9-03.12(3) for Gravel Backfill for Pipe Zone Bedding.
4. For sanitary sewer installation, concrete pipe shall be bedded to spring line.

CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS

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<td>DIA. /2</td>
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<td></td>
<td>102&quot; to 189&quot;</td>
<td>48&quot;</td>
</tr>
<tr>
<td>PIPE ARCH</td>
<td>18&quot; to 36&quot;</td>
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<tr>
<td>(SPAN) METAL</td>
<td>43&quot; to 142&quot;</td>
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<tr>
<td>ONLY</td>
<td>148&quot; to 200&quot;</td>
<td>48&quot;</td>
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</table>

PIPE ZONE BEDDING AND BACKFILL

STANDARD PLAN B-55.20-00

Sheet 1 Of 1 Sheet

APPROVED FOR PUBLICATION

Harold J. Peterfoe
06-01-08

Washington State Department of Transportation
END SECTION LENGTH SHALL BE AT LEAST SIX TIMES THE DIAMETER OF THE PIPE (SEE STD. SPEC. 7-02.3(1))

NOTES

1. The culvert ends shall be beveled to match the embankment or ditch slope and shall not be beveled flatter than 4H:1V. When slopes are between 4H:1V and 6H:1V, 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.

END SECTION LENGTH SHALL BE AT LEAST SIX TIMES THE DIAMETER OF THE PIPE (SEE STD. SPEC. 7-02.3(1))
1. Wood posts for all guardrail placement plans shall be 6 x 8 except where noted otherwise.

2. Lower hole is for rub rail of Type 2 and Type 3 Beam Guardrail.

3. 6x8 steel posts and timber blocks are alternates for 6 x 8 timber posts and blocks. 6x15 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 "W" is shown on the detail. The marking shall be 1/2" MIN height.

6. Soil plate may be welded to foundation tube. If so, holes in soil plate and foundation tube may be omitted.
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 I 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 "HM" shown on the identification plate detail. Digits shall be 1\(\frac{1}{2}\)" MIN height and 3/8" 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.

IDENTIFICATION PLATE DETAIL
(See Note 6)
NOTES

1. An ET-PLUS (TL3) as manufactured by Trinity Industries, Inc. or an SKT-350 as manufactured by Road Systems Inc. shall be installed according to manufacturer's recommendations. When a TL2 terminal is specified in the contract an ET-PLUS (TL2) as manufactured by Trinity Industries, Inc. or an SKT-TL2 as manufactured by Road Systems, Inc. shall be installed according to manufacturer's recommendations.

2. A reflectorized object marker shall be installed according to manufacturer's recommendations.

3. When snow load post washers and snow load rail washers are required by the contract, the snow load rail washers must not be installed within the terminal limits.

4. Terminal shall be installed at a taper, ensuring that end piece is entirely off shoulder.

5. Length for ET-PLUS (TL3) and SKT-350 is 50'. Length for ET-PLUS (TL2) and SKT-TL2 is 25'.

BEAM GUARDRAIL NON-FLARED TERMINAL
STANDARD PLAN C-4e
SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Harold J. Petersen 02-20-03
STATE HIGHWAY ENGINEER
Washington State Department of Transportation
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 Brackets".


5. Outside nut shall be torqued against inside nut a minimum of 80 ft-lbs.

6. Temporal bearing plate with 10s nut at corner to prevent turning.

7. Anchor post limit does not apply when anchor is installed in a Beam Guardrail Termination.

---

BEAM GUARDRAIL ANCHOR

TYPE 1 ANCHOR

STANDARD PLAN C-6

APPROVED FOR PUBLICATION

Donald K. Nelson 05/01/97
State Design Engineer
State Department of Transportation
Olympia, Washington

Sheet 1 of 2 Sheets
ANCHOR PLATE

SECTION B-B

ELEVATION

ANCHOR RAIL WASHER

BEAM GUARDRAIL ANCHOR
TYPE 1

ANCHOR CABLE

BEARING PLATE

STANDARD PLAN C-6

APPROVED FOR PUBLICATION

Donald K. Nelson 05/30/97
STATE DESIGN ENGINEER DATE
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON
Sheet 2 of 2 Sheets
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 G-0606.04) with thin slab ferrule inserts or resin bonded anchors. See the Contract Plans.
3. A single piece having similar dimensional shape to Design G and mating with the W-beam guardrail is an alternate.
4. 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 a anchor rail washer shall be placed under the splice bolt heads.
NOTES

1. A socket and wedge anchoring system that meets the NCHRP 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 supports. 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" Muffler Clamps spaced 4" apart. Field drill 7/16" holes in the newspaper box to fit. Use 2 1/2" x 1 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.
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 minimum 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, Standard Plan H-70.10, 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" Muffle Clamps spaced 4" apart. Mark 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 detention 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 up-slope to prevent sediment from flowing around the ends of the fence.

4. Perform maintenance in accordance with Standard Specifications 8.01.3(8A) and 8.01.3(15).

ELEVATION VIEW

POST - SEE STD. SPEC. 8.01.3(8A)

GEOTEXTILE FOR TEMPORARY SILT FENCE - SEE STD. SPEC. B.33.3(1), TABLE 6

IN BACKUP SUPPORT

COMPACTED NATIVE SOIL

FLOW

SILT FENCE

STATE PLAN I-30.10-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 09-20-07

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTE
Perform maintenance in accordance with Standard Specification 6-01.3(9A) and 6-01.3(15).

SILT FENCE DESIGN

DISTURBED AREA

PROTECTED AREA

CULVERT, BOX CULVERT, OR PIPE ARCH
- END TREATMENT VARIES

SILT FENCE - SEE STD. PLAN I-30.10

GEOTEXTILE FOR TEMPORARY SILT FENCE
- SEE STD. SPEC. 6-30.2(l), TABLE 8

POST - SEE STD. SPEC. 6-01.3(9A)

EMBED POSTS INTO SAND BAGS AS REQUIRED

EDGED OF GEOTEXTILE

FLOW

SECTION A

COMPOST BERM DESIGN

DISTURBED AREA

PROTECTED AREA

CULVERT, BOX CULVERT, OR PIPE ARCH
- END TREATMENT VARIES

COMPOST BERM - SEE STD. PLAN I-30.10
VICINITY MAP
SUMMITVIEW QUARRY
YAKIMA COUNTY SUMMITVIEW QUARRY
VICINITY MAP

C 2935 MCAULEY ROAD AND
C 2936 KNOX ROAD
IMPROVEMENT PROJECT
IMPROVEMENT PLANS
**SUMMARY OF QUANTITIES**

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<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>TOTAL QUANTITY</th>
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<tr>
<td>2</td>
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**CHECK DAM SCHEDULE**

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<tr>
<td>26'00</td>
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<tr>
<td>27'00</td>
<td>20'55</td>
</tr>
<tr>
<td>47'75</td>
<td>50'00</td>
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<td>49'00</td>
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**STORM SEWER PIPE SCHEDULE**

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<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>
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<tbody>
<tr>
<td>Sta. 53+00 LT. TO STA. 58+25 LT.</td>
<td>SCHEDULE A STORM SEWER PIPE (CAST IRON PIPE)</td>
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<td>Sta. 58+25 LT. TO STA. 58+47 LT.</td>
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**CULVERT PIPE SCHEDULE**

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<th>STATION</th>
<th>DESCRIPTION</th>
<th>I.E. INLET</th>
<th>I.E. OUTLET</th>
<th>PIPE SIZE</th>
<th>PIPE LENGTH</th>
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<tbody>
<tr>
<td>Sta. 17+20.00</td>
<td>SCHEDULE A CULVERT PIPE CROSSING</td>
<td>1582.72&quot;</td>
<td>1580.37&quot;</td>
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<td>Sta. 29+34.00</td>
<td>SCHEDULE A CULVERT PIPE CROSSING</td>
<td>1556.00&quot;</td>
<td>1555.52&quot;</td>
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<td>Sta. 35+05.00</td>
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<td>1549.94&quot;</td>
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<td>Sta. 73+13.00</td>
<td>SCHEDULE A CULVERT PIPE CROSSING</td>
<td>1396.25&quot;</td>
<td>1396.09&quot;</td>
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<td>Sta. 76+03.00</td>
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<td>FIELD VERIFY</td>
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PLAN

CATCH BASIN TO PIPE OUTLET

DROP INLET TYPE 1 TO CATCH BASIN TYPE 1
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<th>C.Y.</th>
<th>C.F.</th>
<th>T.W.</th>
<th>T.W.</th>
<th>L.P.</th>
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<tbody>
<tr>
<td>STA. 1175 FT</td>
<td>0.6</td>
<td>3.3</td>
<td>4.3</td>
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<td>50</td>
<td>Construct Driveway 20' # Thread, match hmgr, 80'6 FT, Vert. from road edge 30' 0.000</td>
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<tr>
<td>STA. 1175 FT</td>
<td>0.2</td>
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<td>9.2</td>
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<td>52</td>
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<td>STA. 2125 FT</td>
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<td>3.4</td>
<td>8.8</td>
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<td>50</td>
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<tr>
<td>STA. 2125 FT</td>
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<td>8.0</td>
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<td>8.8</td>
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<td>STA. 2125 FT</td>
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<td>STA. 2125 FT</td>
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<td>14.8</td>
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<td>50</td>
<td>Construct Driveway 20' # Thread, match hmgr, Vert. from road edge 30'</td>
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<th>STATION</th>
<th>C.Y.</th>
<th>C.F.</th>
<th>T.W.</th>
<th>T.W.</th>
<th>L.P.</th>
<th>COMMENTS</th>
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<tr>
<td>STA. 1175 FT</td>
<td>0.6</td>
<td>3.3</td>
<td>4.3</td>
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<td>50</td>
<td>Construct Driveway 20' # Thread, match hmgr, 80'6 FT, Vert. from road edge 30' 0.000</td>
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<td>STA. 1175 FT</td>
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<td>9.2</td>
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<td>52</td>
<td>Construct Driveway 20' # Thread, match hmgr, Vert. at R/W</td>
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<td>STA. 2125 FT</td>
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<td>3.4</td>
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<td>7.0</td>
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<td>SHEET 17</td>
<td>STATION</td>
<td>C.T.</td>
<td>C.Y.</td>
<td>TOT TON L.F.</td>
<td>COMMENTS</td>
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<tr>
<td>STA 70+30 FT</td>
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<td>32</td>
<td>Construct Driveway 22' wide, match Ynt. of 67M</td>
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<tr>
<td>STA 71+09 FT</td>
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<td>Construct Driveway 20' wide, Vert. from road edge 12'</td>
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<tr>
<td>STA 71+36 FT</td>
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<td>STA 71+47 FT</td>
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<td>STA 71+52 FT</td>
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<td>STA 72+02 FT</td>
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<th>SHEET 18</th>
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<td>STA 74+10 FT</td>
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<td>STA 75+10 FT</td>
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<td>1.0</td>
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<td>Construct Driveway per design on sheet 37</td>
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| SHEET 19 | ENTRANCE STA 13+70 FT  | 14.5 | 1.1 | 22  | Construct Driveway from entrance 20' wide, match Ynt. of 37 from centerline |          |

| SHEET 20 | ENTRANCE STA 14+00 FT  | 1.4  | 21.1 | 18 | Construct Driveway per design on sheet 37 |          |
| END OF ROAD | 30.0 | 177.5 | 32  | Match existing roadway & 50' from edge of road |          |

TOTAL: 3,029.3 | 470.3 | 586.5 | 221.0 | 3,934.8 |
NOTE: THE INTERSECTION OF KNOX ROAD AT WIDE HOLLOW ROAD SHALL BE CLOSED IMMEDIATELY BEFORE ANY WORK BEGINS ON THIS PROJECT. SIGNS NO. 7 THROUGH 10 SHALL BE INSTALLED AS PERMANENT SIGNING.

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL. SEE SPECIAL PROVISIONS.
### GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

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<th>SIGN NO.</th>
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<th>SIGN SIZE</th>
<th>SHEETING TYPE</th>
<th>POST MATERIAL</th>
<th>POST SIZE</th>
<th>POST LENGTH</th>
<th>CLEARANCE</th>
<th>NOTES</th>
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<td>1</td>
<td>G320-2</td>
<td>DOUGLAS RD., 475 FT WEST OF MCALEY RD.</td>
<td>36&quot;</td>
<td>44&quot;</td>
<td>II</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>12&quot;</td>
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<td>40&quot;</td>
<td>40&quot;</td>
<td>III</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>12&quot;</td>
<td>7'</td>
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<td>3</td>
<td>G320-2</td>
<td>DOUGLAS RD., 480 FT EAST OF MCALEY RD.</td>
<td>36&quot;</td>
<td>44&quot;</td>
<td>II</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>12&quot;</td>
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<td>4</td>
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<tr>
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<td>R11-3N30D3</td>
<td>KNOX RD., 40 FT EAST OF MCALEY RD.</td>
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<td>50&quot;</td>
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<td>WOOD</td>
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<td>KNOX RD., 750 FT EAST OF MCALEY RD.</td>
<td>40&quot;</td>
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<td>II</td>
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<td>4&quot;x4&quot;</td>
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<td>KNOX RD., 25 FT WEST OF WIDE HOLLOW RD.</td>
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<td>5'</td>
<td>II</td>
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<td>9</td>
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<td>40&quot;</td>
<td>30&quot;</td>
<td>II</td>
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<td>---</td>
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<td>5&quot;</td>
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<td>KNOX RD., 30 FT WEST OF WIDE HOLLOW RD.</td>
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<td>METAL</td>
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<td>6'</td>
<td>6'</td>
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<td>14</td>
<td>R2-2</td>
<td>KNOX RD., 750 FT WEST OF MCALEY RD.</td>
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<td>WOOD</td>
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<td>15</td>
<td>W20-1</td>
<td>WIDE HOLLOW RD., 650 FT WEST OF MCALEY RD.</td>
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<td>WOOD</td>
<td>4&quot;x4&quot;</td>
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<td>44&quot;</td>
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<td>12&quot;</td>
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<tr>
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<td>G320-1</td>
<td>WIDE HOLLOW RD., 600 FT WEST OF MCALEY RD.</td>
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<td>45&quot;</td>
<td>III</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>12&quot;</td>
<td>7'</td>
</tr>
<tr>
<td>18</td>
<td>G320-1</td>
<td>WIDE HOLLOW RD., 1000 FT EAST OF KNOX RD.</td>
<td>40&quot;</td>
<td>45&quot;</td>
<td>III</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>12&quot;</td>
<td>7'</td>
</tr>
<tr>
<td>19</td>
<td>G320-2</td>
<td>WIDE HOLLOW RD., 750 FT EAST OF KNOX RD.</td>
<td>36&quot;</td>
<td>44&quot;</td>
<td>II</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>8'</td>
<td>7'</td>
</tr>
</tbody>
</table>

**Notes:**

1. MUTCD (MATERIALS ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES 6.
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. ALL SIGNS, POSTS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
6. THE POSTS SHALL NOT PROTRUDE ABOVE THE SIGNS.
7. SIGNS NO. 7, 8, 9, AND 10 SHALL REMAIN AND BECOME THE PROPERTY OF YAKIMA COUNTY.

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### TYPICAL SIGN INSTALLATION

![Typical Sign Installation Diagram](attachment:image)

**NOTE:** A MINIMUM OF THREE (3) TYPE III BARRICADES SHALL BE PLACED ACROSS THE ROADWAY, FROM OUTSIDE EDGE OF SHOULDER TO OUTSIDE EDGE OF SHOULDER, IN ORDER TO BLOCK THE ENTIRE ROADWAY.
## SIGN REMOVAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN #</th>
<th>LOCATION</th>
<th>SIGN SIZE</th>
<th>POST MATERIAL SIZE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-1</td>
<td>D3-1030D</td>
<td>McAuley Rd., 30 ft north of Douglas Rd.</td>
<td>36' x 36'</td>
<td>Metal 2'x2'</td>
<td>McAuley Rd., mounted above sign no. 1</td>
</tr>
<tr>
<td>03-1</td>
<td>D3-1030D</td>
<td>Same</td>
<td>42' x 9'</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>03-3</td>
<td>D3-1030D</td>
<td>Same</td>
<td>42' x 9'</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>06-1</td>
<td>D3-1030D</td>
<td>McAuley Rd., 145 ft north of Douglas Rd.</td>
<td>24' x 30'</td>
<td>Metal 2'x2'</td>
<td>Douglas Rd., mounted above sign no. 2</td>
</tr>
<tr>
<td>06-2</td>
<td>D3-1030D</td>
<td>Same</td>
<td>24' x 30'</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>06-3</td>
<td>D3-1030D</td>
<td>Same</td>
<td>24' x 30'</td>
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</tr>
<tr>
<td>06-4</td>
<td>D3-1030D</td>
<td>McAuley Rd., 1230 ft north of Douglas Rd.</td>
<td>48' x 24'</td>
<td>Wood 4'x4'</td>
<td>---</td>
</tr>
<tr>
<td>06-5</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
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</tr>
<tr>
<td>06-6</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
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</tr>
<tr>
<td>06-7</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>06-8</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
<td>---</td>
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</tr>
<tr>
<td>06-9</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>06-10</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
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<tr>
<td>06-11</td>
<td>D3-1030D</td>
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<td>48' x 24'</td>
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<tr>
<td>06-12</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
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<td>06-13</td>
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<td>D3-1030D</td>
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<td>06-15</td>
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<td>48' x 24'</td>
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<tr>
<td>06-16</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
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<tr>
<td>06-17</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
<td>---</td>
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<tr>
<td>06-18</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
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<tr>
<td>06-19</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>06-20</td>
<td>D3-1030D</td>
<td>Same</td>
<td>48' x 24'</td>
<td>---</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 DEPARTMENT OF PUBLIC SERVICES MAINTENANCE SHOP AT 1216 5, 18TH ST., YAKIMA, WA 98901.

**CONTACT CRAIG BLANKENSHIP, TEL. 509-574-2996.**
# SIGN REMOVAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD BOOK #</th>
<th>LOCATION</th>
<th>SIGN SIZE</th>
<th>POST MATERIAL</th>
<th>POST SIZE</th>
<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>W1-7</td>
<td></td>
<td>WIDE HOLLOW RD., AT KNOX RD.</td>
<td>44&quot; 24&quot;</td>
<td>METAL</td>
<td>27x2&quot;</td>
<td>REMOVE IMMEDIATELY AFTER KNOX RD. IS CLOSED.</td>
</tr>
<tr>
<td>W2-2R</td>
<td></td>
<td>WIDE HOLLOW RD., 410 FT WEST OF KNOX RD.</td>
<td>30&quot; 30&quot;</td>
<td>WOOD</td>
<td>4x4&quot;</td>
<td>REMOVE IMMEDIATELY AFTER KNOX RD. IS CLOSED.</td>
</tr>
<tr>
<td>W1-8S/60JO</td>
<td>SAME</td>
<td>WIDE HOLLOW RD., 375 FT EAST OF MCAULEY RD., (OLD ALIGNMENT)</td>
<td>30&quot; 30&quot;</td>
<td>WOOD</td>
<td>4x4&quot;</td>
<td>REMOVE IMMEDIATELY AFTER KNOX RD. IS CLOSED.</td>
</tr>
<tr>
<td>W1-8S/60JO</td>
<td>SAME</td>
<td>SAME</td>
<td>30&quot; 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
<td>MCAULEY RD, MOUNTED BELOW SIGN NO. 43</td>
</tr>
<tr>
<td>W1-8S/60JO</td>
<td>SAME</td>
<td>WIDE HOLLOW RD., 220 FT EAST OF MCAULEY RD., (OLD ALIGNMENT)</td>
<td>30&quot; 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
<td>MCAULEY RD, MOUNTED BELOW SIGN NO. 43</td>
</tr>
<tr>
<td>W1-8S/60JO</td>
<td>SAME</td>
<td>SAME</td>
<td>30&quot; 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
<td>MCAULEY RD, MOUNTED BELOW SIGN NO. 43</td>
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<tr>
<td>W1-8S/60JO</td>
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<td>WIDE HOLLOW RD., 455 FT WEST OF MCAULEY RD., (OLD ALIGNMENT)</td>
<td>30&quot; 30&quot;</td>
<td>WOOD</td>
<td>4x4&quot;</td>
<td>MCAULEY RD, MOUNTED BELOW SIGN NO. 43</td>
</tr>
<tr>
<td>W1-8S/60JO</td>
<td>SAME</td>
<td>SAME</td>
<td>30&quot; 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
<td>MCAULEY RD, MOUNTED BELOW SIGN NO. 43</td>
</tr>
<tr>
<td>W1-8S/60JO</td>
<td>SAME</td>
<td>SAME</td>
<td>18&quot; 18&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
<td>MCAULEY RD, MOUNTED BELOW SIGN NO. 43</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 DEPARTMENT OF PUBLIC SERVICES MAINTENANCE SHOP AT 1216 S. 10TH ST., YAKIMA, WA, 98901. CONTACT CRAIG BLANKENSHIP, TEL. 509-574-2396.
NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL. SEE SPECIAL PROVISIONS.
## Permanent Signing Specifications

<table>
<thead>
<tr>
<th>Sign No.</th>
<th>MUTCD Sign No.</th>
<th>Location (ft.)</th>
<th>Sign Size (in.)</th>
<th>Sign Type</th>
<th>Sheet Metal</th>
<th>Post Material</th>
<th>Post Size (in.)</th>
<th>Post Material</th>
<th>Clearance (ft.)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>R-11</td>
<td>McAuley Rd., 25 ft north of Douglas Rd.</td>
<td>36&quot; 36&quot; III METAL 2&quot;x2&quot;</td>
<td>10' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 1&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>D5-10(MOD)</td>
<td>SAME</td>
<td>48&quot; 9&quot; II</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 2&quot;</td>
</tr>
<tr>
<td>3</td>
<td>D5-10(MOD)</td>
<td>SAME</td>
<td>48&quot; 9&quot; II</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
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<td>---</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 2&quot;</td>
</tr>
<tr>
<td>4</td>
<td>R-2I</td>
<td>McAuley Rd., 220 ft north of Douglas Rd.</td>
<td>24&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>10' 8' 10'</td>
<td>&quot;SPEED LIMIT 35&quot;</td>
<td></td>
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</tr>
<tr>
<td>5</td>
<td>W-3I</td>
<td>McAuley Rd., 300 ft north of Douglas Rd.</td>
<td>36&quot; 36&quot; II METAL 2&quot;x2&quot;</td>
<td>12' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 3&quot;</td>
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<tr>
<td>6</td>
<td>W-1R</td>
<td>McAuley Rd., 460 ft north of Douglas Rd.</td>
<td>30&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>13' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 4&quot;</td>
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<tr>
<td>7</td>
<td>W-114L</td>
<td>McAuley Rd., 1,320 ft north of Douglas Rd.</td>
<td>48&quot; 24&quot; II METAL 2&quot;x2&quot;</td>
<td>17' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 5&quot;</td>
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<tr>
<td>8</td>
<td>W-144L</td>
<td>McAuley Rd., 1,330 ft north of Douglas Rd.</td>
<td>48&quot; 24&quot; II METAL 2&quot;x2&quot;</td>
<td>17' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 6&quot;</td>
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<tr>
<td>9</td>
<td>W-146L</td>
<td>McAuley Rd., 1,350 ft north of Douglas Rd.</td>
<td>48&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>17' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 7&quot;</td>
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<tr>
<td>10</td>
<td>W-220L</td>
<td>McAuley Rd., 200 ft west of Knox Rd.</td>
<td>36&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>13' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 8&quot;</td>
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<tr>
<td>11</td>
<td>W-16(MOD)</td>
<td>SAME</td>
<td>24&quot; 6&quot; II</td>
<td>---</td>
<td>---</td>
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<td>&quot;KNX RD MOUNTED BELOW SIGN NO. 10&quot;</td>
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<tr>
<td>12</td>
<td>W-141L</td>
<td>Knox Rd., 40 ft east of McAuley Rd.</td>
<td>30&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>17' 8' 10'</td>
<td>&quot;KNX RD, MOUNTED BELOW SIGN NO. 11&quot;</td>
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<tr>
<td>13</td>
<td>W-7I</td>
<td>McAuley Rd., 30 ft north of Knox Rd.</td>
<td>48&quot; 24&quot; II METAL 2&quot;x2&quot;</td>
<td>10' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 12&quot;</td>
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<tr>
<td>14</td>
<td>W-22L</td>
<td>McAuley Rd., 300 ft north of Knox Rd.</td>
<td>30&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>14' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 13&quot;</td>
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<tr>
<td>15</td>
<td>W-18(MOD)</td>
<td>SAME</td>
<td>24&quot; 6&quot; II</td>
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<td>&quot;KNX RD MOUNTED BELOW SIGN NO. 12&quot;</td>
</tr>
<tr>
<td>16</td>
<td>R-11</td>
<td>Knox Rd., 40 ft east of McAuley Rd.</td>
<td>30&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>11' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 14&quot;</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>17</td>
<td>D5-10(MOD)</td>
<td>SAME</td>
<td>48&quot; 9&quot; II</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
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<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 15&quot;</td>
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<tr>
<td>18</td>
<td>D5-10(MOD)</td>
<td>SAME</td>
<td>36&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>8' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 16&quot;</td>
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<td>19</td>
<td>TYPE III BARRICADE (S) DON KNX RD, AT EDR</td>
<td>48&quot; 12&quot; I</td>
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<td>MOUNTED ABOVE BARRICADE NO. 19</td>
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<td>20</td>
<td>CH-11</td>
<td>SAME</td>
<td>18&quot; 18&quot; II</td>
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<td>MOUNTED ABOVE BARRICADE NO. 19</td>
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<tr>
<td>21</td>
<td>W-22L</td>
<td>Nde Hollow Rd., 400 ft east of McAuley Rd.</td>
<td>30&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>12' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED BELOW SIGN NO. 21&quot;</td>
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<tr>
<td>22</td>
<td>W-8(MOD)</td>
<td>SAME</td>
<td>42&quot; 8&quot; II</td>
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<td>&quot;DOUGLAS RD, MOUNTED BELOW SIGN NO. 22&quot;</td>
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<tr>
<td>23</td>
<td>W-12L</td>
<td>Nde Hollow Rd., 200 ft east of McAuley Rd.</td>
<td>30&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>10' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED BELOW SIGN NO. 23&quot;</td>
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<tr>
<td>24</td>
<td>W-7I</td>
<td>Nde Hollow Rd., 200 ft west of McAuley Rd.</td>
<td>48&quot; 24&quot; II METAL 2&quot;x2&quot;</td>
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<td>&quot;DOUGLAS RD, MOUNTED BELOW SIGN NO. 24&quot;</td>
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<tr>
<td>25</td>
<td>W-22L</td>
<td>Nde Hollow Rd., 400 ft west of McAuley Rd.</td>
<td>30&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
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<td>&quot;DOUGLAS RD, MOUNTED BELOW SIGN NO. 25&quot;</td>
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<td>26</td>
<td>W-16(MOD)</td>
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<td>42&quot; 8&quot; II</td>
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<td>&quot;DOUGLAS RD, MOUNTED BELOW SIGN NO. 26&quot;</td>
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</tr>
<tr>
<td>27</td>
<td>R-11</td>
<td>McAuley Rd., 25 ft south of Nde Hollow Rd.</td>
<td>36&quot; 36&quot; III METAL 2&quot;x2&quot;</td>
<td>11' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 27&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>D5-10(MOD)</td>
<td>SAME</td>
<td>48&quot; 9&quot; II</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 28&quot;</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>D5-10(MOD)</td>
<td>SAME</td>
<td>48&quot; 9&quot; II</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 29&quot;</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>W-3I</td>
<td>McAuley Rd., 350 ft south of Nde Hollow Rd.</td>
<td>36&quot; 36&quot; III METAL 2&quot;x2&quot;</td>
<td>14' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 30&quot;</td>
<td></td>
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<tr>
<td>31</td>
<td>R-2I</td>
<td>McAuley Rd., 250 ft south of Nde Hollow Rd.</td>
<td>24&quot; 30&quot; II METAL 2&quot;x2&quot;</td>
<td>12' 8' 10'</td>
<td>&quot;SPEED LIMIT 35&quot;</td>
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<tr>
<td>32</td>
<td>TYPE III BARRICADE (E) Knox Rd., 25 ft west of Nde Hollow Rd.</td>
<td>8&quot; 8&quot; II METAL 2&quot;x2&quot;</td>
<td>8' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 31&quot;</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>33</td>
<td>TYPE III BARRICADE (E) Knox Rd., 25 ft west of Nde Hollow Rd.</td>
<td>8&quot; 8&quot; II METAL 2&quot;x2&quot;</td>
<td>8' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 32&quot;</td>
<td></td>
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</tr>
<tr>
<td>34</td>
<td>R-K2</td>
<td>Knox Rd., 25 ft west of Nde Hollow Rd.</td>
<td>42&quot; 9&quot; II</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>&quot;USE MCAULEY RD, MOUNTED ABOVE BARRICADE NO. 34&quot;</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>SPECIAL</td>
<td>SAME</td>
<td>48&quot; 36&quot; II</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>&quot;SPECIAL SIGN, MOUNTED BELOW SIGN NO. 35&quot;</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>TYPE III BARRICADE (E) Knox Rd., 25 ft west of Nde Hollow Rd.</td>
<td>8&quot; 8&quot; II METAL 2&quot;x2&quot;</td>
<td>8' 8' 10'</td>
<td>&quot;DOUGLAS RD, MOUNTED ABOVE SIGN NO. 36&quot;</td>
<td></td>
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</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 6.
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 by the contractor.
5. All signs, posts, and any other traffic control devices shall be supplied, erected, and maintained by the contractor.
6. The posts shall not protrude above the signs.
TYPICAL SIGN INSTALLATION

NOTE: A MINIMUM OF THREE (3) TYPE II BARIRACED SHOULDER SIGNS SHALL BE PLACED ALONG THE ROADWAY FROM OUTSIDE EDGE OF SHOULDER TO OUTSIDE EDGE OF SHOULDER, IN ORDER TO BLOCK THE ENTIRE ROADWAY.
MCAULEY ROAD

MATCH EXISTING EDGE LINE

B.O.P. STA. 10+18.16

STA. 10+55

STA. 10+03.16

MATCH EXISTING EDGE LINE

DOUGLAS RD.

MATCHLINE STA. 15+00

MATCHLINE STA. 20+00

MCAULEY ROAD & KNOX ROAD IMPROVEMENT PROJECTS

C 2935 & C 2936

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER

DATE: 6-2-09

PROJECT ENGINEER:

PAVEMENT MARKINGS

B.O.P. STA. 10+18.16 TO STA. 20+00

SHEET 50 OF 54

CHANNELIZATION NOTES

1. Painted Center Line with no Pass Line
2. Painted Double Center Line
3. Painted Center Line
4. Painted Edge Line

CONSTRUCTION LINE

Typical Center Line with no Pass Line

Typical Double Center Line

Typical Skid Center Line

NOTES:
1) The pavement markings shall be spotted by the engineer prior to painting. The engineer shall be notified at least 5 working days prior to painting to spot the pavement markings.

Construction

0 40 80

40 0 40 80
MCAULEY ROAD

MCAULEY ROAD & KNOX ROAD IMPROVEMENT PROJECTS
C 2935 & C 2936

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER
DATE: 6-2-04

PROJECT ENGINEER:

PAVEMENT MARKINGS
STA. 20+00 TO STA. 25+00
SHEET 51 OF 54

CHANNELIZATION NOTES

1) PAINTED CENTER LINE WITH NO PASS LINE
2) PAINTED DOUBLE CENTER LINE
3) PAINTED CENTER LINE
4) PAINTED EDGE LINE

CONSTRUCTION LINE

TYPICAL CENTER LINE WITH NO PASS LINE

TYPICAL DOUBLE CENTER LINE

TYPICAL SKIP CENTER LINE

NOTES:
1) THE PAVEMENT MARKINGS SHALL BE SPOTTED BY THE ENGINEER PRIOR TO PAINTING. THE ENGINEER SHALL BE NOTIFIED AT LEAST 5 WORKING DAYS PRIOR TO PAINTING TO SPOT THE PAVEMENT MARKINGS.
**MCAULEY ROAD**

**MATCHLINE STA. 25+00**

**MATCHLINE STA. 10+00**

**MATCHLINE STA. 30+00**

**MATCHLINE STA. 35+00**

**CHANNELIZATION NOTES**

1. PAINTED CENTER LINE WITH NO PASS LINE
2. PAINTED DOUBLE CENTER LINE
3. PAINTED CENTER LINE
4. PAINTED EDGE LINE

**CONSTRUCTION LINE**

**TYPICAL CENTER LINE WITH NO PASS LINE**

**TYPICAL DOUBLE CENTER LINE**

**TYPICAL SKIP CENTER LINE**

**NOTES:**

1) THE PAVEMENT MARKINGS SHALL BE SPOTTED BY THE ENGINEER PRIOR TO PAINTING. THE ENGINEER SHALL BE NOTIFIED AT LEAST 5 WORKING DAYS PRIOR TO PAINTING TO SPOT THE PAVEMENT MARKINGS.
MCAULEY ROAD

NOTES:
1) THE PAVEMENT MARKINGS SHALL BE SPOTTED BY THE ENGINEER PRIOR TO PAINTING. THE ENGINEER SHALL BE NOTIFIED AT LEAST 5 WORKING DAYS PRIOR TO PAINTING TO SPOT THE PAVEMENT MARKINGS.

CHANNELIZATION NOTES

1) PAINTED CENTER LINE WITH NO PASS LINE
2) PAINTED DOUBLE CENTER LINE
3) PAINTED CENTER LINE
4) PAINTED EDGE LINE

CONSTRUCTION LINE

TYPICAL CENTER LINE WITH NO PASS LINE

TYPICAL DOUBLE CENTER LINE

TYPICAL SKIP CENTER LINE

PAVEMENT MARKINGS
STA. 70+15 TO EOP STA. 76+33.56