CONTRACT SPECIFICATIONS

For The Construction Of:
YAKIMA VALLEY
HIGHWAY IMPROVEMENT PROJECT
PHASE 2
(KONNOWAC PASS RD. TO SAWYER VIC.)
C 3380
Yakima County Public Services Project
CERTIFICATE

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

COUNTY ENGINEER

DATE:

1/7/15
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INFORMATIONAL BID DOCUMENTS

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IMPROVEMENT PLANS
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 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 January 28, 2015.

The bids shall be publicly 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 N. 2nd Street, Yakima, Washington 98901.

RIGHT TO REJECT BIDS:

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

PROPOSAL GUARANTY:

A certified check, cashier’s 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, 78 Stat. 252, 42 U.S.C. 2000d to 2000-4 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 shall affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises shall be afforded full opportunity to submit bids in response to this invitation and shall not be discriminated against on the grounds of race, color or national origin in consideration for an award.

YAKIMA COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER

INFORMATIONAL BID DOCUMENTS
C3380
1
PROPOSAL

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

C 3380 – YAKIMA VALLEY HIGHWAY IMPROVEMENT PROJECT PHASE 2: KONNOWAC PASS RD. TO SAWYER VIC.

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. 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>
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<th>Unit Price</th>
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<td>Commercial Concrete (Approach)</td>
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<td>54</td>
<td>Plugging Existing Pipe</td>
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<td>Monument Case and Covers (County Supplied)</td>
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<tr>
<td>56</td>
<td>Adjust Utility Vault</td>
<td>5</td>
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<tr>
<td>57</td>
<td>Gravel Backfill for Drain (Infiltration Trench)</td>
<td>262</td>
<td>TON</td>
<td>$</td>
</tr>
<tr>
<td>58</td>
<td>Minor Change</td>
<td>1</td>
<td>CALC</td>
<td>$</td>
</tr>
<tr>
<td>59</td>
<td>SPCC Plan</td>
<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>60</td>
<td>Mailbox Support Type 1</td>
<td>5</td>
<td>EACH</td>
<td>$</td>
</tr>
<tr>
<td>61</td>
<td>Mailbox Support Type 2</td>
<td>8</td>
<td>EACH</td>
<td>$</td>
</tr>
</tbody>
</table>

- **Total Bid Amount**: $   
+ **Price Adjustment**: $   + $96,094.74

**Total Project Amount**: $   

14,678 Ton OF CSBC @ $6.34 Per Ton= $93,058.52  
746 Ton OF CSTC @ $4.07 Per Ton=$3,036.22  

INFORMATIONAL BID DOCUMENTS  
C3380  
4
PROPOSAL – Continued

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

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

CASH [ ] IN THE AMOUNT OF ___________________________

CASHIER'S CHECK [ ] ________________________________ DOLLARS

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

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

Bidder acknowledges receipt of the following Addendums:

No. Date

== ==

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

SIGNATURE OR AUTHORIZED OFFICIAL(S)

______________________________
Title:

______________________________
Firm Name:

______________________________
Address:

______________________________
Phone No.:

______________________________
Washington Registration No.:

______________________________
Federal ID Tax No.:

______________________________
UBI No.:

______________________________
E-Mail:

Signed and sworn (or affirmed) before me on ____________________________

Date

______________________________
NOTARY PUBLIC

My appointment expires ____________________________

(Seal and Stamp)

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

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

(3) Should it be necessary to modify this proposal either in writing or by electronic means, please make reference to the following proposal number in your communications C3380.
LETTER OF RESPONSIBILITY

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 3380 – Yakima Valley Highway Improvement Project, RNASE 2: Konnowac Pass Rd. to Sawyer Vic.

I have the following equipment available for this work:

________________________________________________________________________
________________________________________________________________________

I have adequate funds to promptly meet obligations incident to this work.
Bank reference: ___________________________________________________________
________________________________________________________________________

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 AND/OR SUPPLIER: 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.
Failure to return this Declaration as part of the bid proposal package will make the bid nonresponsive and ineligible for award.

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.

This certification is also applicable to violations of prevailing wage law (chapter 39.12 RCW), registration law (chapter 18.27 RCW), or industrial insurance law (chapter 51.48 RCW).

________________________________________________________
Name and Title of Authorized Representative

________________________________________  ______________
Signature                        Date
CONTRACT

THIS AGREEMENT is 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 3380 – Yakima Valley Highway Improvement Project Phase 2: Kinnowac Pass Rd. to Sawyer Vic. and shall perform any changes in the work in accordance with the Contract Documents, which include the Contract Form, Bidder's completed Proposal Form, Scope of Work, Contract Plans, Contract Provisions, Standard Specifications, Standard Plans, Addenda, various certifications and affidavits, supplemental agreements, and any change orders.

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 conditions stated 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 document, 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 have executed in the name of said COUNTY by and through the Board of Yakima County Commissioners on the date indicated below:

CONTRACTOR:

Signed: _________________, 2015

________________________
Signature for

________________________
Print or Type Name of Person Signing

________________________
Title

Foregoing Contract approved and ratified

________________________, 20__

________________________
Surety

________________________
Attorney in fact

BOARD OF YAKIMA COUNTY COMMISSIONERS

Signed: _________________, 2015

________________________
J. Rand Elliott, Chairman

________________________
Michael D. Leita, Commissioner

________________________
Kevin J. Bouchey, Commissioner

________________________
ATTEST: Clerk of the Board

________________________
Tiera Girard

Approved as to form:

________________________
Deputy Prosecuting Attorney

INFORMATIONAL BID DOCUMENTS
C 3380
10
PERFORMANCE BOND
(RCW 39.08)

KNOW ALL MEN BY THESE PRESENTS, That______________, as \"PRINCIPAL\", and______________, a corporation authorized to do business in the State of Washington, as \"SURETY\", are jointly and severally held and bound unto Yakima County, Washington in the penal sum___________________________ Dollars ($_____) for the payment of which by these presents we jointly and severally bind ourselves, our heirs, executors, administrators, assigns, and successors.

THE CONDITION of this bond is such that WHEREAS, on ____________, 20____, the PRINCIPAL executed a certain Contract with the County, by the terms of which PRINCIPAL agrees to furnish all material and labor and will undertake and complete the construction of for C 3380 – Yakima Valley Highway Improvement Project Phase 2: Konnowac Pass Rd. to Sawyer Vic., 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 ____________________, 2015.

PRINCIPAL

By: ________________________________

Title: ________________________________

SURETY

By: ________________________________

Attorney-in-Fact

Chair of the Board of
Yakima County Commissioners

Date: ________________________________, 2015

Approved as to form:

Deputy Prosecuting Attorney

Name of Local Office of Agent

Address of Local Office Agent

BOND NUMBER

YAKIMA COUNTY CONTRACT NUMBER
AMENDMENTS TO THE STANDARD SPECIFICATIONS
AMENDMENTS
TO THE STANDARD SPECIFICATIONS

C 3380 - YAKIMA VALLEY HIGHWAY IMPROVEMENT
PROJECT - PHASE 2
(Kennonac Pass Rd. to Sawyer Vic.)

YAKIMA COUNTY WASHINGTON

INTRODUCTION

The following Amendments and Special Provisions shall be used in conjunction with the 2014
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 1-01, DEFINITIONS AND TERMS
August 4, 2014

1-01.3 Definitions
The definition for “Engineer” is revised to read:

The Contracting Agency’s representative who directly supervises the engineering and
administration of a construction Contract.

The definition for “Inspector” is revised to read:

The Engineer’s representative who inspects Contract performance in detail.

The definition for “Project Engineer” is revised to read:

Same as Engineer.

The definition for “Working Drawings” is revised to read:
Drawings, plans, diagrams, or any other supplementary data or calculations, including a schedule of submittal dates for Working Drawings where specified, which the Contractor must submit to the Engineer.

SECTION 1-02, BID PROCEDURES AND CONDITIONS
April 7, 2014

1-02.8(1) Noncollusion Declaration
The third paragraph is revised to read:

Therefore, by including the Non-collusion Declaration as part of the signed bid Proposal, the Bidder is deemed to have certified and agreed to the requirements of the Declaration.

SECTION 1-03, AWARD AND EXECUTION OF CONTRACT
January 5, 2015

1-03.3 Execution of Contract
The first paragraph is revised to read:

Within 20 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, and shall be registered as a contractor in the state of Washington.

1-03.4 Contract Bond
The last word of item 3 is deleted.

Item 4 is renumbered to 5.

The following is inserted after item 3 (after the preceding Amendments are applied):

4. Be conditioned upon the payment of taxes, increases, and penalties incurred on the project under titles 50, 51, and 82 RCW; and

1-03.5 Failure to Execute Contract
The first sentence is revised to read:

Failure to return the insurance certification and bond with the signed Contract as required in Section 1-03.3, or failure to provide Disadvantaged, Minority or Women’s Business Enterprise information if required in the Contract, or failure or refusal to sign the Contract, or failure to register as a contractor in the state of Washington shall result in forfeiture of the proposal bond or deposit of this Bidder.
SECTION 1-04, SCOPE OF THE WORK
August 4, 2014

1-04.4 Changes
In the third paragraph, item number 1 and 2 are revised to read:

a. When the character of the Work as altered differs materially in kind or nature from that involved or included in the original proposed construction; or

b. When an item of Work, as defined elsewhere in the Contract, is increased in excess of 125 percent or decreased below 75 percent of the original Contract quantity. For the purpose of this Section, an item of Work will be defined as any item that qualifies for adjustment under the provisions of Section 1-04.6.

The last two paragraphs are deleted.

This section is supplemented with the following new subsections:

1-04.4(2) Value Engineering Change Proposal (VECP)

1-04.4(2)A General
A VECP is a Contractor proposed change to the Contract Provisions which will accomplish the projects functional requirements in a manner that is equal to or better than the requirements in the Contract. The VECP may be: (1) at a less cost or time, or (2) either no cost savings or a minor increase in cost with a reduction in Contract time. The net savings or added costs to the Contract Work are shared by the Contractor and Contracting Agency.

The Contractor may submit a VECP for changing the Plans, Specifications, or other requirements of the Contract. The Engineer’s decision to accept or reject all or part of the proposal is final and not subject to arbitration under the arbitration clause or otherwise subject to litigation.

The VECP shall meet all of the following:

1. Not adversely affect the long term life cycle costs.

2. Not adversely impact the ability to perform maintenance.

3. Provide the required safety and appearance.

4. Provide substitution for deleted or reduced Disadvantaged Business Enterprise Condition of Award Work, Apprentice Utilization and Training.

VECPs that provide a time reduction shall meet the following requirements:

1. Time saving is a direct result of the VECP.
2. Liquidated damages penalties are not used to calculate savings.

3. Administrative/overhead cost savings experienced by either the Contractor or Contracting Agency as a result of time reduction accrue to each party and are not used to calculate savings.

1-04.4(2)B VECP Savings

1-04.4(2)B1 Proposal Savings
The incentive payment to the Contractor shall be one-half of the net savings of the proposal calculated as follows:

1. \((\text{gross cost of deleted work}) - (\text{gross cost of added work}) = (\text{gross savings})\)

2. \((\text{gross savings}) - \text{(Contractor’s engineering costs)} - \text{(Contracting Agency’s costs)} = (\text{net savings})\)

3. \((\text{net savings}) / 2 = (\text{incentive pay})\)

The Contracting Agency’s costs shall be the actual consultant costs billed to the Contracting Agency and in-house costs. Costs for personnel assigned to the Engineer’s office shall not be included.

1-04.4(2)B2 Added Costs to Achieve Time Savings
The cost to achieve the time savings shall be calculated as follows:

1. \((\text{cost of added work}) + \text{(Contractor’s engineering costs)} - \text{(Contracting Agency’s engineering costs)} = (\text{cost to achieve time savings})\)

2. \((\text{cost to achieve time savings}) / 2 = (\text{Contracting Agency’s share of added cost})\)

If the timesaving proposal also involves deleting work and, as a result, creates a savings for the Contracting Agency, then the Contractor shall also receive one-half of the savings realized through the deletion.

1-04.4(2)C VECP Approval

1-04.4(2)C1 Concept Approval
The Contractor shall submit a written proposal to the Engineer for consideration. The proposal shall contain the following information:

1. An explanation outlining the benefit provided by the change(s).
2. A narrative description of the proposed change(s). If applicable, the discussion shall include a demonstration of functional equivalency or a description of how the proposal meets the original contract scope of work.

3. A cost discussion estimating any net savings. Savings estimates will generally follow the outline below under the section, “Proposal Savings”.

4. A statement providing the Contracting Agency with the right to use all or any part of the proposal on future projects without future obligation or compensation.

5. A statement acknowledging and agreeing that the Engineer’s decision to accept or reject all or part of the proposal is final and not subject to arbitration under the arbitration clause or otherwise be subject to claims or disputes.

6. A statement giving the dates the Engineer must make a decision to accept or reject the conceptual proposal, the date that approval to proceed must be received, and the date the work must begin in order to not delay the contract. If the Contracting Agency does not approve the VECP by the date specified by the Contractor in their proposal the VECP will be deemed rejected.

7. The submittal will include an analysis on other Work that may have costs that changed as a result of the VECP. Traffic control and erosion control shall both be included in addition to any other impacted Work.

After review of the proposal, the Engineer will respond in writing with acceptance or rejection of the concept. This acceptance shall not be construed as authority to proceed with any change contract work. Concept approval allows the Contractor to proceed with the Work needed to develop final plans and other information to receive formal approval and to support preparation of a change order.

1-04.4(2)C2 Formal Approval
The Contractor’s submittal to the Engineer for formal approval shall include the following:

1. Deleted Work – Include the calculated quantities of unit price Work to be deleted. Include the proposed partial prices for portions of lump sum Work deleted. For deletion of force account items include the time and material estimates.

2. Added Work – Include the calculated quantities of unit price Work to be added, either by original unit Contract prices or by new, negotiated unit prices. For new items of Work include the quantities and proposed prices.
3. Contractor’s Engineering Costs – Submit the labor costs for the engineering to develop the proposal; costs for Contractor employees utilized in contract operations on a regular basis shall not be included.

4. Schedule Analysis – If the VECP is related to time savings, the Contractor shall submit a partial progress schedule showing the changed Work. The submittal shall also include a discussion comparing the partial progress schedule with the approved progress schedule for the project.

5. Working Drawings – Type 3 Working Drawings shall be submitted; those drawings which require engineering shall be a Type 3E.

Formal approval of the proposal will be documented by issuance of a change order. The VECP change order will contain the following statements which the Contractor agrees to by signing the change order:

1. The Contractor accepts design risk of all features, both temporary and permanent, of the changed Work.

2. The Contractor accepts risk of constructability of the changed Work.

3. The Contractor provides the Contracting Agency with the right to use all or any part of the proposal on future projects without further obligation or compensation.

VECP change orders will contain separate pay items for the items that are applicable to the Proposal. These are as follows:

1. Deleted Work.

2. Added Work.

3. The Contractor’s engineering costs, reimbursed at 100 percent of the Contractor’s cost.

4. Incentive payment to the Contractor.

When added Work costs exceed Deleted Work costs, but time savings make a viable proposal, then items 3 and 4 above are replaced with the following:

3. The Contracting Agency’s share of added cost to achieve time savings.

4. The Contractor’s share of savings from deleted Work.
1-04.4(2)C3 Authority to Proceed with Changed Work

The authority for the Contractor to proceed with the VECP Work will be provided by one of the following options:

1. Execution of the VECP change order, or

2. At the Contractor’s request the Contracting Agency may provide approval by letter from the Engineer for the Work to proceed prior to execution of a change order. All of the risk for proceeding with the VECP shall be the responsibility of the Contractor. Additionally, the following criteria are required to have been met:

   a) Concept approval has been granted by the Contracting Agency.

   b) All design reviews and approvals have been completed, including plans and specifications.

   c) The Contractor has guaranteed, in writing, the minimum savings to the Contracting Agency.

SECTION 1-05, CONTROL OF WORK

August 4, 2014

1-05.1 Authority of the Engineer

In this section, “Project Engineer” is revised to read “Engineer”.

The second paragraph (up until the colon) is revised to read:

The Engineer’s decisions will be final on all questions including the following:

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

The Engineer represents the Contracting Agency with full authority to enforce Contract requirements.

1-05.2 Authority of Assistants and Inspectors

The first paragraph is revised to read:

The Engineer may appoint assistants and Inspectors to assist in determining that the Work and materials meet the Contract requirements. Assistants and Inspectors have the authority to reject defective material and suspend Work that is being done improperly, subject to the final decisions of the Engineer.

In the third paragraph, “Project Engineer” is revised to read “Engineer”.

C 3380 Yakima Valley Highway Improvement
Project Phase 2

A 7

AMENDMENTS
1-05.3 Plans and Working Drawings

This section’s title is revised to read:

Working Drawings

This section is revised to read:

The Contract may require the Contractor to submit Working Drawings for the performance of the Work. Working Drawings shall be submitted by the Contractor electronically to the Engineer in PDF format; drawing details shall be prepared in accordance with conventional detailing practices. If the PDF format is found to be unacceptable, at the request of the Engineer, the Contractor shall provide paper copies of the Working Drawings with drawings on 11 by 17 inch sheets and calculations/text on 8½ by 11 inch sheets.

Working Drawings will be classified under the following categories:

1. **Type 1** – Submitted for Contracting Agency information. Submittal must be received by the Contracting Agency a minimum of 7 calendar days before work represented by the submittal begins.

2. **Type 2** – Submitted for Contracting Agency review and comment. Unless otherwise stated in the Contract, the Engineer will require up to 20 calendar days from the date the Working Drawing is received until it is returned to the Contractor. The Contractor shall not proceed with the Work represented by the Working Drawing until comments from the Engineer have been addressed.

3. **Type 2E** – Same as a Type 2 Working Drawing with Engineering as described below.

4. **Type 3** – Submitted for Contracting Agency review and approval. Unless otherwise stated in the Contract, the Engineer will require up to 30 calendar days from the date the Working Drawing is received until it is returned to the Contractor. The Contractor shall obtain the Engineer’s written approval before proceeding with the Work represented by the Working Drawing.

5. **Type 3E** – Same as a Type 3 Working Drawing with Engineering as described below.

All Working Drawings shall be considered Type 3 Working Drawings except as specifically noted otherwise in the Contract. Unless designated otherwise by the Contractor, submittals of Working Drawings will be reviewed in the order they are received by the Engineer. In the event that several Working Drawings are received simultaneously, the Contractor shall specify the sequence in which they are to be reviewed. If the Contractor does not submit a review sequence for simultaneous Working Drawing submittals, the review sequence will be at the Engineer's discretion.
Working Drawings requiring Engineering, Type 2E and 3E, shall be prepared by (or under the direction of) a Professional Engineer, licensed under Title 18 RCW, State of Washington, and in accordance with WAC 196-23-020. Design calculations shall carry the Professional Engineer's signature and seal, date of signature, and registration number on the cover page. The cover page shall also include the Contract number, Contract title and sequential index to calculation page numbers.

If more than the specified number of days is required for the Engineer's review of any individual Working Drawing or resubmittal, an extension of time will be considered in accordance with Section 1-08.8.

Review or approval of Working Drawings shall neither confer upon the Contracting Agency nor relieve the Contractor of any responsibility for the accuracy of the drawings or their conformity with the Contract. The Contractor shall bear all risk and all costs of any Work delays caused by rejection or nonapproval of Working Drawings.

Unit Bid prices shall cover all costs of Working Drawings.

SECTION 1-07, LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC
January 5, 2015

1-07.2 State Taxes
This section is revised to read:

The Washington State Department of Revenue has issued special rules on the state sales tax. Sections 1-07.2(1) through 1-07.2(3) are meant to clarify those rules. The Contracting Agency will not adjust its payment if the Contractor bases a Bid on a misunderstood tax liability.

The Contracting Agency may deduct from its payments to the Contractor, retainage or lien the bond, in the amount the Contractor owes the State Department of Revenue, whether the amount owed relates to the Contract in question or not. Any amount so deducted will be paid into the proper State fund on the contractor's behalf. For additional information on tax rates and application refer to applicable RCWs, WACs or the Department of Revenue's website.

1-07.2(1) State Sales Tax: Work Performed on City, County, or Federally-Owned Land
This section including title is revised to read:

1-07.2(1) State Sales Tax: WAC 458-20-171 – Use Tax
For Work designated as Rule 171, Use Tax, the Contractor shall include for compensation the amount of any taxes paid in the various unit Bid prices or other Contract amounts. Typically, these taxes are collected on materials incorporated into the project and items such as the purchase or rental of; tools, machinery, equipment, or consumable supplies not integrated into the project.
The Summary of Quantities in the Contract Plans identifies those parts of the project that are subject to Use Tax under Section 1-07.2(1).

1-07.2(2) State Sales Tax: Work on State-Owned or Private Land

This section including title is revised to read:

1-07.2(2) State Sales Tax: WAC 458-20-170 – Retail Sales Tax

For Work designated as Rule 170, Retail Sales Tax, the Contractor shall collect from the Contracting Agency, Retail Sales Tax on the full Contract price. The Contracting Agency will automatically add this Retail Sales Tax to each payment to the Contractor and for this reason; the Contractor shall not include the Retail Sales Tax in the unit Bid prices or in any other Contract amount. However, the Contracting Agency will not provide additional compensation to the Prime Contractor or Subcontractor for Retail Sales Taxes paid by the Contractor in addition to the Retail Sales Tax on the total contract amount. Typically, these taxes are collected on items such as 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 prices or in any other Contract amounts.

The Summary of Quantities in the Contract Plans identifies those parts of the project that are subject to Retail Sales Tax under Section 1-07.2(2).

1-07.2(3) Services

This section is revised to read:

Any contract wholly for professional or other applicable services is generally not subject to Retail Sales Tax and therefore the Contractor shall not collect Retail Sales Tax from the Contracting Agency on those Contracts. Any incidental taxes paid as part of providing the services shall be included in the payments under the contract.

1-07.23(1) Construction Under Traffic

In the second paragraph, the following new sentence is inserted after the second sentence:

Accessibility to existing or temporary pedestrian push buttons shall not be impaired.

SECTION 1-08, PROSECUTION AND PROGRESS

May 5, 2014

1-08.1 Subcontracting

The eighth paragraph is revised to read:

On all projects, the Contractor shall certify to the actual amounts paid to Disadvantaged, Minority, Women’s, or Small Business Enterprise firms that were used as Subcontractors, lower tier subcontractors, manufacturers, regular dealers, or service providers on the Contract. This Certification shall be submitted to the Project Engineer on a monthly basis each month between Execution of the Contract and Physical Completion of the contract using the application available at: https://remoteapps.wsdot.wa.gov/mapsdata/tools/dbeparticipation. The monthly report is due 20 calendar days following the end of the
month. A monthly report shall be submitted for every month between Execution of the
Contract and Physical Completion regardless of whether payments were made or work
occurred.

The ninth paragraph is deleted.

SECTION 1-09, MEASUREMENT AND PAYMENT
January 5, 2015

1-09.6 Force Account
In the third paragraph of item number 3, the last sentence is revised to read:

In the event that prior quotations are not obtained and the vendor is not a firm independent
from the Contractor or Subcontractor, then after-the-fact quotations may be obtained by the
Engineer from the open market in the vicinity and the lowest such quotation may be used in
place of submitted invoice.

SECTION 1-10, TEMPORARY TRAFFIC CONTROL
August 4, 2014

1-10.1(1) Materials
The following material reference is deleted from this section:

Barrier Drums 9-35.8

1-10.1(2) Description
The first paragraph is revised to read:

The Contractor shall provide flaggers, and all other personnel required for labor for traffic
control activities and not otherwise specified as being furnished by the Contracting Agency.

1-10.2(1) General
In the third paragraph, the first two sentences are revised to read:

The primary and alternate TCS shall be certified by one of the organizations listed in the
Special Provisions. Possession of a current Washington State TCS card and flagging card by
the primary and alternate TCS is mandatory.

1-10.2(1)B Traffic Control Supervisor
The first paragraph is revised to read:

A Traffic Control Supervisor (TCS) shall be present on the project whenever flagging or
other traffic control labor is being utilized or less frequently, as authorized by the Engineer.

The last paragraph is revised to read:
The TCS may perform the Work described in Section 1-10.3(1)A Flaggers or in Section 1-10.3(1)B Other Traffic Control Labor and be compensated under those Bid items, provided that the duties of the TCS are accomplished.

1-10.2(2) Traffic Control Plans
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. All construction signs, flaggers, and other traffic control devices are shown on the traffic control plan(s) except for emergency situations. If the Contractor proposes adding the use of flaggers to a plan, this will constitute a modification requiring approval by the Engineer. The modified plans shall show locations for all the required advance warning signs and a safe, protected location for the flagging station. If flagging is to be performed during hours of darkness, the plan shall include appropriate illumination for the flagging station.

In the second paragraph, the second sentence is revised to read:

Any Contractor-proposed modification, supplement or replacement shall show the necessary construction signs, flaggers, and other traffic control devices required to support the Work.

1-10.2(3) Conformance to Established Standards
In the second paragraph, the second sentence is revised to read:

The National Cooperative Highway Research Project (NCHRP) Report 350 and the AASHTO Manual for Assessing Safety Hardware (MASH) have established requirements for crash testing.

In the third paragraph, “NCHRP 350” is revised to read “NCHRP 350 or MASH”.

In the fourth paragraph, “NCHRP 350” is revised to read “NCHRP 350 or MASH”.

In the fifth paragraph, “NCHRP 350” is revised to read “NCHRP 350 or MASH”.

1-10.3(1) Traffic Control Labor
The first paragraph is revised to read:

The Contractor shall furnish all personnel for flagging, for the execution of all procedures related to temporary traffic control and for the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations.

1-10.3(1)A Flaggers and Spotters
This section’s title is revised to read:

Flaggers
The first paragraph is revised to read:

Flaggers shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. The flagging card shall be immediately available and shown to the Contracting Agency upon request.

The last paragraph is deleted.

1-10.3(1)B Other Traffic Control Labor

This section is revised to read:

In addition to flagging duties, the Contractor shall provide personnel for all other traffic control procedures required by the construction operations and for the labor to install, maintain and remove any traffic control devices shown on Traffic Control Plans.

1-10.3(3)B Sequential Arrow Signs

This section is supplemented with the following:

A sequential arrow sign is required for all lane closure tapers on a multilane facility. A separate sequential arrow sign shall be used for each closed lane. The arrow sign shall not be used to laterally shift traffic. When used in the caution mode, the four corner mode shall be used.

1-10.3(3)C Portable Changeable Message Signs

This section is revised to read:

Where shown on an approved traffic control plan or where ordered by the Engineer, the Contractor shall provide, operate, and maintain portable changeable message signs (PCMS). A PCMS shall be placed behind a barrier or guardrail whenever possible, but shall at a minimum provide 4 ft. of lateral clearance to edge of travelled lane and be delineated by channelization devices. The Contractor shall remove the PCMS from the clear zone when not in use unless protected by barrier or guardrail.

1-10.3(3)F Barrier Drums

This section including title is deleted in its entirety and replaced with the following:

1-10.3(3)F Vacant

1-10.3(3)K Portable Temporary Traffic Control Signal

The fifth paragraph is revised to read:

The Project Engineer or designee will inspect the signal system at initial installation/operation and approve the signal timing. Final approval will be based on the results of the operational inspection.
1.10.4(2) Item Bids With Lump Sum for Incidentals
In the second paragraph, the first and second sentences are revised to read:

"Flaggers" will be measured by the hour. Hours will be measured for each flagging station, shown on an approved Traffic Control Plan, when that station is staffed in accordance with Section 1-10.3(1)A.

The first sentence of the last bulleted item in this section is revised to read:

Installing and removing Barricades, Traffic Safety Drums, Cones, Tubular Markers and Warning Lights and Flashers to carry out approved Traffic Control Plan(s).

1.10.5(2) Item Bids With Lump Sum for Incidentals
This section is deleted and replaced with the following:

"Traffic Control Supervisor", lump sum.

The lump sum Contract payment shall be full compensation for all costs incurred by the Contractor in performing the Work defined in Section 1-10.2(1)B.

"Pedestrian Traffic Control", lump sum.

The lump sum Contract payment shall be full compensation for all costs incurred by the Contractor in performing the Work for pedestrian traffic control defined in Section 1-10.

"Flaggers", per hour.

The unit Contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the Contractor in performing the Work defined in Section 1-10.3(1)A.

"Other Traffic Control Labor", per hour.

The unit Contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all labor costs incurred by the Contractor in performing the Work specified for this item in Section 1-10.4(2).

"Construction Signs Class A", per square foot.

The unit Contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the Contractor in performing the Work described in Section 1-10.3(3)A. In the event that "Do Not Pass" and "Pass With Care" signs must be left in place, a change order, as described in Section 1-04.4, will be required. When the Bid Proposal contains the item "Sign Covering",...
then covering those signs indicated in the Contract will be measured and paid according to
Section 8-21.

“Sequential Arrow Sign”, per hour.

The unit Contract price, when applied to the number of units measured for this item in
accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the
Contractor in performing the Work described in Section 1-10.3(3)B.

“Portable Changeable Message Sign”, per hour.

The unit Contract price, when applied to the number of units measured for this item in
accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the
Contractor in performing the Work for procuring all portable changeable message signs
required for the project and for transporting these signs to and from the project.

“Transportable Attenuator”, per each.

The unit Contract price, when applied to the number of units measured for this item in
accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the
Contractor in performing the Work described in Section 1-10.3(3)J except for costs
compensated separately under the items “Operation of Transportable Attenuator” and
“Repair Transportable Attenuator”.

“Operation of Transportable Attenuator”, per hour.

The unit Contract price, when applied to the number of units measured for this item in
accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the
Contractor in performing the Work for operating transportable attenuators on the project.

“Repair Transportable Attenuator”, by force account.

All costs of repairing or replacing transportable attenuators that are damaged by the
motoring public while in use as shown on an approved Traffic Control Plan will be paid for
by force account as specified in Section 1-09.6. To provide a common Proposal for all
Bidders, the Contracting Agency has estimated the amount of force account for “Repair
Transportable Attenuator” and has entered the amount in the Proposal to become a part of
the total Bid by the Contractor. Transportable attenuators damaged due to the Contractor’s
operation or damaged in any manner when not in use shall be repaired or replaced by the
Contractor at no expense to the Contracting Agency.

“Other Temporary Traffic Control”, lump sum.

The lump sum Contract payment shall be full compensation for all costs incurred by the
Contractor in performing the Work defined in Section 1-10, and which costs are not
compensated by one of the above-listed items.
“Portable Temporary Traffic Control Signal”, lump sum.

The lump sum Contract payment shall be full compensation for all costs incurred by the Contractor in performing the 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
August 4, 2014

2-01.3(1) Clearing
In the second paragraph, item number 3 (up until the colon) is revised to read:

3. 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 and are in a location that will not be terraced as described in Section 2-03.3(14):

SECTION 2-02, REMOVAL OF STRUCTURES AND OBSTRUCTIONS
January 5, 2015

2-02.3(2) Removal of Bridges, Box Culverts, and Other Drainage Structures
This section is supplemented with the following new subsections:

2-02.3(2)A Bridge Removal
2-02.3(2)A1 Bridge Demolition Plan Submittal
The Contractor shall submit a Type 2E Working Drawing consisting of a bridge demolition plan, showing the method of removing the existing bridge(s), or portions of bridges, as specified.

The bridge demolition plan shall show all equipment, sequence of operations, and details required to complete the work, including containment, collection, and disposal of all debris. The plan shall include a crane foundation stability analysis and crane load calculations for the work. The plan shall detail the containment, collection, and disposal of all debris. The plan shall show all stages of demolition.

When the bridge removal work includes removal of a truss, and when the Contractor’s removal method involves use of a crane or cranes to pick, lift, and remove the truss, the Contractor shall confirm the truss dead load weight prior to beginning the truss removal operation. The operation of confirming the truss dead load shall be performed at both ends of the truss, and shall ensure that the truss is broken free of its support bearings. The Contractor’s method of confirming the truss dead load, whether by hydraulic jacks or other means, shall be included in the Contractor’s bridge demolition plan submittal.
When the bridge removal work involves removing portions of existing concrete without replacement, the methods and tools used to achieve the smooth surface and profile specified in Section 2-02.3(2)A2 shall be included in the Contractor’s bridge demolition plan submittal.

2-02.3(2)A2 Removing Portions of Existing Concrete
Care shall be taken in removing concrete to prevent overbreakage or damage to portions of the existing Structure which are to remain. Before concrete removal begins, a saw cut shall be made into the surface of the concrete at the perimeter of the removal limits. The saw cut shall be 3/4-inch deep when the steel reinforcement is to remain, and may be deeper when the steel reinforcement is removed with the concrete.

Concrete shall be completely removed (exposing the deformed surface of the bar) from existing steel reinforcing bars which extend from the existing members and are specified to remain. Steel reinforcing bars that are not designated to remain shall be cut a minimum of 1-inch behind the final surface. The void left by removal of the steel reinforcing bar shall be filled with mortar conforming to Section 9-20.4(2). The mortar shall match the color of the existing concrete surface as nearly as practicable.

The Contractor shall roughen, clean, and saturate existing concrete surfaces, against which fresh concrete will be placed, in accordance with Section 6-02.3(12)B. When a portion of existing concrete is to be removed without replacement, concrete shall be removed to a clean line with a smooth surface of less than 1/16 inch profile.

2-02.3(2)A3 Use of Explosives for Bridge Demolition
Explosives shall not be used for bridge demolition, except as specifically allowed by the Special Provisions.

2-02.5 Payment
This section is supplemented with the following new Bid items:

“Removing Existing Bridge___”, lump sum.

“Removing Existing Structure___”, lump sum.

“Removing Portion of Existing Bridge___”, lump sum.

“Removing Portion of Existing Structure___”, lump sum.

SECTION 2-03, ROADWAY EXCAVATION AND EMBANKMENT
August 4, 2014

2-03.3(14) Embankment Construction
The third paragraph is revised to read:
Hillside Terraces — The Contractor shall terrace the original ground or embankment when the slope of the surface is 2H:1V or steeper unless otherwise directed by the Engineer. The face of each terrace shall be a minimum of 1 foot and a maximum of 5 feet in height and shall be vertical or near vertical as required to remain stable during material placement and compaction. The bench of the terrace shall slope outward to drain and shall not be inclined steeper than 0.05 foot per foot. Terraces damaged during work shall be reestablished. The Engineer may order the Contractor to place gravel backfill, pipe drains or both to drain any seepage.

2-03.3(14)L  Embankment Widening for Guardrail
The first sentence is revised to read:

Embankments widened for the installation of beam guardrail shall be terraced in accordance with the requirements for hillside terraces in Section 2-03.3(14).

The second sentence is deleted.

SECTION 2-09, STRUCTURE EXCAVATION
January 5, 2015

2-09.4 Measurement
The seventh paragraph is revised to read:

For pipelines the lower limit in measuring structure excavation will be the foundation level as shown in the Plans or as directed by the Engineer.

DIVISION 3
AGGREGATE PRODUCTION AND ACCEPTANCE

SECTION 3-04, ACCEPTANCE OF AGGREGATE
August 4, 2014

3-04.5 Payment
In Table 2, the row containing the item “HMA Aggregate” is revised to read:

| 9-03.8(2) | HMA Aggregate |  |  |  | 15 | 15 | Uncompacted Void Content 15 |

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS
SECTION 5-04, HOT MIX ASPHALT
January 5, 2015

5-04.3(3)A Material Transfer Device/Vehicle
The first paragraph is supplemented with the following new sentence:

At the Contractor’s request the Engineer may approve paving without an MTD/V; the
Engineer will determine if an equitable adjustment in cost or time is due.

In the last sentence of the second paragraph, “Project Engineer” is revised to read “Engineer”.

5-04.3(5)A Preparation of Existing Surfaces
The first sentence of the last paragraph is revised to read:

Unless otherwise approved by the Engineer, the tack coat shall be CSS-1 or CSS-1h
emulsified asphalt.

5-04.3(7)A3 Commercial Evaluation
The second sentence in the first paragraph is revised to read:

Mix designs for HMA accepted by commercial evaluation shall be submitted to the Project
Engineer on WSDOT Form 350-042.

5-04.3(8)A4 Definition of Sampling and Sublot
In the second sentence of the second paragraph, “800 tons” is revised to read “1,000 tons”.

5-04.3(10)A General
In the first paragraph, “checking” and “cracking” are deleted.

In the third paragraph, the following new sentence is inserted after the second sentence:

Coverage with a steel wheel roller may precede pneumatic tired rolling.

In the third paragraph, the following new sentence is inserted before the last sentence:

Regardless of mix temperature, a roller shall not be operated in a mode that results in
checking or cracking of the mat.

5-04.3(10)B1 General
In this section, “Project Engineer” is revised to read “Engineer”.

The first paragraph is revised to read:

HMA mixture accepted by statistical or nonstatistical evaluation that is used in traffic lanes,
including lanes for ramps, truck climbing, weaving, and speed change, and having a
specified compacted course thickness greater than 0.10-foot, shall be compacted to a
specified level of relative density. The specified level of relative density shall be a
Composite Pay Factor (CPF) of not less than 0.75 when evaluated in accordance with Section 1-06.2, using a minimum of 91 percent of the maximum density. The percent of maximum density shall be determined by WSDOT FOP for AASHTO T 729 when using the nuclear density gauge and WSDOT SOP 736 when using cores to determine density. The specified level of density attained will be determined by the statistical evaluation of the density of the pavement.

The following four new paragraphs are inserted after the first paragraph:

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

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

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

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

In the sixth paragraph (after the preceding Amendments are applied), the second sentence is revised to read:

Sublots will be uniform in size with a maximum of approximately 100 tons per subplot; the final subplot of the day may be increased to 150 tons.

5-04.3(10)B4 Test Results
The first paragraph is revised to read:

The results of all compaction acceptance testing and the CPF of the lot after three sublots have been tested will be available to the Contractor through WSDOT's website. Determination of the relative density of the HMA with a nuclear density gauge requires a correlation factor and may require resolution after the correlation factor is known. Acceptance of HMA compaction will be based on the statistical evaluation and CPF so determined.

In the second paragraph, the first sentence is revised to read:
For a sublot that has been tested with a nuclear density gauge that did not meet the minimum of 91 percent of the reference maximum density in a compaction lot with a CPF below 1.00 and thus subject to a price reduction or rejection, the Contractor may request that a core be used for determination of the relative density of the sublot.

In the second sentence of the second paragraph, “moisture-density” is revised to read “density”.

In the second paragraph, the fourth sentence is deleted.

5-04.3(20) Anti-Stripping Additive
This section is revised to read:

Anti-stripping additive shall be added to the liquid asphalt by the asphalt supplier prior to shipment to the hot mix asphalt mixing plant in the amount designated in the WSDOT mix design evaluation report provided by the Contracting Agency. Paving shall not begin before the anti-strip requirements have been provided to the Contractor. Anti-strip is not required for temporary work that will be removed prior to Completion.

5-04.4 Measurement
The following new paragraph is inserted after the first paragraph:

Roadway cores will be measured per each for the number of cores taken.

The second to last paragraph is deleted.

5-04.5 Payment
The bid item “Removing Temporary Pavement Marking”, per linear foot and paragraph following bid item are deleted.

The following new bid item is inserted before the second to last paragraph:

“Roadway Core”, per each.

The Contractor’s costs for all other Work associated with the coring (e.g., traffic control) shall be incidental and included within the unit Bid price per each and no additional payments will be made.

DIVISION 6
STRUCTURES

SECTION 6-01, GENERAL REQUIREMENTS FOR STRUCTURES
January 5, 2015

6-01.6 Load Restrictions on Bridges Under Construction
The first sentence of the second paragraph is revised to read:
If necessary and safe to do so, and if the Contractor requests it through a Type 2E Working Drawing, the Engineer may allow traffic on a bridge prior to completion.

In the second paragraph, item number 3 (up until the colon) is revised to read:

3. Provide stress calculations under the design criteria specified in the AASHTO LRFD Bridge Design Specifications, current edition, including at a minimum the following:

6-01.9 Working Drawings
This section is revised to read:

All Working Drawings required for bridges and other Structures shall conform to Section 1-05.3.

6-01.10 Utilities Supported by or Attached to Bridges
In the second paragraph, “bridge structures” is revised to read “bridges”.

6-01.14 Premolded Joint Filler
In the second paragraph, the first sentence is revised to read:

The Contractor may substitute for the nails any adhesive acceptable to the Engineer.

6-02.AP6

SECTION 6-02, CONCRETE STRUCTURES
January 5, 2015

6-02.3(1) Classification of Structural Concrete
In paragraph two, item number 1 is revised to read:

Mix design and proportioning specified in Sections 6-02.3(2), 6-02.3(2)A and 6-02.3(2)A1.

Item number 3 is renumbered to 4.

After the preceding Amendments are applied, the following new numbered item is inserted after item number 2:

3. Temperature and time for placement requirements specified in Section 6-02.3(4)D.

6-02.3(2) Proportioning Materials
In the third paragraph, the first sentence is revised to read:

The use of fly ash is required for Class 4000P concrete, except that ground granulated blast furnace slag may be substituted for fly ash at a 1:1 ratio.
In the table titled "Cementitious Requirement for Concrete", the row beginning with "4000D" is deleted.

The fourth paragraph is revised to read:

When both ground granulated blast furnace slag and fly ash are included in the concrete mix, the total weight of both these materials is limited to 40 percent by weight of the total cementitious material for concrete class 4000A, and 50 percent by weight of the total cementitious material for all other classes of concrete.

6-02.3(2)A Contractor Mix Design

The first paragraph is revised to read:

The Contractor shall provide a mix design in writing to the Engineer for all classes of concrete specified in the Plans except for lean concrete and commercial concrete. No concrete shall be placed until the Engineer has reviewed the mix design. The required average 28-day compressive strength shall be selected in accordance with ACI 318, Chapter 5, Section 5.3.2. ACI 211.1 and ACI 318 shall be used to determine proportions. All proposed concrete mixes except Class 4000D shall meet the requirements in Cementitious Requirement for Concrete in Section 6-02.3(2).

In the fourth paragraph, the fourth sentence is deleted.

In the sixth paragraph, the first sentence is deleted.

In the seventh paragraph, the last sentence is deleted.

The eighth paragraph is revised to read:

Air content for concrete Class 4000D shall conform to Section 6-02.3(2)A1. For all other concrete, air content shall be a minimum of 4.5 percent and a maximum of 7.5 percent for all concrete placed above the finished ground line.

The following new sub-section is added:

6-02.3(2)A1 Contractor Mix Design for Concrete Class 4000D

All Class 4000D concrete shall be a project specific performance mix design conforming to the following requirements:

1. Aggregate shall use combined gradation in accordance with Section 9-03.1(5) with a nominal maximum aggregate size of 1-1/2 inches.

2. Permeability shall be less than 2,000 coulombs at 56 days in accordance with AASHTO T 277.

3. Freeze-thaw durability shall be provided by one of the following methods:
a. The concrete shall maintain an air content between 4.5 and 7.5 percent.
b. The concrete shall maintain a minimum air content that achieves a durability factor of 90 percent, minimum, after 300 cycles in accordance with AASHTO T 161, Procedure A. This air content shall not be less than 3.0 percent. Test samples shall be obtained from concrete batches of a minimum of 3.0 cubic yards.

4. Scaling shall have a visual rating less than or equal to 2 after 50 cycles in accordance with ASTM C 672.

5. Shrinkage at 28 days shall be less than 320 micro strain in accordance with AASHTO T 160.

6. Modulus of elasticity shall be measured in accordance with ASTM C 469.

7. Density shall be measured in accordance with ASTM C 138.

The Contractor shall submit the mix design in accordance with Section 6-02.3(2)A. The submittal shall include test reports for all tests listed above that follow the reporting requirements of the AASHTO/ASTM procedures. Samples for testing may be obtained from either laboratory or concrete plant batches. If concrete plant batches are used, the minimum batch size shall be 3.0 cubic yards. The Contractor shall submit the mix design to the Engineer at least 30 calendar days prior to the placement of concrete in the bridge deck.

6-02.3(4)D Temperature and Time For Placement
The first two sentences are revised to read:

Concrete temperatures shall remain between 55°F and 90°F while it is being placed, except that Class 4000D concrete temperatures shall remain between 55°F and 75°F during placement. Precast concrete that is heat cured in accordance with Section 6-02.3(25)D shall remain between 50°F and 90°F while being placed.

6-02.3(5)A General
The first paragraph is revised to read:

Concrete for the following applications will be accepted based on a Certificate of Compliance to be provided by the supplier as described in Section 6-02.3(5)B:

1. Lean concrete.
2. Commercial concrete.
3. Class 4000P concrete for Roadside Steel Sign Support Foundations.
4. Class 4000P concrete for Type II, III, and CCTV Signal Standard Foundations that are 12'-0" or less in depth.
5. Class 4000P concrete for Type IV and V Strain Pole Foundations that are 12'-0" or less in depth.

6. Class 4000P concrete for Steel Light Standard Foundations Types A & B.

The following new sentence is inserted at the beginning of the second paragraph:

Slip-form barrier concrete will be accepted based on conformance to the requirements for temperature, air content and compressive strength at 28 days for sublots as tested and determined by the Contracting Agency.

6-02.3(5)G Sampling and Testing Frequency for Temperature, Consistency, and Air Content
In the fifth sentence of the second paragraph, “five truck loads” is revised to read “ten truck loads”.

The second paragraph is supplemented with the following:

If the remaining quantity to be placed is less than ten truck loads; then a sample shall be randomly taken from one of the remaining truck loads.

In the last sentence of the third paragraph, “five truck loads” is revised to read “ten truck loads”.

6-02.3(5)H Sampling and Testing for Compressive Strength and Initial Curing
The second paragraph is revised to read:

The Contractor shall provide and maintain a sufficient number of cure boxes in accordance with WSDOT FOP for AASHTO T 23 for curing concrete cylinders. The cure boxes shall be readily accessible and no more than 500 feet from the point of acceptance testing, unless otherwise approved by the Engineer. The Contractor shall also provide, maintain and operate all necessary power sources and connections needed to operate the cure boxes. The cure boxes shall be in-place and functioning at the specified temperature for curing cylinders prior to concrete placement. Concrete cylinders shall be cured in the cure boxes in accordance with WSDOT FOP for AASHTO T 23. The cure boxes shall have working locks and the Contractor shall provide the Engineer with one key to each of the locks. Once concrete cylinders are placed in the cure box, the cure box shall not be disturbed until the cylinders have been removed. The Contractor shall retain the cure box Temperature Measuring Device log and provide it to the Engineer upon request.

The following new paragraph is inserted after the last paragraph:

All cure box costs shall be incidental to the associated item of work.

6-02.3(6)A2 Cold Weather Protection
The first sentence in the first paragraph is revised to read:
This Specification applies when the weather forecast on the day of concrete placement predicts air temperatures below 35°F at any time during the 7 days following placement.

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

The temperature of the concrete shall be maintained above 50°F during the entire curing period or 7 days, whichever is greater.

6-02.3(10)A Preconstruction Meeting

This section including title is revised to read:

6-02.3(10)A Pre-Deck Pour Meeting

A pre-deck pour meeting shall be held 5 to 10 working days before placing deck concrete to discuss construction procedures, personnel, equipment to be used, concrete sampling and testing and deck finishing and curing operations. Those attending shall include, at a minimum, the superintendent, foremen in charge of placing and finishing concrete, and representatives from the concrete supplier and the concrete pump truck supplier.

If the project includes more than one bridge deck, and if the Contractor’s key personnel change between concreting operations, or at request of the Engineer, additional conferences shall be held before each deck placement.

6-02.3(10)D Concrete Placement, Finishing, and Texturing

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

6-02.3(10)D1 Test Slab Using Bridge Deck Concrete

After the Contractor receives the Engineer’s approval for the Class 4000D concrete mix design, and a minimum of seven calendar days prior to the first placement of bridge deck concrete, the Contractor shall construct a test slab using concrete of the approved mix design.

The test slab may be constructed on grade, shall have a minimum thickness of eight-inches, shall have minimum plan dimensions of 10-feet along all four edges, and shall be square or rectangular.

During construction of the test slab, the Contractor shall demonstrate concrete sampling and testing, use of the concrete temperature monitoring system, the concrete fogging system, concrete placement system, and the concrete finishing operation. The Contractor shall conduct the demonstration using the same type of equipment to be used for the production bridge decks, except that the Contractor may elect to finish the test slab with a hand-operated strike-board.

After the construction of the test slab and the demonstration of bridge deck construction operations is complete, the Contractor shall remove and dispose of the test slab in accordance with Sections 2-02.3 and 2-03.3(7)C.
6-02.3(10)D2 Preparation for Concrete Placement
Before placing bridge approach slab concrete, the subgrade shall be constructed in accordance with Sections 2-06 and 5-05.3(6).

Before any concrete is placed, the finishing machine shall be operated over the entire length of the deck/slab to check screed deflection. Concrete placement may begin only if the Engineer approves after this test.

Immediately before placing concrete, the Contractor shall check (and adjust if necessary) all falsework and wedges to minimize settlement and deflection from the added mass of the concrete deck/slab. The Contractor shall also install devices, such as telltales, by which the Engineer can readily measure settlement and deflection.

6-02.3(10)D3 Concrete Placement
The placement operation shall cover the full width of the bridge deck or the full width between construction joints. The Contractor shall locate any construction joint over a beam or web that can support the deck/slab on either side of the joint. The joint shall not occur over a pier unless the Plans permit. Each joint shall be formed vertically and in true alignment. The Contractor shall not release falsework or wedges supporting bridge deck placement sections on either side of a joint until each side has aged as these Specifications require.

Placement of concrete for bridge decks and bridge approach slabs shall comply with Section 6-02.3(6). In placing the concrete, the Contractor shall:

1. Place it (without segregation) against concrete placed earlier, as near as possible to its final position, approximately to grade, and in shallow, closely spaced piles;

2. Consolidate it around reinforcing steel by using vibrators before strike-off by the finishing machine;

3. Not use vibrators to move concrete;

4. Not revibrate any concrete surface areas where workers have stopped prior to screeding;

5. Remove any concrete splashed onto reinforcing steel in adjacent segments before concreting them;

6. Maintain a slight excess of concrete in front of the screed across the entire width of the placement operation;

7. Operate the finishing machine to create a surface that is true and ready for final finish without overfinishing or bringing excessive amounts of mortar to the surface; and
8. Leave a thin, even film of mortar on the concrete surface after the last pass of the finishing machine pan.

Workers shall complete all post screeding operations without walking on the concrete. This may require work bridges spanning the full width of the deck/slab.

After removing the screed supports, the Contractor shall fill the voids with concrete (not mortar).

If the surface left by the finishing machine is porous, rough, or has minor irregularities, the Contractor shall float the surface of the concrete. Floating shall leave a smooth and even surface. Float finishing shall be kept to the minimum number of passes necessary to seal the surface. The floats shall be at least 4-feet long. Each transverse pass of the float shall overlap the previous pass by at least half the length of the float. The first floating shall be at right angles to the strike-off. The second floating shall be at right angles to the centerline of the span. A smooth riding surface shall be maintained across construction joints.

The edge of completed roadway slabs at expansion joints and compression seals shall have a 3/8-inch radius.

After floating, but while the concrete remains plastic, the Contractor shall test the entire deck/slab for flatness (allowing for crown, camber, and vertical curvature). The testing shall be done with a 10-foot straightedge held on the surface. The straightedge shall be advanced in successive positions parallel to the centerline, moving not more than one half the length of the straightedge each time it advances. This procedure shall be repeated with the straightedge held perpendicular to the centerline. An acceptable surface shall be one free from deviations of more than 1/8-inch under the 10-foot straightedge.

If the test reveals depressions, the Contractor shall fill them with freshly mixed concrete, strike off, consolidate, and refinish them. High areas shall be cut down and refinished. Retesting and refinishing shall continue until a surface conforming to the requirements specified above is produced.

6-02.3(10)D4 Monitoring Bridge Deck Concrete Temperature After Placement
The Contractor shall monitor and record the concrete temperature and ambient temperature hourly for seven calendar days after placement. The Contractor shall monitor and record concrete temperature by placing two maturity meter temperature monitoring devices in the bridge deck at locations specified by the Engineer. The Contractor shall monitor ambient temperature using maturity meters near the locations where concrete temperature is being monitored. When the bridge deck is being enclosed and heated to meet cold weather requirements, ambient temperature readings shall be taken within the enclosure. The Contractor shall submit the concrete temperature and ambient temperature data to the Engineer in spreadsheet format within 14 calendar days from placing the bridge deck concrete.
The Contractor shall submit the type and model of maturity meter temperature monitoring
device, and the associated devices responsible for recording and documenting the
temperature and curing time, to the Engineer at least 14 calendar days prior to the pre-
concreting conference for the first bridge deck to be cast. The placement and operation of
the temperature monitoring devices and associated devices will be an agenda item at the pre-
concreting conference for the first bridge deck to be cast.

6-02.3(10)D5 Bridge Deck Concrete Finishing and Texturing
Except as otherwise specified for portions of bridge decks receiving an overlay or sidewalk
under the same Contract, the Contractor shall texture the surface of the bridge deck as
follows:

The Contractor shall texture the bridge deck using diamond tipped saw blades mounted
on a power driven, self-propelled machine that is designed to texture concrete surfaces.
The grooving equipment shall provide grooves that are 1/8" ± 1/64" wide, 3/16" ± 1/16"
deep, and spaced at 3/4" ± 1/8". The bridge deck shall not be textured with a metal
tined comb.

The Contractor shall submit the type of grooving equipment to be used to the Engineer
for approval 30 calendar days prior to performing the work. The Contractor shall
demonstrate that the method and equipment for texturing the bridge deck will not chip,
spall or otherwise damage the deck. The Contractor shall not begin texturing the bridge
deck until receiving the Engineer’s approval of the Contractor’s method and equipment.

Unless otherwise approved by the Engineer, the Contractor shall texture the concrete
bridge deck surface either in a longitudinal direction, parallel with centerline or in a
transverse direction, perpendicular with centerline. The Contractor shall texture the
bridge deck surface to within 3-inches minimum and 15-inches maximum of the edge
of concrete at expansion joints, within 1-foot minimum and 2-feet maximum of the curb
line, and within 3-inches minimum and 9-inches maximum of the perimeter of bridge
drain assemblies.

The Contractor shall contain and collect all concrete dust and debris generated by the
bridge deck texturing process, and shall dispose of the collected concrete dust and
debris in accordance with Section 2-03.3(7)C.

If the Plans call for placement of a sidewalk or an HMA or concrete overlay on the bridge
deck, the Contractor shall produce the final finish of these areas by dragging a strip of damp,
seamless burlap lengthwise over the bridge deck or by brooming it lightly. Approximately 3-
feet of the drag shall contact the surface, with the least possible bow in its leading edge. It
shall be kept wet and free of hardened lumps of concrete. When the burlap drag fails to
produce the required finish, the Contractor shall replace it. When not in use, it shall be lifted
clear of the bridge deck.

After the bridge deck has cured, the surface shall conform to the surface smoothness
requirements specified in Section 6-02.3(10)D3.
The surface texture on any area repaired to address out-of-tolerance surface smoothness shall match closely that of the surrounding bridge deck area at the completion of the repair. Methods used to remove high spots shall cut through the mortar and aggregate without breaking or dislodging the aggregate or causing spalls.

6-02.3(10)D6 Bridge Approach Slab Finishing and Texturing
Bridge approach slabs shall be textured either in accordance with Section 6-02.3(10)D5, or using metal tined combs in the transverse direction, except bridge approach slabs receiving an overlay in the same Contract shall be finished as specified in Section 6-02.3(10)D5 only.

The comb shall be made of a single row of metal tines. It shall leave striations in the fresh concrete approximately 3/16-inch deep by 1/8-inch wide and spaced approximately 1/2-inch apart. The Engineer will decide actual depths at the site. If the comb has not been approved, the Contractor shall obtain the Engineer’s approval by demonstrating it on a test section. The Contractor may operate the combs manually or mechanically, either singly or with several placed end to end. The timing and method used shall produce the required texture without displacing larger particles of aggregate.

Texturing shall end 2-feet from curb lines. This 2-foot untextured strip shall be hand finished with a steel trowel.

Surface smoothness, high spots, and low spots shall be addressed as specified in Section 6-02.3(10)D5. The surface texture on any area cut down or built up shall match closely that of the surrounding bridge approach slab area. The entire bridge approach slab shall provide a smooth riding surface.

6-02.3(10)F Bridge Approach Slab Orientation and Anchors
In the first paragraph, the following sentence is inserted after the first sentence:

Unless otherwise shown in the Plans, the pavement end of the bridge approach slab shall be constructed normal to the Roadway centerline.

The following new paragraph is inserted before the last paragraph:

The compression seal shall be a 2-1/2 inch wide gland selected from the current Qualified Products List.

6-02.3(11) Curing Concrete
Items number 1 through 4 are deleted and replaced with the following 5 new numbered items:

1. Bridge sidewalks, roofs of cut and cover tunnels — curing compound covered by white, reflective type sheeting or continuous wet curing. Curing by either method shall be for at least 10 days.

2. Bridge decks — See Section 6-02.3(11)B.
3. Bridge approach slabs (Class 4000A concrete) - 2 coats of curing compound and continuous wet cure for at least 10-days.

4. Concrete barriers and rail bases – See Section 6-02.3(11)A.

5. All other concrete surfaces — continuous wet cure for at least three days.

In the second paragraph, the first sentence is replaced with the following three new sentences:

During the continuous wet cure, the Contractor shall keep all exposed concrete surfaces saturated with water. Formed concrete surfaces shall be kept in a continuous wet cure by leaving the forms in place. If forms are removed during the continuous wet cure period, the Contractor shall treat the concrete as an exposed concrete surface.

The third paragraph is revised to read:

When curing Class 4000A, two coats of curing compound that complies with Section 9-23.2 shall be applied immediately (not to exceed 15 min.) after tining any portion of the bridge approach slab. The continuous wet cure shall be established as soon as the concrete has set enough to allow covering without damaging the finish.

In the fifth paragraph, the first sentence is revised to read:

If the Plans call for an asphalt overlay on the bridge approach slab, the Contractor shall use the clear curing compound (Type 1, Class B), applying at least 1 gallon per 150 square feet to the concrete surface.

The eighth paragraph is deleted.

**6-02.3(11)A2 Slip-Form Barrier**

In the fourth paragraph, item number 1, “Type 1D” is revised to read “Type 1”.

**6-02.3(11)B Curing Bridge Decks**

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

**6-02.3(11)B1 Equipment**

The Contractor shall maintain a wet sheen, without developing pooling or sheeting water, using a fogging apparatus consisting of pressure washers with a minimum nozzle output of 1,500 psi, or other means approved by the Engineer.

The Contractor shall submit a bridge deck curing plan to the Engineer a minimum 14 calendar days prior to the pre-concreting conference. The Contractor’s plan shall describe the sequence and timing that will be used to fog the bridge deck, apply pre-soaked burlap, install soaker hoses and cover the deck with white reflective sheeting.
6-02.3(11)B2 Curing

The fogging apparatus shall be in place and charged for fogging prior to beginning concrete placement for the bridge deck.

The Contractor shall presoak all burlap to be used to cover the deck during curing.

Immediately after the finishing machine passes over finished concrete, the Contractor shall implement the following tasks:

1. The Contractor shall fog the bridge deck while maintaining a wet sheen without developing pooling or sheeting water.

2. The Contractor shall apply the presoaked burlap to the top surface to fully cover the deck without damaging the finish, other than minor marring of the concrete surface. The Contractor shall not apply curing compound.

3. The Contractor shall continue to keep the burlap wet by fog spraying until the burlap is covered by soaker hoses and white reflective sheeting. The Contractor shall place the soaker hoses and white reflective sheeting after the concrete has achieved initial set. The Contractor shall charge the soaker hoses frequently so as to keep the burlap covering the entire deck wet during the course of curing.

As an alternative to tasks 2 and 3 above, the Contractor may propose a curing system using proprietary curing blankets specifically manufactured for bridge deck curing. Details of the proprietary curing blanket system, including product literature and details of how the system is to be installed and maintained, shall be submitted to the Engineer for approval.

The wet curing regime as described shall remain in place for at least 14 consecutive calendar days.

6-02.3(12)A Construction Joints in New Construction

The third paragraph is deleted and replaced with the following three new paragraphs:

If the Plans require a roughened surface on the joint, the Contractor shall strike it off to leave grooves at right angles to the length of the member. Grooves shall be installed using one of the following options:

1. Grooves shall be ½ to 1 inch wide, ¼ to ½ inch deep, and spaced equally at twice the width of the groove. Grooves shall terminate approximately 1 ½-inches from the face of concrete.

2. Grooves shall be 1 to 2 inches wide, a minimum of ½-inch deep, and spaced a maximum of three times the width of the groove. Grooves shall terminate approximately 1 ½-inches from the face of concrete.
If the Engineer approves, the Contractor may use an alternate method to produce a roughened surface on the joint, provided that such an alternate method leaves a roughened surface of at least a \( \frac{1}{4} \)-inch amplitude.

If the first strike-off does not produce the required roughness, the Contractor shall repeat the process before the concrete reaches initial set. The final surface shall be clean and without laitance or loose material.

6-02.3(12)B Construction Joints Between Existing and New Construction

The phrase “by method(s) as approved by the Engineer” is deleted from each paragraph in this section.

6-02.3(13) Expansion Joints

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

Joints made of a vulcanized, elastomeric compound (with neoprene as the only polymer) shall be installed with a lubricant adhesive as recommended by the manufacturer.

In the third paragraph, “injuring” is revised to read “damaging”.

The following two new subsections are added:

6-02.3(13)A Strip Seal Expansion Joint System

The Contractor shall submit Working Drawings consisting of the strip seal expansion joint shop drawings in accordance with Section 6-03.3(7). These plans shall include, at a minimum, the following:

1. Plan, elevation, and sections of the joint system and all components, with dimensions and tolerances.

2. All material designations.

3. Manufacturer’s written installation procedure.

4. Corrosion protection system used on the metal components.

5. Locations of welded shear studs, lifting mechanisms, temperature setting devices, and construction adjustment devices.

6. Method of sealing the system to prevent leakage of water through the joint.

The strip seal shall be removable and replaceable.

The metal components shall conform to ASTM A 36, ASTM A 992, or ASTM A 572, and shall be protected against corrosion by one of the following methods:

1. Zinc metallized in accordance with Section 6-07.3(14).
2. Hot-dip galvanized in accordance with AASHTO M 111.

3. Paint in accordance with Section 6-07.3(9). The color of the top coat shall be Federal Standard 595 Color No. 26420. The surfaces embedded in concrete shall be painted only with a shop primer coat of paint conforming to Section 9-08.1(2)c.

The strip seal gland shall be continuous for the full length of the joint with no splices permitted, unless otherwise shown in the Plans.

Other than items shown in the Plans, threaded studs used for construction adjustments are the only items that may be welded to the steel shapes provided they are removed by grinding after use, and the area repaired by application of an approved corrosion protection system.

If the opening between the steel shapes is anticipated to be less than 1-1/2 inches at the time of seal installation, the seal may be installed prior to encasement of the steel shapes in concrete.

After the joint system is installed, the joint shall be flooded with water and inspected, from below the joint, for leakage. If leakage is observed, the joint system shall be repaired by the Contractor, as recommended by the manufacturer.

6-02.3(13)B Compression Seal Expansion Joint System
Compression seal glands shall be selected from the current Qualified Products List and sized as shown in the Plans.

The compression seal expansion joint system shall be installed in accordance with the manufacturer's written recommendations. The Contractor shall submit a Type 1 Working Drawing consisting of the manufacturer's written installation procedure and repair procedures if leakage testing fails.

After the joint system is installed, the joint area shall be flooded with water and inspected, from below the joint, for leakage. If leakage is observed, the joint system shall be repaired by the Contractor, as recommended by the manufacturer.

6-02.3(14) Finishing Concrete Surfaces
The last sentence of the first paragraph is revised to read:

The Contractor shall clean and refinish any stained or discolored surfaces.

The following new subsection is added:

6-02.3(14)D General Requirements for Concrete Surface Finishes Produced by Form Liners
Horizontal and vertical joints shall be spliced in accordance with the manufacturer's printed instructions. The Contractor shall submit a Type 1 Working Drawing consisting of the manufacturer's joint splice instructions.
Horizontal splicing of ABS and plastic form liners to achieve the required height is not permitted and there shall be no horizontal joints. The concrete formed with ABS and plastic form liners shall be given a light sandblast to remove the glossy finish.

Side forms, traffic barrier forms, and pedestrian barrier forms using these form liners may be removed after 24 hours provided the concrete mix used includes a water-reducing admixture, and the concrete reaches 1,400 psi minimum compressive strength before form removal. Concrete in load supporting forms utilizing these form liners shall be cured in accordance with Section 6-02.3(17)N. Once the forms are removed, the Contractor shall treat the joint areas by patching or light sandblasting as required by the Engineer to ensure that the joints are not visible.

Form liners shall be cleaned, reconditioned, and repaired before each use. Form liners with repairs, patches, or defects which, in the opinion of the Engineer, would result in adverse effects to the concrete finish shall not be used.

Care shall be taken to ensure uniformity of color throughout the textured surface. A change in form release agent will not be allowed.

All surfaces formed by the form liner shall also receive a Class 2 surface finish. Form ties shall be a type that leaves a clean hole when removed. All spalls and form tie holes shall be filled as specified for a Class 2 surface finish.

6-02.3(14)C Pigmented Sealer for Concrete Surfaces

The first sentence (up until the colon) is revised to read:

The Contractor shall submit a Type 1 Working Drawing consisting of the pigmented sealer manufacturer’s written instructions covering, at a minimum, the following:

The second paragraph is deleted.

In the last sentence of the third paragraph, “approval” is revised to read “acceptance”.

6-02.3(15) Date Numerals

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

When an existing Structure is widened or when traffic barrier is placed on an existing Structure, the date shall be for the year in which the original Structure was completed.

6-02.3(16) Plans for Falsework and Formwork

This section is revised to read:

The Contractor shall submit all plans for falsework and formwork as Type 2E Working Drawings. Submittal is not required for footing or retaining wall formwork if the wall is 4 feet or less in height (excluding pedestal height).
The design of falsework and formwork shall be based on:

1. Applied loads and conditions which are no less severe than those described in Section 6-02.3(17)A, Design Loads;

2. Allowable stresses and deflections which are no greater than those described in Section 6-02.3(17)B, Allowable Stresses and Deflections;

3. Special loads and requirements no less severe than those described in Section 6-02.3(17)C, Falsework and Formwork at Special Locations;

4. Conditions required by other Sections of 6-02.3(17), Falsework and Formwork.

The falsework and formwork plans shall be scale drawings showing the details of proposed construction, including: sizes and properties of all members and components; spacing of bents, posts, studs, wales, stringers, wedges and bracing; rates of concrete placement, placement sequence, direction of placement, and location of construction joints; identification of falsework devices and safe working loads as well as identification of any bolts or threaded rods used with the devices including their diameter, length, type, grade, and required torque. The falsework plans shall show the proximity of falsework to utilities or any nearby Structures including underground Structures. Formwork accessories shall be identified according to Section 6-02.3(17)H, Formwork Accessories. All assumptions, dimensions, material properties, and other data used in making the structural analysis shall be noted on the drawing.

The Contractor shall furnish associated design calculations to the Engineer as part of the submittal. The design calculations shall show the stresses and deflections in load supporting members. Construction details which may be shown in the form of sketches on the calculation sheets shall be shown in the falsework or formwork drawings as well. Falsework or formwork plans will be rejected in cases where it is necessary to refer to the calculation sheets for information needed for complete understanding of the falsework and formwork plans or how to construct the falsework and formwork.

Each sheet of falsework and formwork plans shall carry the following:

1. The initials and dates of all participating design professionals.

2. Clear notation of all revisions including identification of who authorized the revision, who made the revision, and the date of the revision.

3. The Contract number, Contract title, and sequential sheet number. These shall also be on any related documents.

4. Identify where the falsework and formwork plan will be utilized by referencing Contract Plan sheet number and related item or detail.
6-02.3(16)A Nonpreapproved Falsework and Formwork Plans
This section, including title, is deleted in its entirety and replaced with the following:

6-02.3(16)A Vacant

6-02.3(16)B Preapproved Formwork Plans
This section, including title, is revised to read:

6-02.3(16)B Pre-Contract Review of Falsework and Formwork Plans
The Contractor may request pre-contract review of formwork plans for abutments, wingwalls, diaphragms, retaining walls, columns, girders and beams, box culverts, railings, and bulkheads. Plans for falsework supporting the bridge deck for interior spans between precast prestressed concrete girders may also be submitted for pre-contract review.

To obtain pre-contract review, the Contractor shall electronically submit drawings and design calculations in PDF format directly to:

BridgeConstructionSupport@wsdot.wa.gov

The Bridge and Structures Office, Construction Support Engineer will return the falsework or formwork plan to the Contractor with review notes, an effective date of review, and any revisions needed prior to use. For each contract on which the pre-reviewed falsework or formwork plans will be used, the Contractor shall submit a copy to the Engineer. Construction shall not begin until the Engineer has given concurrence.

If the falsework or formwork being constructed has any deviations to the preapproved falsework or formwork plan, the Contractor shall submit plan revisions for review and approval in accordance with Section 6-02.3(16).

6-02.3(17)A Design Loads
The fifth paragraph is revised to read:

Live loads shall consist of a minimum uniform load of not less than 25 psf, applied over the entire falsework plan area, plus the greater of:

1. Actual weights of the deck finishing equipment applied at the rails, or;
2. A minimum load of 75 pounds per linear foot applied at the edge of the bridge deck.

6-02.3(17)J Face Lumber, Studs, Wales, and Metal Forms
The second to last paragraph is deleted.

6-02.3(17)O Early Concrete Test Cylinder Breaks
The third paragraph is revised to read:
The cylinders shall be cured in the field in accordance with WSDOT FOP for AASHTO T 23 Section 10.2 Field Curing.

6-02.3(20) Grout for Anchor Bolts and Bridge Bearings
The first five paragraphs are deleted and replaced with the following two new paragraphs:

Grout shall conform to Section 9-20.3(2) for anchor bolts and for bearing assemblies with bearing plates. Grout shall conform to Section 9-20.3(3) for elastomeric bearing pads and fabric pad bearings without bearing plates.

Grout shall be a workable mix with a viscosity that is suitable for the intended application. The Contractor shall receive approval from the Engineer before using the grout.

6-02.3(24)E Welding Reinforced Steel
This section is revised to read:

Welding of steel reinforcing bars shall conform to the requirements of ANSI/AWS D1.4 Structural Welding Code - Reinforcing Steel, latest edition, except where superseded by the Special Provisions, Plans, and these Specifications.

Before any welding begins, the Contractor shall submit a Type 2 Working Drawing consisting of the welding procedure for each type of welded splice to be used, including the weld procedure specifications and joint details. The weld procedure specifications shall be written on a form taken from AWS D1.4 Annex A, or equivalent. Test results of tensile strength, macroetch, and visual examination shall be included. The form shall be signed and dated.

Welders shall be qualified in accordance with AWS D1.4. The Contractor shall be responsible for the testing and qualification of welders, and shall submit Type 2 Working Drawings consisting of welder qualification and retention records. The weld joint and welding position a welder is qualified in shall be in accordance with AWS D1.4. The welder qualifications shall remain in effect indefinitely unless, (1) the welder is not engaged in a given process of welding for which the welder is qualified for a period exceeding six months, or (2) there is some specific reason to question a welder's ability.

Filler metals used for welding reinforcing bars shall be in accordance with AWS D1.4 Table 5.1. All filler metals shall be low-hydrogen and handled in compliance with low-hydrogen practices specified in the AWS code.

Short circuiting transfer with gas metal arc welding will not be allowed. Slugging of welds will not be allowed.

For the purpose of compatibility with AWS D1.4, welded lap splices for spiral or hoop reinforcing shall be considered Flare-V groove welds, indirect butt joints.
The Contractor is responsible for using a welding sequence that will limit the alignment
distortion of the bars due to the effects of welding. The maximum out-of-line permitted will
be 1/4 inch from a 3.5-foot straight-edge centered on the weld and in line with the bar.

The ground wire from the welding machine shall be clamped to the bar being welded.

Where epoxy-coated steel reinforcing bars are specified to be spliced by welding, the epoxy
coating shall be left off or removed from the surfaces to be heated, but in no cases less than
six inches of each bar being welded. After the welding is complete, the Contractor shall
apply epoxy patching material to the uncoated portions of the bar in accordance with
Section 6-02.3(24)H.

6-02.3(25) Prestressed Concrete Girder

In the first paragraph, the last sentence is revised to read:

WSDOT certification will be granted at, and renewed during, the annual prestressed plant
review and approval process in accordance with WSDOT Materials Manual M 46-01.04

6-02.3(25)l Fabrication Tolerances

In the first paragraph, item number 21 is revised to read:

21. Differential Camber Between Girder in a Span (measured in place at the job site):

For deck bulb tee girder and
PCPS members with grouted
shear keys:

Cambers shall be equalized when
the differences in cambers between
adjacent girders exceeds ± ¼ inch

For deck bulb tee girder and
PCPS members without grouted
shear keys:

Cambers shall be equalized when
the differences in cambers between
adjacent girders exceeds ± ½ inch

For all other prestressed concrete
girders:

± ½ inch per 10 feet of girder
length

6-02.3(25)O Deck Bulb Tee Girder Flange Connection

This section, including title, is revised to read:

Deck Bulb Tee Girder Flange and PCPS Member Connection

The Contractor shall submit a method of equalizing deflections as a Type 1 Working
Drawing. Any temporary strands in the top flange shall be cut per Section 6-02.3(25)N prior
to equalizing girder deflections.

Deck bulb tee girders and PCPS members with grouted shear keys shall be constructed in
the following sequence:
1. Deflections shall be equalized per the Contractor’s equalization plan.

2. Intermediate diaphragms shall be placed and weld ties shall be welded. Welding ground shall be attached directly to the steel plates being welded when welding the weld-ties.

3. The keyways shown in the Plans to receive grout shall be filled flush with the surrounding surfaces using a grout conforming to Section 9-20.3(2).

4. Equalization equipment shall not be removed and other construction equipment shall not be placed on the structure until intermediate diaphragms have attained a minimum compressive strength of 2,500 psi and keyway grout has achieved a minimum compressive strength of 4000 psi.

Deck bulb tee girders and PCPS members without grouted shear keys shall be constructed in the following sequence:

1. Deflections shall be equalized per the Contractor’s equalization plan.

2. Intermediate diaphragms shall be placed and weld ties shall be welded. Welding ground shall be attached directly to the steel plates being welded when welding the weld-ties.

3. Equalization equipment shall not be removed and other construction equipment shall not be placed on the structure until intermediate diaphragms have attained a minimum compressive strength of 2,500 psi.

6-02.3(26)F Prestressing Reinforcement

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

If the prestressing reinforcement will not be stressed and grouted for more than 7 calendar days after it is placed in the ducts, the Contractor shall place an approved corrosion inhibitor conforming to Federal Specification MIL-I-22110C in the ducts.

6-02.3(28) Precast Concrete Panels

In the first paragraph, the third sentence is revised to read:

WSDOT Certification will be granted at, and renewed during, the annual precast plant review and approval process in accordance with WSDOT Materials Manual M 46-01.04 Standard Practice QC 7.

6-02.4 Measurement

The following three new paragraphs are inserted before the last paragraph:

- Expansion joint system seal - superstr. will be measured by the linear foot along its completed line and slope.
Expansion joint modification will be measured by the linear foot of expansion joint modified along its completed line and slope.

Prestressed concrete girder will be measured by the linear foot of girder specified in the Proposal.

6-02.5 Payment
In the paragraph following the bid item “Commercial Concrete”, per cubic yard the second sentence is revised to read:

All costs in connection with concrete curing, producing concrete surface finish with form liners, and furnishing and applying pigmented sealer to concrete surfaces as specified, shall be included in the unit contract price per cubic yard for ”Conc. Class ____”.

The following new paragraph is inserted after the bid item “Superstructure (name bridge)”, lump sum:

All costs in connection with constructing, finishing and removing the bridge deck test slab as specified in Section 6-02.3(10)D1 shall be included in the lump sum Contract price for ”Superstructure____” or “Bridge Deck____” for one bridge in each project, as applicable.

In the paragraph following the bid item “Epoxy-Coated St. Reinf. Bar ____”, per pound, the first sentence is revised to read:

Payment for reinforcing steel shall include the cost of drilling holes in concrete for, and setting, steel reinforcing bar dowels with epoxy bonding agent, and furnishing, fabricating, placing, and splicing the reinforcement.

The bid item “Cure Box”, lump sum and paragraph following bid item are deleted.

The following three new bid items are inserted before the bid item “Bridge Approach Slab”, per square yard:

“Expansion Joint System ____ - Superstr.”, per linear foot.

“Expansion Joint Modification - ____”, per linear foot.

“Prestressed Conc. Girder ____”, per linear foot.

SECTION 6-05, PILING
January 5, 2015

6-05.3(2) Ordering Piling
The last paragraph is deleted.

6-05.3(3)A Casting and Stressing
In the second sentence of the first paragraph, “poured” is revised to read “cast”.

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AMENDMENTS
6-05.3(4) Manufacture of Steel Casings for Cast-In-Place Concrete Piles

This section is revised to read:

The diameter of steel casings shall be as specified in the Contract. A full-penetration groove weld between welded edges is required.

6-05.3(5) Manufacture of Steel Piles

This section is revised to read:

Steel piles shall be made of rolled steel H-pile sections, steel pipe piles, or of other structural steel sections described in the Contract. A full-penetration groove weld between welded edges is required.

6-05.3(6) Splicing Steel Casings and Steel Piles

This section is revised to read:

The Engineer will normally permit steel piles and steel casings for cast-in-place concrete piles to be spliced. But in each case, the Contractor shall submit Type 2 Working Drawings supporting the need and describing the method for splicing. Welded splices shall be spaced at a minimum distance of 10 feet. Only welded splices will be permitted.

Splice welds for steel piles shall comply with Section 6-03.3(25) and AWS D1.1/D1.1M, latest edition, Structural Welding Code. Splicing of steel piles shall be performed in accordance with an approved weld procedure. The Contractor shall submit a Type 2 Working Drawing consisting of the weld procedure. For ASTM A 252 material, mill certification for each lot of pipe to be welded shall accompany the submittal. The ends of all steel pipe piling shall meet the fit-up requirements of AWS D1.1/D1.1M, latest edition, Structural Welding Code Section 5.22.3.1, “Girth Weld Alignment (Tubular),” when the material is spliced utilizing a girth weld.

Splice welds of steel casings for cast-in-place concrete piles shall be the Contractor’s responsibility and shall be welded in accordance with AWS D1.1/D1.1M, latest edition, Structural Welding Code. A weld procedure submittal is not required for steel casings used for cast-in-place concrete piles. Casings that collapse or are not watertight, shall be replaced at the Contractor’s expense.

6-05.3(7)B Precast Concrete Piles

The second to last sentence of the second paragraph is revised to read:

The Contractor shall submit Type 2 Working Drawings consisting of the method of lifting the piles.

6-05.3(8) Pile Tips and Shoes

In the last paragraph, the second and third sentences are deleted and replaced with the following new sentence:
If pile tips or shoes other than those denoted in the Qualified Products List are proposed, the Contractor shall submit Type 2 Working Drawings consisting of shop drawings of the proposed pile tip along with design calculations, specifications, material chemistry and installation requirements, along with evidence of a pile driving test demonstrating suitability of the proposed pile tip.

6-05.3(9)A Pile Driving Equipment Approval

In the first paragraph, the first sentence is revised to read:

Prior to driving any piles, the Contractor shall submit Type 2 Working Drawings consisting of details of each proposed pile driving system.

In the second paragraph, the first sentence is revised to read:

The Contractor shall submit Type 2E Working Drawings consisting of a wave equation analysis for all pile driving systems used to drive piling with required ultimate bearing capacities of greater than 300 tons.

In the second paragraph, the second sentence is deleted.

The last paragraph is revised to read:

Changes to the pile driving system after completion of the Working Drawing review require a revised Working Drawing submittal.

6-05.3(9)B Pile Driving Equipment Minimum Requirements

In the first paragraph, the first sentence is revised to read:

For each drop hammer used, the Contractor shall weigh it in the Engineer's presence or submit a Type 1 Working Drawing consisting of a certificate of its weight.

In the third paragraph, the first sentence is revised to read:

For each diesel, hydraulic, steam, or air-driven hammer used, the Contractor shall submit a Type 1 Working Drawing consisting of the manufacturer's specifications and catalog.

In the fourth paragraph, "approval" is revised to read "permission".

The ninth paragraph is revised to read:

These requirements for minimum hammer size may be waived if a Type 2E Working Drawing is submitted consisting of a wave equation analysis demonstrating the ability of the hammer to obtain the required bearing capacity and minimum tip elevation without damage to the pile.
6-05.3(9)C Pile Driving Leads
In the third paragraph, “approved” is revised to read “permitted”.

6-05.3(11)F Pile Damage
In the first sentence of the second paragraph, “approved” is revised to read “accepted”.

6-05.3(11)G Pile Cutoff
In the first paragraph, “Engineer’s approval” is revised to read “Engineer’s permission”.

6-05.3(11)H Pile Driving From or Near Adjacent Structures
In the first paragraph, item number 3 is revised to read:

3. Type 2E Working Drawings are submitted in accordance with Sections 1-05.3 and 6-02.3(16), showing the structural adequacy of the existing Structure to safely support all of the construction loads.

6-05.3(12) Determination of Bearing Values
In the footnote below the formula, “approved by the Engineer” is revised to read “acceptable to the Engineer”.

6-05.3(13) Treatment of Timber Pile Heads
In the second paragraph, the first sentence is revised to read:

After cutting treated timber piles to correct elevation, the Contractor shall brush three coats of a preservative that meets the requirements of Section 9-09 on all pile heads (except those to be covered with concrete footings or concrete caps).

6-05.3(15) Completion of Cast-In-Place Concrete Piles
In the first paragraph, “approval” is revised to read “acceptance”.

6-06.AP6

SECTION 6-06, BRIDGE RAILINGS
January 5, 2015

6-06.3(2) Metal Railings
The second paragraph is revised to read:

Before fabricating the railing, the Contractor shall submit Type 2 Working Drawings consisting of the shop plans. The Contractor may substitute other rail connection details for those shown in the Plans if details of these changes show in the shop plans and if the Engineer accepts them in the Working Drawing response comments. In reviewing the shop plan Working Drawings, the Engineer indicates only that they are adequate and complete enough. The review does not indicate a check on dimensions.
SECTION 6-10, CONCRETE BARRIER
January 5, 2015

6-10.1 Description
In the second paragraph, “approved” is revised to read “specified”.

6-10.3 Construction Requirements
In the first paragraph, “approved” is revised to read “specified”.

6-10.3(5) Temporary Concrete Barrier
The last sentence of the first paragraph is deleted.

The second paragraph is revised to read:

If the Contract calls for the removal and resetting of permanent barrier, and the permanent barrier is not required to remain in place until reset, the permanent barrier may be substituted for temporary concrete barrier. Any of the permanent barrier damaged during its use as temporary barrier will become the property of the Contractor and be replaced with permanent barrier when the permanent barrier is reset to its permanent location.

The third paragraph is revised to read:

All barrier shall be in good condition, without cracks, chips, spalls, dirt, or traffic marks. If any barrier segment is damaged during or after placement, the Contractor shall immediately repair it to the Engineer’s satisfaction or replace it with an undamaged section.

The following new paragraph is inserted after the third paragraph:

Delineators shall be placed on the traffic face of the barrier 6 inches from the top and spaced a maximum of 40 feet on tangents and 20 feet through curves. The reflector color shall be white on the right side of traffic and yellow on the left side of traffic. The Contractor shall maintain, replace and clean the delineators when ordered by the Engineer.

DIVISION 8
MISCELLANEOUS CONSTRUCTION

SECTION 8-01, EROSION CONTROL AND WATER POLLUTION CONTROL
January 5, 2015

8-01.2 Materials
This section is supplemented with the following new paragraph:

For all seed the Contractor shall furnish the Engineer with the following documentation:

1. The state or provincial seed dealer license and endorsements.
2. Copies of Washington State Department of Agriculture (WSDA) test results on each lot of seed. Test results must be within six months prior to the date of application.

8-01.3(1)A Submittals
The first sentence in the second paragraph is revised to read:

Modified TESC Plans shall meet all requirements of the current edition of the WSDOT Temporary Erosion and Sediment Control Manual M 3109.

8-01.3(1)C Water Management
Items number 1 through 3 are deleted.

This section is supplemented with the following new subsections:

8-01.3(1)C1 Disposal of Dewatering Water
When uncontaminated groundwater with a pH range of 6.5 – 8.5 is encountered in an excavation, it may be disposed of as follows:

1. When the turbidity of the groundwater is 25 NTU or less, it may bypass detention and treatment facilities and be discharged into the stormwater conveyance system at a rate that will not cause erosion or flooding in the receiving surface water body.

2. When the turbidity of the groundwater is not more than 25 NTU above or 125% of the turbidity of the site stormwater runoff, whichever is greater, the same detention and treatment facilities as used to treat the site runoff may be used.

3. When the turbidity of the groundwater is more than 25 NTU above or 125% of the turbidity of the site stormwater runoff, whichever is greater, the groundwater shall be treated separately from the site stormwater.

Alternatively, the Contractor may pursue independent disposal and treatment alternatives that do not use the stormwater conveyance system.

8-01.3(1)C2 Process Wastewater
Wastewater generated on-site as a byproduct of a construction process shall not be discharged to surface waters of the State. Some sources of process wastewater may be infiltrated in accordance with the NPDES Construction Stormwater General Permit.

8-01.3(1)C3 Shaft Drilling Slurry Wastewater
Wastewater generated on-site during shaft drilling activity shall be managed and disposed of in accordance with the requirements below. No shaft drilling slurry wastewater shall be discharged to surface waters of the State. Neither the sediment nor liquid portions of the shaft drilling slurry wastewater shall be contaminated, as detectable by visible or olfactory indication (e.g., chemical sheen or smell).

1. Water-only shaft drilling slurry or water slurry with approved flocculants may be infiltrated on-site. Flocculants used shall meet the requirements of Section 9-14.5(1)
or shall be chitosan products listed as General Use Level Designation (GULD) on
the Department of Ecology’s stormwater treatment technologies webpage for
construction treatment. Infiltration is permitted if the following requirements are
met:

a. Wastewater shall have a pH of 6.5 – 8.5 prior to discharge.

b. The source water meets drinking water standards or the Groundwater Quality
   Criteria listed in WAC 173-200-040.

c. The amount of flocculant added to the slurry shall be kept to the minimum
   needed to adequately settle out solids. The flocculant shall be thoroughly mixed
   into the slurry.

d. Infiltration locations shall be at least 100 feet away from surface waters, wells,
on-site sewage systems, aquifer-sensitive recharge areas, sole source aquifers,
and well-head protection areas. Before infiltration begins, there shall be a
minimum of 5 feet of unsaturated soil between the soil surface receiving the
wastewater for infiltration and the groundwater surface (i.e., saturated soil).

e. The slurry removed from the shaft shall be contained in a leak proof cell or
tank for a minimum of 3 hours.

f. Within a 24 hour period, a maximum of 21,000 gallons of slurry wastewater
   may be infiltrated in an infiltration location. The infiltration rate shall be
   reduced if needed to prevent wastewater from leaving the infiltration location.
The infiltration site shall be monitored regularly during infiltration activity. All
wastewater discharged to the ground must fully infiltrate and discharges must
stop before the end of each work day.

g. After infiltration activity is complete, loose sediment in the infiltration location
   that may have resulted from the infiltration activity or the removal of BMPs
   used to manage infiltration activity shall be stabilized to prevent mobilization
   by stormwater runoff.

h. Drilling spoils and settled sediments remaining in the containment cell or tank
   shall be disposed of in accordance with Section 6-19.3(4)F.

i. Infiltration locations shall be marked on the on-site temporary erosion and
   sediment control (TESC) plan sheets before the infiltration activity begins.

j. Prior to infiltrating water-only shaft drilling slurry or water slurry with
   approved flocculants, the Contractor shall submit a Shaft Drilling Slurry
   Wastewater Management and Infiltration Plan as a Type 2 Working Drawing.
   This Plan shall be kept on-site, adapted if needed to meet the construction
   requirements, and updated to reflect what is being done in the field. The
   Working Drawing shall include, at a minimum, the following information:
i. Plan sheet showing the proposed infiltration location and all surface waters, wells, on-site sewage systems, aquifer-sensitive recharge areas, sole source aquifers, and well-head protection areas within 150 feet.

ii. The proposed elevation of soil surface receiving the wastewater for infiltration and the anticipated phreatic surface (i.e., saturated soil).

iii. The source of the water used to produce the slurry.

iv. The estimated total volume of wastewater to be infiltrated.

v. The approved flocculant to be used (if any).

vi. The controls or methods (e.g., trenches, traps, berms, silt fence, dispersion, or discharge metering devices) that will be used to prevent surface wastewater runoff from leaving the infiltration location. The Working Drawing shall include all pertinent design details (e.g., sizing of trenches or traps, placement or height of berms, application techniques) needed to demonstrate the proposed controls or methods are adequate to prevent surface wastewater runoff from leaving the infiltration location.

vii. The strategy for removing slurry wastewater from the shaft and containing the slurry wastewater once it has been removed from the shaft.

viii. The strategy for monitoring infiltration activity and adapting methods to ensure compliance.

ix. A contingency plan that can be implemented immediately if it becomes evident that the controls in place or methods being used are not adequate.

x. The strategy for cleaning up the infiltration location after the infiltration activity is done. Cleanup shall include stabilizing any loose sediment on the surface within the infiltration area generated as a byproduct of suspended solids in the infiltrated wastewater or soil disturbance associated with BMP placement and removal.

2. Shaft drilling mineral slurry, synthetic slurry, or slurry with polymer additives not approved for infiltration shall be contained and disposed of by the Contractor at an approved disposal facility in accordance with Section 2-03.3(7)C. Spoils that have come into contact with mineral slurry shall be disposed of in accordance with Section 6-19.3(4)F.

8-01.3(1)C4 Management of Off-Site Water

Prior to disruption of the normal watercourse, the Contractor shall intercept the off-site surface water and pipe it either through or around the project site. This water shall not be combined with on-site stormwater. It shall be discharged at its preconstruction outfall point in such a manner that there is no increase in erosion below the site. The Contractor shall submit a Type 2 Working Drawing consisting of the method for performing this Work.
8-01.3(2)A Preparation for Application

This section's content is deleted and replaced with the following two new subsections:

8-01.3(2)A1 Seeding
Areas to be cultivated are shown in the Plans or specified in the Special Provisions. The areas shall be cultivated to the depths specified to provide a reasonably firm but friable seedbed. Cultivation shall take place no sooner than 2 weeks prior to seeding.

All areas to be seeded, including excavated slopes shall be compacted and prepared unless otherwise specified or ordered by the Engineer. A cleated roller, crawler tractor, or similar equipment that forms longitudinal depressions at least 2 inches deep shall be used for compaction and preparation of the surface to be seeded.

The entire area shall be uniformly covered with longitudinal depressions formed perpendicular to the natural flow of water on the slope. The soil shall be conditioned with sufficient water so the longitudinal depressions remain in the soil surface until completion of the seeding.

Prior to seeding, the finished grade of the soil shall be 1 inch below the top of all curbs, junction and valve boxes, walks, driveways, and other Structures. The soil shall be in a weed free and bare condition.

All bags of seed shall be brought to the site in sealed bags and shall have seed labels attached showing the seed meets the Specifications. Seed which has become wet, moldy, or otherwise damaged in transit or storage will not be accepted.

8-01.3(2)A2 Temporary Seeding
A cleated roller, crawler tractor, or similar equipment that forms longitudinal depressions at least 2 inches deep shall be used for compaction and preparation of the surface to be seeded. The entire area shall be uniformly covered with longitudinal depressions formed perpendicular to the natural flow of water on the slope. The soil shall be conditioned with sufficient water so the longitudinal depressions remain in the soil surface until completion of the seeding.

8-01.3(2)B Seeding and Fertilizing
In the list in the second paragraph, item numbers 1-5 are revised to read:

1. A hydro seeder that utilizes water as the carrying agent, and maintains continuous agitation through paddle blades. It shall have an operating capacity sufficient to agitate, suspend, and mix into a homogeneous slurry the specified amount of seed and water or other material. Distribution and discharge lines shall be large enough to prevent stoppage and shall be equipped with a set of hydraulic discharge spray nozzles that will provide a uniform distribution of the slurry.
2. Blower equipment with an adjustable disseminating device capable of maintaining a constant, measured rate of material discharge that will ensure an even distribution of seed at the rates specified.

3. Helicopters properly equipped for aerial seeding.

4. Power-drawn drills or seeders.

5. Areas in which the above methods are impractical may be seeded by hand methods.

8-01.3(2)C Liming
This section including title is deleted in its entirety and replaced with the following:

8-01.3(2)C Vacant

8-01.3(2)D Mulching
The first sentence of the second paragraph is revised to read:

Distribution of straw mulch material shall be by means that utilizes forced air to blow mulch material on seeded areas.

8-01.3(11) Outlet Protection
In the last sentence, “Section 9-13.6” is revised to read “Section 9-13.1(5)”.

8-01.4 Measurement
In the twelfth paragraph, “liming” is deleted.

8-01.5 Payment
The bid item “Liming”, per acre is deleted.

SECTION 8-02, ROADSIDE RESTORATION
January 5, 2015

8-02.3(1) Responsibility During Construction
The last sentence of the second paragraph is revised to read:

This Work shall include keeping the planted and seeded areas free from insect infestation, weeds or unwanted vegetation, litter, and other debris along with retaining the finished grades and mulch in a neat uniform condition.

8-02.3(2) Roadside Work Plan
This section’s title is revised to read:

Work Plans

This section’s content is deleted in its entirety and replaced with the following new subsections:
8-02.3(2)A Roadside Work Plan
Before starting any Work that disturbs the earth and as described in Sections 8-01, 8-02 and 8-03, the Contractor shall submit a roadside work plan. The roadside work plan shall be submitted as a Type 1 Working Drawing and shall define the Work necessary to provide all Contract requirements, including: wetland excavation, soil preparation, habitat structure placement, planting area preparation, seeding area preparation, bark mulch and compost placement, seeding, planting, plant replacement, irrigation, and weed control in narrative form.

The Roadside Work Plan shall also include a copy of the approved progress schedule.

8-02.3(2)B Weed and Pest Control Plan
The Weed and Pest Control Plan shall be submitted as a Type 1 Working Drawing. The weed and pest control plan shall include scheduling and methods of all control measures required under the Contract or proposed by the Contractor including soil preparation methods to meet the required soil surface conditions in the planting, bark mulch, and wetland areas. The weed control plan shall show general weed control including hand, mechanical and chemical methods, timing, application of herbicides including type, rate, use and timing, mowing, and noxious weed control. Target weeds and unwanted vegetation to be removed shall be identified and listed in the weed control plan.

The plan shall be prepared and signed by a licensed Commercial Pest Control Operator or Consultant when chemical pesticides are proposed. The plan shall include methods of weed control; dates of weed control operations; and the name, application rate, and Material Safety Data Sheets of all proposed herbicides. In addition, the Contractor shall furnish the Engineer with a copy of the current product label for each pesticide and spray adjuvant to be used. These product labels shall be submitted with the weed control plan for approval.

8-02.3(2)C Plant Establishment Plan
The Plant Establishment Plan shall be prepared in accordance with the requirements of Section 8-02.3(13) and submitted as a Type 1 Working Drawing. The Plan shall show the proposed scheduling of activities, materials, equipment to be utilized for the first-year plant establishment, and an emergency contact person. The Plan shall include the management of the irrigation system, when applicable. Should the plan become unworkable at any time during the first-year plant establishment, the Contractor shall submit a revised plan prior to proceeding with further Work.

8-02.3(3) Weed and Pest Control
This section is supplemented with the following new paragraph:

Grass, including grass applied in accordance with Section 8-01, growing within the mulch ring of a plant shall be considered a weed and be controlled on the project in accordance with the weed and pest control plan.

8-02.3(4) Topsoil
The last sentence of the first paragraph is revised to read:
After the topsoil has been spread, all large clods, hard lumps, and rocks 2 inches in diameter and larger, and litter shall be raked up, removed, and disposed of by the Contractor.

The following new paragraph is inserted after the first paragraph:

Topsoil stockpiled for project use shall be protected to prevent erosion and weed growth. Weed growth on topsoil stockpile sites shall be immediately eliminated in accordance with the approved Weed and Pest Control Plan.

8-02.3(4)C Topsoil Type C

The last sentence is revised to read:

Topsoil Type C shall meet the requirements of Sections 8-02.3(4), 8-02.3(4)B, and 9-14.1(3).

8-02.3(12) Completion of Initial Planting

Item number 4 in the last paragraph is deleted.

8-02.3(13) Plant Establishment

The first sentence of the second paragraph is deleted.

The second paragraph is supplemented with the following new sentence:

The 1 calendar year shall be extended an amount equal to any periods where the Contractor does not comply with the plant establishment plan.

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

During the first year of plant establishment under PSIPE (Plant Selection Including Plant Establishment), the Contractor shall meet monthly with the Engineer for the purpose of joint inspection of the planting material on a mutually agreed upon schedule.

The last two paragraphs are deleted.

8-02.4 Measurement

This section is supplemented with the following:

Plant selection will be measured per each.

PSIPE — (Plant Selection Including Plant Establishment) will be measured per each.

8-02.5 Payment

The paragraph following the bid item "Topsoil Type ____", per acre is revised to read:
The unit Contract price per acre for “Topsoil Type ____” shall be full payment for all costs for the specified Work.

The bid item “PSIPE ____”, per each and the paragraph following the bid item are revised to read:

“PSIPE ____”, per each.

The unit Contract price for “Plant Selection ____”, per each, and “PSIPE ____”, per each, shall be full pay for all Work necessary for weed control within the planting area, planting area preparation, fine grading, planting, cultivating, plant storage and protection, fertilizer and root dip, staking, cleanup, and water necessary to complete planting operations as specified to the end of first year plant establishment.

The bid item “Plant Establishment - ____ Year” is deleted.

SECTION 8-04, CURBS, GUTTERS, AND SPILLWAYS
January 5, 2015

8-04.2 Materials
The referenced section for the following item is revised to read:

Hand Placed Riprap 9-13.1(4)

8-04.3(1) Cement Concrete Curbs, Gutters, and Spillways
The first sentence in the fourth paragraph is revised to read:

Expansion joints in the curb or curb and gutter shall be spaced as shown in the Plans, and placed at the beginning and ends of curb returns, drainage Structures, bridges, and cold joints with existing curbs and gutters.

In the third sentence of the fourth paragraph, “¼-inch” is revised to read “⅜-inch”.

8-04.3(1)A Extruded Cement Concrete Curb
The second sentence in the second paragraph is revised to read:

Cement concrete curbs shall be anchored to the existing pavement by placing steel reinforcing bars 1 foot on each side of every joint.

The third paragraph is revised to read:

Steel reinforcing bars shall meet the dimensions shown in the Standard Plans.
SECTION 8-11, GUARDRAIL
April 7, 2014

8-11.3(1) Beam Guardrail

After the below Amendments to 8-11.3(1)F and 8-11.3(1)G are applied, this section is supplemented with the following new sub-section:

8-11.3(1)F Removing and Resetting Beam Guardrail
The Contractor shall remove and reset existing guardrail posts, rail element, hardware and blocks to the location shown in the Plans. The mounting height of reset rail element shall be at the height shown in the Plans. The void caused by the removal of the post shall be backfilled and compacted.

The Contractor shall remove and replace any existing guardrail posts and blocks that are not suited for re-use, as staked by the Engineer. The void caused by the removal of the post shall be backfilled and compacted. The Contractor shall then furnish and install a new guardrail post to provide the necessary mounting height.

8-11.3(1)A Erection of Posts
The second paragraph in this section is deleted.

8-11.3(1)C Terminal and Anchor Installation
The last sentence in the last paragraph is deleted.

8-11.3(1)F Plans
This section number is revised to:

8-11.3(1)G

8-11.3(1)G Guardrail Construction Exposed to Traffic
This section number is revised to:

8-11.3(1)H

SECTION 8-18, MAILBOX SUPPORT
August 4, 2014

8-18.3(1) Type 3 Mailbox Support
In the third paragraph, the first sentence is revised to read:

With the Engineer’s consent, a Type 3 Mailbox Support design, made of steel or other durable material, that meets the NCHRP 350 or the Manual for Assessing Safety Hardware (MASH) crash test criteria may be used in place of the design shown in the Standard Plans.
SECTION 8-22, PAVEMENT MARKING
January 5, 2015

8-22.3(6) Removal of Pavement Markings
The second sentence of the first paragraph is revised to read:

Grinding to remove painted markings is only allowed prior to application of a Bituminous Surface Treatment.

8-23.AP8

SECTION 8-23, TEMPORARY PAVEMENT MARKINGS
January 5, 2015

This section's content is deleted in its entirety and replaced with the following new sub-sections:

8-23.1 Description
The Work consists of furnishing, installing, and removing temporary pavement markings. Temporary pavement markings shall be provided where noted in the Plans; for all lane shifts and detours resulting from construction activities; or when permanent markings are removed because of construction operations.

8-23.2 Materials
Materials for temporary markings shall be paint, plastic, tape, raised pavement markers or flexible raised pavement markers. Materials for pavement markings shall meet the following requirements:

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8.23.3 Construction Requirements

8-23.3(1) General
The Contractor shall select the type of pavement marking material in accordance with the Contract.

8-23.3(2) Preliminary Spotting
All preliminary layout and marking in preparation for application or removal of temporary pavement markings shall be the responsibility of the Contractor.
8-23.3(3) Preparation of Roadway Surface
Surface preparation for temporary pavement markings shall be in accordance with the
manufacturer’s recommendations.

8-23.3(4) Pavement Marking Application

8-23.3(4)A Temporary Pavement Markings – Short Duration
Temporary pavement markings – short duration shall meet the following
requirements:

Temporary Center Line – A BROKEN line used to delineate adjacent lanes
of traffic moving in opposite directions. The broken pattern shall be based on a
40-foot unit, consisting of a 4-foot line with a 36-foot gap if paint or tape is
used. If temporary raised pavement markers are used, the pattern shall be
based on a 40-foot unit, consisting of a grouping of three temporary raised
pavement markers, each spaced 3 feet apart, with a 34 foot gap.

Temporary Edge Line – A SOLID line used on the edges of Traveled Way.
The line shall be continuous if paint or tape is used. If temporary raised
pavement markers are used, the line shall consist of markers installed
continuously at 5-foot spacing.

Temporary Lane Line – A BROKEN line used to delineate adjacent lanes
with traffic traveling in the same direction. The broken pattern shall be based
on a 40-foot unit, consisting of a 4-foot line with a 36-foot gap, if paint or tape
is used. If temporary raised pavement markers are used, the pattern shall be
based on a 40-foot unit, consisting of a grouping of three temporary raised
pavement markers, each spaced 3 feet apart, with a 34 foot gap.

Lane line and right edge line shall be white in color. Center line and left edge line
shall be yellow in color. Edge lines shall be installed only if specifically required in
the Contract. All temporary pavement markings shall be retroreflective.

8-23.3(4)A1 Temporary Pavement Marking Paint
Paint used for short duration temporary pavement markings shall be applied in
one application at a thickness of 15 mils or 108 square feet per gallon. Glass
beads shall be in accordance with Section 8-22.3(3)G.

8-23.3(4)A2 Temporary Pavement Marking Tape
Application of temporary pavement marking tape shall be in conformance
with the manufacturer’s recommendations.

Black mask pavement marking tape shall mask the existing line in its entirety.
8-23.3(4)A3 Temporary Raised Pavement Markers
Temporary raised pavement markers are not allowed on bituminous surface treatments.

8-23.3(4)A4 Temporary Flexible Raised Pavement Markers
Flexible raised pavement markers are required for new applications of bituminous surface treatments. Flexible raised pavement markers are not allowed on other pavement types unless otherwise specified or approved by the Engineer. Flexible raised pavement markers shall be installed with the protective cover in place. The cover shall be removed immediately after spraying asphalitic material.

8-23.3(4)B Temporary Pavement Markings – Long Duration
Application of paint, pavement marking tape and plastic for long duration pavement markings shall meet the requirements of Section 8-22.3(3); application of raised pavement markers shall meet the requirements of Section 8-09.3; and application of flexible pavement markings shall be in conformance with the manufacturer’s recommendations.

8-23.3(4)C Tolerance for Lines
Tolerance for lines shall conform to Section 8-22.3(4).

8-23.3(4)D Maintenance of Pavement Markings
Temporary pavement markings shall be maintained in serviceable condition throughout the project until permanent pavement markings are installed. As directed by the Engineer; temporary pavement markings that are damaged, including normal wear by traffic, shall be repaired or replaced immediately. Repaired and replaced pavement markings shall meet the requirements for the original pavement marking.

8-23.3(4)E Removal of Pavement Markings
Removal of temporary paint is not required prior to paving; all other temporary pavement markings shall be removed.

All temporary pavement markings that are required on the wearing course prior to construction of permanent pavement markings and are not a part of the permanent markings shall be completely removed concurrent with or immediately subsequent to the construction of the permanent pavement markings. Temporary flexible raised pavement markers on bituminous surface treatment pavements shall be cut off flush with the surface if their location conflicts with the alignment of the permanent pavement markings. All other temporary pavement markings shall be removed in accordance with Section 8-22.3(6).

All damage to the permanent Work caused by removing temporary pavement markings shall be repaired by the Contractor at no additional cost to the Contracting Agency.
8-23.4 Measurement
Temporary pavement markings will be measured by the linear foot of each installed line or
grouping of markers, with no deduction for gaps in the line or markers and no additional
measurement for the second application of paint required for long duration paint lines.
Short duration and long duration temporary pavement markings will be measured for the
initial installation only.

8-23.5 Payment
Payment will be made in accordance with Section 1-04.1, for each of the following Bid
items that are included in the Proposal:

“Temporary Pavement Marking – Short Duration”, per linear foot.

“Temporary Pavement Marking – Long Duration”, per linear foot.

The unit Contract price per linear foot for “Temporary Pavement Marking – Short
Duration” and “Temporary Pavement Marking – Long Duration” shall be full pay for
all Work.

DIVISION 9
MATERIALS

9-01.AP9

SECTION 9-01, PORTLAND CEMENT
January 5, 2015

9-01.2(3) Low Alkali Cement
This section is revised to read:

When low alkali portland cement is required, the percentage of alkalies in the cement shall
not exceed 0.60 percent by weight calculated as Na₂O plus 0.658 K₂O. This limitation shall
apply to all types of portland cement.

9-01.2(4) Blended Hydraulic Cement
The first paragraph is revised to read:

Blended hydraulic cement shall be either Type IP(X)(MS) or Type IS(X)(MS) cement
conforming to AASHTO M 240 or ASTM C 595, except that the portland cement used to
produce blended hydraulic cement shall not contain more than 0.75 percent alkalies by
weight calculated as Na₂O plus 0.658 K₂O and shall meet the following additional
requirements:
1. Type IP(X)(MS) - Portland-Pozzolan Cement where (X) equals the targeted percentage of fly ash, the fly ash is limited to a maximum of 35 percent by weight of the cementitious material; (MS) indicates moderate sulfate resistance.

2. Type IS(X)(MS) - Portland Blast- Furnace Slag Cement, where: (X) equals the targeted percentage of ground granulated blast-furnace slag, the ground granulated blast furnace slag is limited to a maximum of 50 percent by weight of the cementitious material; (MS) indicates moderate sulfate resistance.

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

The source and weight of the fly ash or ground granulated blast-furnace slag shall be certified on the cement mill test report or cement certificate of analysis and shall be reported as a percent by weight of the total cementitious material.

9-01.3 Tests and Acceptance
The first paragraph is revised to read:

Cement may be accepted by the Engineer based on the cement mill test report number or cement certificate of analysis number indicating full conformance to the Specifications. All shipments of the cement to the Contractor or concrete supplier shall identify the applicable cement mill test report number or cement certificate of analysis number and shall be provided by the Contractor or concrete supplier with all concrete deliveries.

The second paragraph is revised to read:

Cement producers/suppliers that certify portland cement or blended cement shall participate in the Cement Acceptance Program as described in WSDOT Standard Practice QC I.

9-01.4 Storage on the Work Site
This section is revised to read:

At the request of the Engineer, the Contractor shall provide test data to show that cement stored on site for longer than 60 days meets the requirements of 9-01. Tests shall be conducted on samples taken from the site in the presence of the Engineer. Test results that meet the requirements of 9-01 shall be valid for 60 days from the date of sampling, after which the Engineer may require further testing.

SECTION 9-03, AGGREGATES
August 4, 2014

9-03.1(2)C Use of Substandard Gradings
This section including title is deleted in its entirety and replaced with the following:
9-03.1(4)C Grading
In the second paragraph, the first sentence is deleted.

The third paragraph is deleted.

9-03.1(5)B Grading
The last paragraph is revised to read:

The Contracting Agency may sample each aggregate component prior to introduction to the weigh batcher or as otherwise determined by the Engineer. Each component will be sieve analyzed separately in accordance with WSDOT FOP for WAQTC/AASHTO Test Method T-27/11. All aggregate components will be mathematically re-combined by the proportions (percent of total aggregate by weight) provided by the Contractor on Concrete Mix Design Form 350-040.

9-03.8(1) General Requirements
The first paragraph up until the colon is revised to read:

Preliminary testing of aggregates for source approval shall meet the following test requirements:

The list in the first paragraph is supplemented with the following:

Sand Equivalent 45 min.

The following new paragraph is inserted after the first paragraph:

Aggregate sources that have 100 percent of the mineral material passing the No. 4 sieve shall be limited to no more than 5 percent of the total weight of aggregate.

9-03.14(3) Common Borrow
This section is revised to read:

Material for common borrow shall consist of granular or nongranular soil and/or aggregate which is free of deleterious material. Deleterious material includes wood, organic waste, coal, charcoal, or any other extraneous or objectionable material. The material shall not contain more than 3 percent organic material by weight. The plasticity index shall be determined using test method AASHTO T 89 and AASHTO T 90.

The material shall meet one of the options in the soil plasticity table below.

<table>
<thead>
<tr>
<th>Option</th>
<th>Sieve</th>
<th>Percent Passing</th>
<th>Plasticity</th>
</tr>
</thead>
</table>

C 3380 Yakima Valley Highway Improvement
Project Phase 2

A 60

AMENDMENTS
<table>
<thead>
<tr>
<th></th>
<th>No.</th>
<th>12</th>
<th>6 or Less</th>
<th>Above 35</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>200</td>
<td>0 - 12</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>200</td>
<td>12.1 - 35</td>
<td>6 or Less</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>200</td>
<td>Above 35</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

All percentages are by weight.

If requested by the Contractor, the plasticity index may be increased with the approval of the Engineer.

9-03.14(4) Gravel Borrow for Structural Earth Wall
In the second table, the row beginning with "pH" is revised to read:

<table>
<thead>
<tr>
<th>pH</th>
<th>WSDOT Test Method T 417</th>
<th>4.5 - 9</th>
<th>5 - 10</th>
</tr>
</thead>
</table>

SECTION 9-05, DRAINAGE STRUCTURES AND CULVERTS
April 7, 2014

9-05.13 Ductile Iron Sewer Pipe
The first paragraph is deleted.

SECTION 9-07, REINFORCING STEEL
January 6, 2014

9-07.5(2) Corrosion Resistant Dowel Bars (for Cement Concrete Pavement)
This section's title is revised to read:

9-07.5(2) Corrosion Resistant Dowel Bars (for Cement Concrete Pavement and Cement Concrete Pavement Rehabilitation)

SECTION 9-10, PILING
March 3, 2014

9-10.5 Steel Piling
This section is revised to read:

The material for rolled steel piling H-piling and pile splices shall conform to ASTM A 36, ASTM A 572 or ASTM A 992. The material for steel pipe piling and splices shall conform to one of the following requirements except as specifically noted in the Plans:
1. API 5L Grade X42 or X52 material may be used for longitudinal seam welded or
   helical (spiral) seam submerged-arc welded pipe piles of any diameter.
2. ASTM A 252 Grade 2 or 3 material may be used for longitudinal seam welded or
   helical (spiral) seam submerged-arc welded pipe piles of any diameter. For the
   purposes of welding and prequalification of base metal, steel pipe pile designated as
   ASTM A 252 may be treated as prequalified provided the chemical composition
   conforms to a prequalified base metal classification listed in Table 3.1 of the AWS
   D1.1/D1.1M, latest edition, Structural Welding Code, the grade of pipe piling meets
   or exceeds the grade specified in the Plans, and the carbon equivalent (CE) is a
   maximum of 0.45-percent.
3. ASTM A 572 or ASTM A 588 material may be used for longitudinal seam welded
   piles of any diameter.

For helical (spiral) seam submerged-arc welded pipe piles, the maximum radial offset of
strip/plate edges shall be 1/8 inch. The offset shall be transitioned with a taper weld and the
slope shall not be less than a 1 in 2.5 taper. The weld reinforcement shall not be greater than
3/16 inches and misalignment of weld beads shall not exceed 1/8 inch.

Steel soldier piles, and associated steel bars and plates, shall conform to ASTM A 36, ASTM
A 572 or ASTM A 992, except as otherwise noted in the Plans.

All steel piling may be accepted by the Engineer based on the Manufacturer’s Certificate of
Compliance submitted in accordance with Section 1-06.3. The manufacturer’s certificate of
compliance submittal for steel pipe piles shall be accompanied by certified mill test reports,
including chemical analysis and carbon equivalence, for each heat of steel used to fabricate
the steel pipe piling.

SECTION 9-13, RIPRAP, QUARRY SPALLS, SLOPE PROTECTION, AND ROCK FOR
EROSION AND SCOUR PROTECTION AND ROCK WALLS

January 5, 2015

This section’s content is deleted.

9-13.1 Loose Riprap
This section’s content, including title and subsections, is revised to read the following:

9-13.1 Riprap and Quarry Spalls

9-13.1(1) General
Riprap and quarry spalls shall consist of broken stone or broken concrete rubble and
shall be free of rock fines, soil, or other extraneous material. Concrete rubble shall not
be contaminated by foreign materials such as fibers, wood, steel, asphalt, sealant, soil,
plastic and other contaminants or deleterious material. Concrete rubble that is imported
to the job site will require testing and certification for toxicity characteristics per
Section 9-03.21(1).
The grading of the riprap shall be determined by the Engineer by visual inspection of the load before it is dumped into place, or, if so ordered by the Engineer, by dumping individual loads on a flat surface and sorting and measuring the individual rocks contained in the load. Should the riprap contain insufficient spalls, as defined in Section 9-13.1(5), the Contractor shall furnish and place supplementary spall material.

Riprap and quarry spalls shall be free from segregation, seams, cracks, and other defects tending to destroy its resistance to weather and shall conform to the following requirements for quality.

<table>
<thead>
<tr>
<th>Aggregate Property</th>
<th>Test Method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Degradation Factor</td>
<td>WSDOT T 113</td>
<td>15 minimum</td>
</tr>
<tr>
<td>Los Angeles Wear, 500 Rev.</td>
<td>AASHTO T 96</td>
<td>50% maximum</td>
</tr>
<tr>
<td>Specific Gravity, SSD</td>
<td>AASHTO T 85</td>
<td>2.55 minimum</td>
</tr>
</tbody>
</table>

9-13.1(2) Heavy Loose Riprap
Heavy loose riprap shall meet the following requirements for grading:

<table>
<thead>
<tr>
<th></th>
<th>Minimum Size</th>
<th>Maximum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>40% to 90%</td>
<td>1 ton (½ cubic yd.)</td>
<td></td>
</tr>
<tr>
<td>70% to 90%</td>
<td>300 lbs. (2 cu. ft.)</td>
<td></td>
</tr>
<tr>
<td>10% to 30%</td>
<td>3 inch</td>
<td>50 lbs. (spalls)</td>
</tr>
</tbody>
</table>

9-13.1(3) Light Loose Riprap
Light loose riprap shall meet the following requirements for grading:

<table>
<thead>
<tr>
<th>Size Range</th>
<th>Maximum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>20% to 90%</td>
<td>300 lbs. to 1 ton (2 cu. ft. to ½ cu. yd.)</td>
</tr>
<tr>
<td>15% to 80%</td>
<td>50 lbs. to 1 ton (½ cu. ft. to ½ cu. yd.)</td>
</tr>
<tr>
<td>10% to 20%</td>
<td>3 inch</td>
</tr>
</tbody>
</table>

9-13.1(4) Hand Placed Riprap
Hand placed riprap shall be as nearly rectangular as possible, 60 percent shall have a volume of not less than 1 cubic foot. No stone shall be used which is less than 6 inches thick, nor which does not extend through the wall.

9-13.1(5) Quarry Spalls
Quarry spalls shall meet the following requirements for grading:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot;</td>
<td>100</td>
</tr>
<tr>
<td>3&quot;</td>
<td>40 max.</td>
</tr>
<tr>
<td>¾&quot;</td>
<td>10 max.</td>
</tr>
</tbody>
</table>
9-13.2 Hand Placed Riprap
This section, including title, is deleted in its entirety and replaced with the following:

9-13.2 Vacant

9-13.4 Rock for Erosion Control and Scour Protection
The last sentence is revised to read:

The use of recycled materials and concrete rubble is not permitted for this application.

9-13.6 Quarry Spalls
This section, including title, is deleted in its entirety and replaced with the following:

9-13.6 Vacant

SECTION 9-14, EROSION CONTROL AND ROADSIDE PLANTING
January 5, 2015

9.14.1 Soil
This section, including title, is revised to read:

9-14.1 Topsoil
Topsoil shall not contain any recycled material, foreign materials, or any listed Noxious and
Nuisance weeds of any Class designated by authorized State or County officials. Aggregate
shall not comprise more than 10% by volume of Topsoil and shall not be greater than two
inches in diameter.

9-14.1(2) Topsoil Type B
The last sentence of the second paragraph is deleted.

9-14.2 Seed
This section is revised to read:

Seed of the type specified shall be certified in accordance with WAC 16-302. Seed mixes
shall be commercially prepared and supplied in sealed containers. The labels shall show:

(1) Common and botanical names of seed
(2) Lot number
(3) Net weight
(4) Pounds of Pure live seed (PLS) in the mix
(5) Origin of seed

All seed vendors must have a business license issued by supplier’s state or provincial
Department of Licensing with a “seed dealer” endorsement.
9-14.4(3) Bark or Wood Chips
This section's title is revised to read:

Bark or Wood Chip Mulch

The first paragraph is revised to read:

Bark or wood chip mulch shall be derived from fir, pine, or hemlock species. It shall not contain resin, tannin, or other compounds in quantities that would be detrimental to plant life. Sawdust shall not be used as mulch. Mulch produced from finished wood products or construction debris will not be allowed.

9-14.4(6) Gypsum
The first sentence is revised to read:

Gypsum shall consist of Calcium Sulfate (CaSO₄·2H₂O) in a pelleted or granular form.

9-14.4(7) Tackifier
This section is revised to read:

Tackifiers are used as a tie-down for soil, compost, seed, and/or mulch. Tackifiers shall contain no growth or germination-inhibiting materials and shall not reduce infiltration rates. Tackifiers shall hydrate in water and readily blend with other slurry materials.

The Contractor shall provide test results documenting the tackifier meets the requirements for Acute Toxicity, Solvents, and Heavy Metals as required in Table 1 in Section 9-14.4(2). The tests shall be performed at the manufacturer’s recommended application rate.

9-14.4(8) Compost
The second paragraph is revised to read:

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

9-14.4(8)A Compost Submittal Requirements
Item 2 is revised to read:

5. A copy of the Solid Waste Handling Permit issued to the manufacturer by the Jurisdictional Health Department in accordance with WAC 173-350 (Minimum Functional Standards for Solid Waste Handling).

9-14.6(1) Description
Item number 3 in the fourth paragraph is revised to read:

6. Live pole cuttings shall have a diameter between 2 inches and 3.5 inches. Live poles shall have no more than three branches which must be located at the top end of the pole and those branches shall be pruned back to the first bud from the main stem.
9-14.6(2) Quality

The second and third paragraphs in this section are revised to read:

All plant material shall comply with State and Federal laws with respect to inspection for plant diseases and insect infestation. Plants must meet Washington State Department of Agriculture plant quarantines and have a certificate of inspection. Plants originating in Canada must be accompanied by a phytosanitary certificate stating the plants meet USDA health requirements.

All plant material shall be purchased from a nursery licensed to sell plants in their state or province.

SECTION 9-16, FENCE AND GUARDRAIL
August 4, 2014

9-16.2(1)B Wood Fence Posts and Braces
In the table, the row beginning with “ACA” is deleted.

SECTION 9-31, ELASTOMERIC BEARING PADS
August 4, 2014

This section’s title is revised to read:

Elastomeric Pads

9-31.1 Requirements
In the first paragraph, the word “bearing” is deleted from the first sentence.

In the first sentence of the second paragraph, the word “bearing” is deleted and replaced with “elastomeric”.

In the last sentence of the second paragraph, the word “Bearing” is deleted and replaced with “Elastomeric”.

In the third paragraph, the word “bearing” is deleted and replaced with the word “elastomeric”.

SECTION 9-32, MAILBOX SUPPORT
August 4, 2014

9-32.7 Type 2 Mailbox Support
The first sentence is revised to read:
Type 2 mailbox supports shall be 2-inch 14-gage steel tube and shall meet the NCHRP 350 or the Manual for Assessing Safety Hardware (MASH) crash test criteria.

SECTION 9-34, PAVEMENT MARKING MATERIAL
January 5, 2015

9-34.2 Paint
The second paragraph is revised to read:

Blue and black paint shall comply with the requirements of yellow paint in Section 9-34.2(4) and Section 9-34.2(5), with the exception that blue and black paints do not need to meet the requirements for titanium dioxide, directional reflectance, and contrast ratio.

9-34.4 Glass Beads for Pavement Marking Materials
In the third paragraph, the table titled “Metal Concentration Limits” is revised to read:

<table>
<thead>
<tr>
<th>Element</th>
<th>Test Method</th>
<th>Max. Parts Per Million (ppm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arsenic</td>
<td>EPA 3052 SW-846 6010C</td>
<td>10.0</td>
</tr>
<tr>
<td>Barium</td>
<td>EPA 3052 SW-846 6010C</td>
<td>100.0</td>
</tr>
<tr>
<td>Cadmium</td>
<td>EPA 3052 SW-846 6010C</td>
<td>1.0</td>
</tr>
<tr>
<td>Chromium</td>
<td>EPA 3052 SW-846 6010C</td>
<td>5.0</td>
</tr>
<tr>
<td>Lead</td>
<td>EPA 3052 SW-846 6010C</td>
<td>50.0</td>
</tr>
<tr>
<td>Silver</td>
<td>EPA 3052 SW-846 6010C</td>
<td>5.0</td>
</tr>
<tr>
<td>Mercury</td>
<td>EPA 3052 SW-846 7471B</td>
<td>4.0</td>
</tr>
</tbody>
</table>

9-34.5 Temporary Pavement Marking Tape
This section is revised to read:

Biodegradable tape with paper backing is not allowed.

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

9-34.5(1) Temporary Pavement Marking Tape – Short Duration
Temporary pavement marking tape for short duration shall conform to ASTM D4592 Type II except that black tape, black mask tape and the black portion of the contrast removable tape, shall be non-reflective.

9-34.5(2) Temporary Pavement Marking Tape – Long Duration
Temporary pavement marking tape for long duration shall conform to ASTM D4592 Type I. Temporary pavement marking tape for long duration, except for black tape, shall have a minimum initial coefficient of retroreflective luminance of 200 mcd*m²*lx⁻¹ when measured in accordance with ASTM E 2832 or ASTM E 2177. Black tape, black mask tape and the black portion of the contrast removable tape, shall be non-reflective.
9-34.6 Temporary Raised Pavement Markers
This section’s title is revised to read:

Temporary Flexible Raised Pavement Markers

The second paragraph is deleted.

SECTION 9-35, TEMPORARY TRAFFIC CONTROL MATERIALS
August 4, 2014

9-35.0 General Requirements
The following item is deleted from the list of temporary traffic control materials:

Barrier Drums

The last sentence of the second paragraph is revised to read:

Certification for crashworthiness according to NCHRP 350 or the Manual for Assessing Safety Hardware (MASH) will be required as described in Section 1-10.2(3).

9-35.2 Construction Signs
The first sentence is revised to read:

Construction signs shall conform to the requirements of the MUTCD and shall meet the requirements of NCHRP Report 350 for Category 2 devices or MASH.

9-35.7 Traffic Safety Drums
The third paragraph is revised to read:

Drums and light units shall meet the crashworthiness requirements of NCHRP 350 or MASH as described in Section 1-10.2(3).

9-35.8 Barrier Drums
This section including title is deleted in its entirety and replaced with the following:

9-35.8 Vacant

9-35.12 Transportable Attenuator
In the first paragraph, the fourth sentence is revised to read:

The Contractor shall provide certification that the transportable attenuator complies with NCHRP 350 Test level 3 or MASH Test Level 3 requirements.

9-35.13 Tall Channelizing Devices
In the sixth paragraph, the last sentence is revised to read:
The method of attachment must ensure that the light does not separate from the device upon impact and light units shall meet the crashworthiness requirements of NCHRP 350 or MASH as described in Section 1-10.2(3).
SPECIAL PROVISIONS
SPECIAL PROVISIONS
TO THE STANDARD SPECIFICATIONS

C 3380 - YAKIMA VALLEY HIGHWAY IMPROVEMENT
PROJECT - PHASE 2
(Konnowac Pass Rd. to Sawyer Vic.)

INTRODUCTION TO THE SPECIAL PROVISIONS

(August 14, 2013 APWA GSP)

The work on this project shall be accomplished in accordance with the Standard Specifications for Road, Bridge and Municipal Construction, 2014 edition, as issued by the Washington State Department of Transportation (WSDOT) and the American Public Works Association (APWA), Washington State Chapter (hereafter “Standard Specifications”). The Standard Specifications, as modified or supplemented by the Amendments to the Standard Specifications and these Special Provisions, all of which are made a part of the Contract Documents, shall govern all of the Work.

These Special Provisions are made up of both General Special Provisions (GSPs) from various sources, which may have project-specific fill-ins; and project-specific Special Provisions. Each Provision either supplements, modifies, or replaces the comparable Standard Specification, or is a new Provision. The deletion, amendment, alteration, or addition to any subsection or portion of the Standard Specifications is meant to pertain only to that particular portion of the section, and in no way should it be interpreted that the balance of the section does not apply.

The project-specific Special Provisions are not labeled as such. The GSPs are labeled under the headers of each GSP, with the effective date of the GSP and its source. For example:

(March 8, 2013 APWA GSP)
(April 1, 2013 WSDOT GSP)

Also incorporated into the Contract Documents by reference are:

- Manual on Uniform Traffic Control Devices for Streets and Highways, currently adopted edition, with Washington State modifications, if any
- Standard Plans for Road, Bridge and Municipal Construction, WSDOT/APWA, current edition
- Yakima County Standard Plans

Contractor shall obtain copies of these publications, at Contractor’s own expense.
DIVISION 1
GENERAL REQUIREMENTS

DESCRIPTION OF WORK

(******)
The work to be performed under this Contract consists of the improvement of approximately 1.6 miles of YAKIMA VALLEY HIGHWAY, from Konnowac Pass Rd. to Sawyer Vic.. These improvements consists of cracking and seating existing concrete roadway, grading, drainage, grinding existing asphalt paving, placing and compacting top and base course, placing HMA pavement, replacing a bridge, and other work, in accordance with the attached Plans, these Special Provisions and the 2014 Standard Specifications and Amendments thereto.

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

FUNDS

(******)
Yakima County Road funds and Rural Arterial Program (RAP) funds are involved in the construction of these improvements.

SECTION 1-01, DEFINITION AND TERMS

1-01.3 Definitions
(March 8, 2013 APWA GSP)

Delete the heading Completion Dates and the three paragraphs that follow it, and replace them with the following:

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, any
remaining traffic disruptions will be rare and brief, and only minor incidental work,
replacement of temporary substitute facilities, plant establishment periods, 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.

Supplement this Section with the following:

All references in the Standard Specifications, Amendments, or WSDOT General Special
Provisions, 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”.

All references to “final contract voucher certification” shall be interpreted to mean the final
payment form established by the Contracting Agency.

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 Bid 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 Bid
Proposal, from which the Contracting Agency may make a choice between different methods
or material of construction for performing the same work.
Business Day
A business day is any day from Monday through Friday except holidays as listed in Section 1-08.5.

Contract Bond
The definition in the Standard Specifications for "Contract Bond" applies to whatever bond form(s) are required by the Contract Documents, which may be a combination of a Payment Bond and a Performance Bond.

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.

Notice of Award
The written notice from the Contracting Agency to the successful Bidder signifying the Contracting Agency’s acceptance of the Bid Proposal.

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

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

SECTION 1-02, BID PROCEDURES AND CONDITIONS

1-02.1 Prequalification of Bidders
Delete this Section and replace it with the following:

1-02.1 Qualifications of Bidder
(January 24, 2011 APWA GSP)

Before award of a public works contract, a bidder must meet at least the minimum qualifications of RCW 39.04.350(1) to be considered a responsible bidder and qualified to be awarded a public works project.

1-02.2 Plans and Specifications
(June 27, 2011 APWA GSP)

Delete this section and replace it with the following:
Information as to where Bid Documents can be obtained or reviewed can 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:

<table>
<thead>
<tr>
<th>To Prime Contractor</th>
<th>No. of Sets</th>
<th>Basis of Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced plans (11&quot; x 17&quot;)</td>
<td>10</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Contract Provisions</td>
<td>10</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Large plans (e.g., 22&quot; x 34&quot;)</td>
<td>0</td>
<td>Only upon request at Contractor’s expense: $10.50 per sheet.</td>
</tr>
</tbody>
</table>

Additional plans and Contract Provisions may be obtained by the Contractor from the source stated in the Call for Bids, at the Contractor’s own expense.

1-02.4 Examination of Plans, Specifications, and Site of Work

1-02.4(2) Subsurface Information

Supplement this Section with the following:

(December 2, 2012)

The soils information used for study and design of this project is available for review by the bidder at the following location:

*** Appendix A ***

The soils information includes the following:

*** Geotechnical Report for Short Span Bridge ***

1-02.5 Proposal Forms

(June 27, 2011 APWA GSP)

Delete this section and replace it with the following:

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 Form unless otherwise specified.

1-02.7 Bid Deposit
(March 8, 2013 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.

If so stated in the Contract Provisions, cash will not be accepted for a bid deposit.

1-02.9 Delivery of Proposal
(August 15, 2012 APWA GSP, Option A)

Delete this section and replace it with the following:

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

If the project has FHWA funding and requires DBE Written Confirmation Documents or Good Faith Effort Documentation, then to be considered responsive, the Bidder shall submit with their Bid Proposal, written Confirmation Documentation from each DBE firm listed on the Bidder’s completed DBE Utilization Certification, form 272-056A EF, as required by Section 1-02.6.
The Contracting Agency will not open or consider any Bid Proposal that is received after the time specified in the Call for Bids for receipt of Bid Proposals, or received in a location other than that specified in the Call for Bids.

1-02.13 Irregular Proposals
(March 13, 2012 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 Business Enterprise Certification, if applicable, as required in Section 1-02.6;
   i. The Bidder fails to submit written confirmation from each DBE firm listed on the Bidder’s completed DBE Utilization Certification that they are in agreement with the bidders DBE participation commitment, if applicable, as required in Section 1-02.6, or if the written confirmation that is submitted fails to meet the requirements of the Special Provisions;
   j. The Bidder fails to submit DBE Good Faith Effort documentation, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to demonstrate that a Good Faith Effort to meet the Condition of Award was made;
   k. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation; or
   l. More than one proposal is submitted for the same project from a Bidder under the same or different names.

1-02.15 Pre Award Information
(August 14, 2013 APWA GSP)

Revise this section to read:

Before awarding any contract, the Contracting Agency may require one or more of these items or actions of the apparent lowest responsible bidder:

1. A complete statement of the origin, composition, and manufacture of any or all materials to be used,
2. Samples of these materials for quality and fitness tests,
3. A progress schedule (in a form the Contracting Agency requires) showing the order of 
and time required for the various phases of the work,
4. A breakdown of costs assigned to any bid item,
5. Attendance at a conference with the Engineer or representatives of the Engineer,
6. Obtain, and furnish a copy of, a business license to do business in the city or county 
where the work is located.
7. Any other information or action taken that is deemed necessary to ensure that the bidder 
is the lowest responsible bidder.

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

(December 8, 2014 APWA GSP)

Revise the first paragraph to read:

The successful bidder shall provide executed payment and performance bond(s) for the full contract amount. The bond may be a combined payment and performance bond; or be separate payment and performance bonds. In the case of separate payment and performance bonds, each shall be for the full contract amount. The bond(s) shall:

1. Be on Contracting Agency-furnished form(s);
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. Guarantee that the Contractor will perform and comply with all obligations, duties, and conditions under the Contract, including but not limited to the duty and obligation to indemnify, defend, and protect the Contracting Agency against all losses and claims related directly or indirectly from any failure:
   a. Of the Contractor (or any of the employees, subcontractors, or lower tier subcontractors of the Contractor) to faithfully perform and comply with all contract obligations, conditions, and duties, or
   b. Of the Contractor (or the subcontractors or lower tier subcontractors of the Contractor) to pay all laborers, mechanics, subcontractors, lower tier subcontractors, material person, or any other person who provides supplies or provisions for carrying out the work;
4. Be conditioned upon the payment of taxes, increases, and penalties incurred on the project under titles 50, 51, and 82 RCW; and
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(s) must be signed by the president or vice president, unless accompanied by written proof of the authority of the individual signing the bond(s) to bind the corporation (i.e., corporate resolution, power of attorney, or a letter to such effect signed by the president or vice president).

Section 1-03.4 is supplemented with the following:
(June 27, 2011)

Release of Contract Bond will be 60 days following Contracting Agency Final Acceptance of Contract, provided following conditions are met:

1. Payment to the State with respect to taxes imposed pursuant to Title 82, RCW on Contracts totaling more than $35,000, a release has been obtained from the Washington State Department of Revenue.

2. Affidavits of Wages Paid for the Contractor and all Subcontractors are on file with the Contracting Agency (RCW 39.12.040).

3. A certificate of Payment of Contributions Penalties and Interest on Public Works Contract is received from the Washington State Employment Security Department.

4. Washington State Department of Labor and Industries (per Section 1-07.10) shows the Contractor, Subcontractor(s) and any lower tier Subcontractor(s) are current with payments of industrial insurance and medical aid premiums.

5. All claims, as provided by law, filed against the Contract Bond have been resolved.

SECTION 1-04, SCOPE OF WORK

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

(March 13, 2012 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,
4. Contract Plans,
5. Amendments to the Standard Specifications,
6. Standard Specifications,
7. Contracting Agency’s Standard Plans or Details (if any), and
8. WSDOT 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.
1-05.11 Final Inspection

Delete this section and replace it with the following:

1-05.11 Final Inspections and Operational Testing
(October 1, 2005 APWA GSP)

1-05.11(1) Substantial Completion Date

When the Contractor considers the work to be substantially complete, the Contractor shall so notify the Engineer and request the Engineer establish the Substantial Completion Date. The Contractor’s request shall list the specific items of work that remain to be completed in order to reach physical completion. The Engineer will schedule an inspection of the work with the Contractor to determine the status of completion. The Engineer may also establish the Substantial Completion Date unilaterally.

If, after this inspection, the Engineer concurs with the Contractor that the work is substantially complete and ready for its intended use, the Engineer, by written notice to the Contractor, will set the Substantial Completion Date. If, after this inspection the Engineer does not consider the work substantially complete and ready for its intended use, the Engineer will, by written notice, so notify the Contractor giving the reasons therefor.

Upon receipt of written notice concurring in or denying substantial completion, whichever is applicable, the Contractor shall pursue vigorously, diligently and without unauthorized interruption, the work necessary to reach Substantial and Physical Completion. The Contractor shall provide the Engineer with a revised schedule indicating when the Contractor expects to reach substantial and physical completion of the work.

The above process shall be repeated until the Engineer establishes the Substantial Completion Date and the Contractor considers the work physically complete and ready for final inspection.

1-05.11(2) Final Inspection and Physical Completion Date

When the Contractor considers the work physically complete and ready for final inspection, the Contractor by written notice, shall request the Engineer to schedule a final inspection. The Engineer will set a date for final inspection. The Engineer and the Contractor will then make a final inspection and the Engineer will notify the Contractor in writing of all particulars in which the final inspection reveals the work incomplete or unacceptable. The Contractor shall immediately take such corrective measures as are necessary to remedy the listed deficiencies. Corrective work shall be pursued vigorously, diligently, and without interruption until physical completion of the listed deficiencies. This process will continue until the Engineer is satisfied the listed deficiencies have been corrected.

If action to correct the listed deficiencies is not initiated within 7 days after receipt of the written notice listing the deficiencies, the Engineer may, upon written notice to the
Contractor, take whatever steps are necessary to correct those deficiencies pursuant to Section 1-05.7.
The Contractor will not be allowed an extension of contract time because of a delay in the performance of the work attributable to the exercise of the Engineer’s right hereunder.

Upon correction of all deficiencies, the Engineer will notify the Contractor and the Contracting Agency, in writing, of the date upon which the work was considered physically complete. That date shall constitute the Physical Completion Date of the contract, but shall not imply acceptance of the work or that all the obligations of the Contractor under the contract have been fulfilled.

1-05.11(3) Operational Testing

It is the intent of the Contracting Agency to have at the Physical Completion Date a complete and operable system. Therefore when the work involves the installation of machinery or other mechanical equipment; street lighting, electrical distribution or signal systems; irrigation systems; buildings; or other similar work it may be desirable for the Engineer to have the Contractor operate and test the work for a period of time after final inspection but prior to the physical completion date. Whenever items of work are listed in the Contract Provisions for operational testing they shall be fully tested under operating conditions for the time period specified to ensure their acceptability prior to the Physical Completion Date. During and following the test period, the Contractor shall correct any items of workmanship, materials, or equipment which prove faulty, or that are not in first class operating condition. Equipment, electrical controls, meters, or other devices and equipment to be tested during this period shall be tested under the observation of the Engineer, so that the Engineer may determine their suitability for the purpose for which they were installed. The Physical Completion Date cannot be established until testing and corrections have been completed to the satisfaction of the Engineer.

The costs for power, gas, labor, material, supplies, and everything else needed to successfully complete operational testing, shall be included in the unit contract prices related to the system being tested, unless specifically set forth otherwise in the proposal.

Operational and test periods, when required by the Engineer, shall not affect a manufacturer’s guaranties or warranties furnished under the terms of the contract.

1-05.13 Superintendents, Labor and Equipment of Contractor
(August 14, 2013 APWA GSP)

Delete the sixth and seventh paragraphs of this section.

1-05.14 Cooperation with Other Contractors

Section 1-05.14 is supplemented with the following:
(March 13, 1995)

Other Contracts Or Other Work

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

- Utility work by franchise utility companies relocating overhead and underground facilities within the project limits. No additional payment will be made for this utility coordination.

1-05.15 Method of Serving Notices

(March 25, 2009 APWA GSP)

Revise the second paragraph to read:

All correspondence from the Contractor shall be directed to the Project Engineer. All correspondence from the Contractor constituting any notification, notice of protest, notice of dispute, or other correspondence constituting notification required to be furnished under the Contract, must be in paper format, hand delivered or sent via mail delivery service to the Project Engineer's office. Electronic copies such as e-mails or electronically delivered copies of correspondence will not constitute such notice and will not comply with the requirements of the Contract.

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 1-07, LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC
1-07.1 Laws to be Observed
(October 1, 2005 APWA GSP)

Supplement this section with the following:

In cases of conflict between different safety regulations, the more stringent regulation shall apply.

The Washington State Department of Labor and Industries shall be the sole and paramount administrative agency responsible for the administration of the provisions of the Washington Industrial Safety and Health Act of 1973 (WISHA).

The Contractor shall maintain at the project site office, or other well known place at the project site, all articles necessary for providing first aid to the injured. The Contractor shall establish, publish, and make known to all employees, procedures for ensuring immediate removal to a hospital, or doctor’s care, persons, including employees, who may have been injured on the project site. Employees should not be permitted to work on the project site before the Contractor has established and made known procedures for removal of injured persons to a hospital or a doctor’s care.

The Contractor shall have sole responsibility for the safety, efficiency, and adequacy of the Contractor’s plant, appliances, and methods, and for any damage or injury resulting from their failure, or improper maintenance, use, or operation. The Contractor shall be solely and completely responsible for the conditions of the project site, including safety for all persons and property in the performance of the work. This requirement shall apply continuously, and not be limited to normal working hours. The required or implied duty of the Engineer to conduct construction review of the Contractor’s performance does not, and shall not, be intended to include review and adequacy of the Contractor’s safety measures in, on, or near the project site.

1-07.2 State Taxes

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

1-07.2 State Sales Tax
(June 27, 2011 APWA GSP)

The Washington State Department of Revenue has issued special rules on the State sales tax. Sections 1-07.2(1) through 1-07.2(3) 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(2) describes this exception.
The Contracting Agency will pay the retained percentage (or release the Contract Bond if a FHWA-funded Project) 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 60.28.051). 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(1) 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(2) 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(3) 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).

(June 27, 2011)
The Contracting Agency will release the Contract Bond only if the Contractor has obtained from the State Department of Revenue a certificate showing that all Contract-related taxes have been paid.

1-07.6 Permits and Licenses

Section 1-07.6 is supplemented with the following:

(September 20, 2010)
The Contracting Agency has obtained the below-listed permit(s) for this project. A copy of the permit(s) is attached as an appendix for informational purposes. All contacts with the permitting agency concerning the below-listed permit(s) shall be through the Engineer. The Contractor shall obtain additional permits as necessary. All costs to obtain and comply with additional permits shall be included in the applicable bid items for the work involved. Copies of these permits are required to be onsite at all times.

- Dept of Ecology’s Erosivity Waiver

1-07.7 Load Limits

Section 1-07.7 is supplemented with the following:

(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.

1-07.9 Wages

1-07.9(1) General

Section 1-07.9(1) is supplemented with the following:

(January 3, 2014)
The State rates incorporated in this contract are applicable to all construction activities associated with this contract.
1-07.13 Contractor’s Responsibility for Work

1-07.13(4) Repair of Damage

Section 1-07.13(4) is revised to read:

(August 6, 2001)
The Contractor shall promptly repair all damage to either temporary or permanent work as
directed by the Engineer. For damage qualifying for relief under Sections 1-07.13(1), 1-
07.13(2) or 1-07.13(3), payment will be made in accordance with Section 1-04.4. Payment
will be limited to repair of damaged work only. No payment will be made for delay or
disruption of work.

1-07.17 Utilities and Similar Facilities

Section 1-07.17 is supplemented with the following:

(April 2, 2007)
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:

Utility relocation work may not be completed and adjustments will be performed by the
various utilities if required during progression of work. The Contractor shall coordinate
the work to ensure that the work can be completed in a continuous manner.

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:

<table>
<thead>
<tr>
<th>Call Before You Dig On Call Center</th>
<th>CenturyLink</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone: 811</td>
<td>409 S. 5th St. Sunnyside WA 98944</td>
</tr>
<tr>
<td></td>
<td>(509) 839-6651</td>
</tr>
</tbody>
</table>
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
(January 24, 2011 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 policies 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. The Contractor shall provide the Contracting Agency and all Additional Insureds with written notice of any policy cancellation, within two business days of their receipt of such notice.

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

1-07.18(5)A Commercial General Liability
A policy of Commercial General Liability Insurance, including:

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

Such policy must provide the following minimum limits:

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

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

1-07.18(5)B  Automobile Liability
Automobile Liability for owned, non-owned, hired, and leased vehicles, with an MCS 90
endorsement and a CA 9948 endorsement attached if “pollutants” are to be transported. Such
policy(ies) must provide the following minimum limit:
  $1,000,000  combined single limit

1-07.18(5)C  Workers’ Compensation
The Contractor shall comply with Workers’ Compensation coverage as required by the
Industrial Insurance laws of the state of Washington.

1-07.23  Public Convenience and Safety

1-07.23(1)  Construction Under Traffic

Section 1-07.23(1) is supplemented with the following:

(January 2, 2012)

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

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

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

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

Deviation from the above requirements shall not occur unless the Contractor has
requested the deviation in writing and the Engineer has provided written approval.
Minimum WZCZ distances are measured from the edge of traveled way and will be
determined as follows:

<table>
<thead>
<tr>
<th>Regulatory 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

(August 7, 2006)
Lane closures are subject to the following restrictions:

If the Engineer determines the permitted closure hours adversely affect traffic, the
Engineer may adjust the hours accordingly. The Engineer will notify the Contractor in
writing of any change in the closure hours.

No lane closures will be allowed on a holiday or holiday weekend, or after 12:00 PM
(noon) on a day prior to a holiday or holiday weekend. Holidays that occur on Friday,
Saturday, Sunday or Monday are considered a holiday weekend.

*****
Physical reductions of the width of thru travelling lanes are subject to the following restrictions:

The Contractor shall not reduce the travelled way to a single lane with a clear width of
less than 16 feet, except as noted on the plans, for a duration that exceeds 4 calendar
days without prior approval of the Engineer. The Contractor shall submit a request for a
width reduction that exceeds 4 calendar days to the Engineer no later than 30 calendar
days prior to the start of the proposed width reduction. At a minimum, this request shall
include:

1. Schedule showing the planned beginning date and end date of the width reduction.
2. Plans showing the limits and cross-sections showing the clear distance provided
during the width reduction.
3. Details of available detour routes.
4. Plan to provide temporary windows of a minimum 16 foot width periodically during
the width reduction, where possible.

The Engineer will reply, in writing, to the request within 7 calendar days. The
Contractor shall immediately notify the Engineer if there are any changes to the schedule
for the width reduction.
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

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.

Add the following new section:

1-08.0(2) Hours of Work
(December 8, 2014 APWA GSP)

Except in the case of emergency or unless otherwise approved by the Engineer, the normal working hours for the Contract shall be any consecutive 8-hour period between 7:00 a.m. and 6:00 p.m. Monday through Friday, exclusive of a lunch break. If the Contractor desires different than the normal working hours stated above, the request must be submitted in writing prior to the preconstruction conference, subject to the provisions below. The working hours for the Contract shall be established at or prior to the preconstruction conference.

All working hours and days are also subject to local permit and ordinance conditions (such as noise ordinances).
If the Contractor wishes to deviate from the established working hours, the Contractor shall submit a written request to the Engineer for consideration. This request shall state what hours are being requested, and why. Requests shall be submitted for review no later than 14 days prior to the day(s) the Contractor is requesting to change the hours.

If the Contracting Agency approves such a deviation, such approval may be subject to certain other conditions, which will be detailed in writing. For example:

1. On non-Federal aid projects, requiring the Contractor to reimburse the Contracting Agency for the costs in excess of straight-time costs for Contracting Agency representatives who worked during such times. (The Engineer may require designated representatives to be present during the work. Representatives who may be deemed necessary by the Engineer include, but are not limited to: survey crews; personnel from the Contracting Agency’s material testing lab; inspectors; and other Contracting Agency employees or third party consultants when, in the opinion of the Engineer, such work necessitates their presence.)

2. Considering the work performed on Saturdays, Sundays, and holidays as working days with regard to the contract time.

3. Considering multiple work shifts as multiple working days with respect to contract time even though the multiple shifts occur in a single 24-hour period.

4. If a 4-10 work schedule is requested and approved the non working day for the week will be charged as a working day.

5. If Davis Bacon wage rates apply to this Contract, all requirements must be met and recorded properly on certified payroll

1-08.1 Subcontracting

1-08.1(1) Subcontract Completion and Return of Retainage Withheld

Section 1-08.1(1) is revised to read:

(August 4, 2014)
The following procedures shall apply to all subcontracts entered into as a part of this Contract:

Requirements

1. The Prime Contractor or Subcontractor shall make payment to the Subcontractor not later than ten days after receipt of payment from the Contracting Agency for work satisfactorily completed by the Subcontractor, to the extent of each Subcontractor’s interest therein.

2. Prompt and full payment of retainage from the Prime Contractor to the Subcontractor shall be made within 30 days after Subcontractor’s Work is satisfactorily completed.
3. For purposes of this Section, a Subcontractor’s work is satisfactorily completed when all task and requirements of the Subcontract have been accomplished and including any required documentation and material testing.

4. Failure by a Prime Contractor or Subcontractor to comply with these requirements may result in one or more of the following:

   a. Withholding of payments until the Prime Contractor or Subcontractor complies

   b. Failure to comply shall be reflected in the Prime Contractor’s Performance Evaluation

   c. Cancellation, Termination, or Suspension of the Contract, in whole or in part

   d. Other sanctions as provided by the subcontract or by law under applicable prompt pay statutes.

Conditions

This clause does not create a contractual relationship between the Contracting Agency and any Subcontractor as stated in Section 1-08.1. Also, it is not intended to bestow upon any Subcontractor, the status of a third-party beneficiary to the Contract between the Contracting Agency and the Contractor.

Payment

The Contractor will be solely responsible for any additional costs involved in paying retainage to the Subcontractors. Those costs shall be incidental to the respective Bid Items.

1-08.4 Prosecution of Work

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

1-08.4 Notice to Proceed and Prosecution of Work

(June 27, 2011 APWA GSP)

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.

When shown in the Plans, the first order of work shall be the installation of high visibility fencing to delineate all areas for protection or restoration, as described in the Contract. Installation of high visibility fencing adjacent to the roadway shall occur after the placement of all necessary signs and traffic control devices in accordance with 1-10.1(2). Upon construction of the fencing, the Contractor shall request the Engineer to inspect the fence. No other work shall be performed on the site until the Contracting Agency has accepted the installation of high visibility fencing, as described in the Contract.

1-08.5 Time for Completion

Section 1-08.5 is supplemented with the following:

(March 13, 1995)
This project shall be physically completed within **65 working days**.

(August 14, 2013 APWA GSP, Option A)

Revise the third and fourth paragraphs to read:

Contract time shall begin on the first working day following the Notice to Proceed Date.

Each working day shall be charged to the contract as it occurs, 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 is approved 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 sixth 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 (per Section 1-07.9(5)).
   b. Material Acceptance Certification Documents
   c. Quarterly Reports of Amounts Credited as DBE Participation, as required by the
   d. Final Contract Voucher Certification
   e. Copies of the approved “Affidavit of Prevailing Wages Paid” for the Contractor and
      all Subcontractors
   f. Property owner releases per Section 1-07.24

1-08.9 Liquidated Damages
(August 14, 2013 APWA GSP)

Revise the fourth paragraph to read:

When the Contract Work has progressed to Substantial Completion as defined in the
Contract, the Engineer may determine that the work is Substantially Complete. The Engineer
will notify the Contractor in writing of the Substantial Completion Date. For overruns in
Contract time occurring after the date so established, the formula for liquidated damages
shown above will not apply. For overruns in Contract time occurring after the Substantial
Completion Date, liquidated damages shall be assessed on the basis of direct engineering and
related costs assignable to the project until the actual Physical Completion Date of all the
Contract Work. The Contractor shall complete the remaining Work as promptly as possible.
Upon request by the Project Engineer, the Contractor shall furnish a written schedule for
completing the physical Work on the Contract.

SECTION 1-09, MEASUREMENT AND PAYMENT

1-09.2(I) General Requirements for Weighing Equipment
(December 8, 2014 APWA GSP)

Revise Item 4 of the fifth paragraph to read:

4. Test results and scale weight records for each day’s hauling operations are provided
to the Engineer daily. Reporting shall utilize WSDOT form 422-027, Scaleman’s
Daily Report, unless the printed ticket contains the same information that is on the
Scaleman’s Daily Report Form. The scale operator must provide AM and/or PM
tare weights for each truck on the printed ticket.

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.

1-09.9 Payments
(March 13, 2012 APWA GSP)

Delete the first four paragraphs and replace them with the following:

The basis of payment will be the actual quantities of Work performed according to the Contract and as specified for payment.

The Contractor shall submit a breakdown of the cost of lump sum bid items at the Preconstruction Conference, to enable the Project Engineer to determine the Work performed on a monthly basis. A breakdown is not required for lump sum items that include a basis for incremental payments as part of the respective Specification. Absent a lump sum breakdown, the Project Engineer will make a determination based on information available. The Project Engineer's determination of the cost of work shall be final.

Progress payments for completed work and material on hand will be based upon progress estimates prepared by the Engineer. A progress estimate cutoff date will be established at the preconstruction conference.

The initial progress estimate will be made not later than 30 days after the Contractor commences the work, and successive progress estimates will be made every month thereafter until the Completion Date. Progress estimates made during progress of the work are tentative, and made only for the purpose of determining progress payments. The progress estimates are subject to change at any time prior to the calculation of the final payment.

The value of the progress estimate will be the sum of the following:

1. Unit Price Items in the Bid Form — the approximate quantity of acceptable units of work completed multiplied by the unit price.
2. Lump Sum Items in the Bid Form — based on the approved Contractor's lump sum breakdown for that item, or absent such a breakdown, based on the Engineer's determination.
3. Materials on Hand — 100 percent of invoiced cost of material delivered to Job site or other storage area approved by the Engineer.
4. Change Orders — entitlement for approved extra cost or completed extra work as determined by the Engineer.

Progress payments will be made in accordance with the progress estimate less:

1. Retainage per Section 1-09.9(1), on non FHWA-funded projects;
2. The amount of progress payments previously made; and
3. Funds withheld by the Contracting Agency for disbursement in accordance with the
   Contract Documents.

Progress payments for work performed shall not be evidence of acceptable performance or an
admission by the Contracting Agency that any work has been satisfactorily completed. The
determination of payments under the contract will be final in accordance with Section 1-05.1.

Supplement this section with the following:
(March 13, 1995)
The quantity of the following items to be paid for on this project shall be the quantity shown
in the Proposal, unless changes are made in accordance with Section 1-04.4 which affect this
quantity. The quantity shown in the Proposal will be adjusted by the amount of the change
and will be paid for as specified in Section 1-04.4.

*** St. Reinf. Bar for Bridge
Conc. Class 4000 for Bridge ***

The quantities in the Proposal are listed only for the convenience of the Contractor in
determining the volume of work involved and are not guaranteed to be accurate. The
prospective bidders shall verify these quantities before submitting a bid. No adjustments
other than for approved changes will be made in the quantity even though the actual
quantities required may deviate from those listed.

The unit contract price for these items shall be full pay to construct and complete this
portion of the work.

1-09.13(3) Claims $250,000 or Less
(October 1, 2005 APWA GSP)

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 Traffic Control Management

1-10.2(1).opt1.gr1 General

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

(December 1, 2008)

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

1-10.3 Traffic Control Labor, Procedures, and Devices

1-10.3(3)K Portable Temporary Traffic Control Signal

Section 1-10.3(3)K is supplemented with the following:

DESCRIPTION
The Contractor shall provide a portable temporary traffic signal system for a one-lane temporary traffic signal operation for the construction of the new bridge used in conjunction with a flagger and/or pilot car operation during daytime on other locations of the project.

EQUIPMENT
The system shall consist of two or more self-contained trailer mounted units each consisting of two signal heads and one overhead luminaire. At least one signal head shall be overhead mounted and positioned at the center of the lane. The system shall meet the physical display and operational requirements of conventional traffic signals according to Part 4 of the MUTCD. Signal heads shall have 12 inch lenses and conform to ITE Specification for ‘Vehicle Traffic Control Signal Heads’ and NEMA Standards. All signal heads shall be equipped with visors and back plates. The luminaire shall be mounted at 30 ft height and a minimum of 20,000 lumens. The luminaire shall be adjusted to ensure minimal glare to motorists and provide adequate illumination to the stop bar locations.

Each portable unit shall contain a solar cell system to facilitate battery charging. There shall be a minimum of 20 hours backup reserve battery supply and the units shall be capable of operating with a 120 volt power supply from a generator or electrical service.

INSTALLATION
A qualified vendor representative shall be on site to perform the initial set up and enter the timing parameters. The Contractor shall notify the Engineer at least 48 hours prior to the use of the signals for the Engineer to review and approve proposed timing.

The portable traffic signal installations shall be set up and leveled in a manner approved by the Engineer. Signal heads positioned over a road surface shall be mounted a minimum of 15 feet from the bottom of the signal head to the top of the road surface. All other signal heads shall be mounted at a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.

OPERATIONAL REQUIREMENTS
Failure of the controller, such as a power loss, red flash, or total shut down of the system, shall require flaggers or pilot car to perform on a 24-hour, 7 day a week basis until repairs are made and the traffic signals are fully functional.

The portable signal system shall have the capability to operate in either a fixed timed mode or a vehicle actuation mode. In the fixed timed mode the system will operate in accordance with preset times programmed into the controller by the operator. In the vehicle actuation mode the system will operate in accordance with information inputs received from vehicle detectors.

The portable signal system shall operate in a vehicle actuation mode at all time except during a failure in the actuation system.

1-10.4 Measurement

1-10.4(2) Items Bids with Lump Sum for Incidental

Section 1-10.4(2) is supplemented with the following:
(August 2, 2004)
The bid proposal does not contain the item "Project Temporary Traffic Control," lump sum.
The provisions of Section 1-10.4(2) shall apply.

(******)
Flaggers and Spotter will be by the hour for each 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

Section 2-01.1 is supplemented with the following:

(March 13, 1995)
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. All 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.

SECTION 2-02, REMOVAL OF STRUCTURES AND OBSTRUCTIONS

2-02.3 Construction Requirements

Section 2-02.3 is supplemented with the following:

(FEBRUARY 17, 1998)

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 Specification:

1. Remove Existing Fence, Sta. 15+03 Rt. to 15+92, Rt.
2. Remove Existing 18" Road Crossing Pipe, Sta. 15+00.37 to Sta. 15+77.74
3. Remove 10' Conc. Irrigation Pipe Sta. 15+05.00, Lt.
4. Remove Existing Fence, Sta. 16+46.93 to 20+06.75, Rt.
5. Remove 18" Concrete Driveway Culvert, Sta. 20+21.00, Rt.
6. Remove Existing Concrete Irrigation Box, Sta. 29+10.00, 23 ft., Lt.
7. Remove Existing 24" Road Crossing Pipe, Sta. 29+10.00 to 29+12.00
8. Remove Existing Concrete Irrigation Box, Sta. 29+12.00, 21 ft., Rt.
9. Remove Existing Pipe Sta. 32+91 to 33+02, -21.4 ft., Lt.
10. Remove Existing Guardrail, Sta. 32+95.00 to 33+64.00, Lt.
11. Remove Existing Guardrail, Sta. 32+96.00 to 33+69.00, Rt.
12. Remove Existing Pipe Sta. 33+15 to 33+21, -23.9 ft., Lt.
13. Remove Existing Pipe Sta. 33+26 to 33+32, -24.0 ft., Lt.
14. Remove Existing Rock Wall, Sta. 39+00, Lt.
15. Remove Retaining Wall, Sta. 41+30.00 to 41+76.00, 20 ft., Rt.
16. Remove Miscellaneous Concrete and Pipe, Sta. 46+00.00, 50 ft., Rt.
17. Remove Existing Concrete Irrigation Box, Sta. 46+11.29, -19.8 Lt.
19. Remove Existing 12" Cross Pipe, Sta. 46+19.60
20. Remove Existing Fence, Sta. 46+66.78 to 48+90, Rt.
21. Remove Existing Concrete Pipe Sta. 51+35.00 to 57+30.00, 25.5 ft., Lt.
22. Remove Existing Concrete Base, Sta. 53+33, 21.4 ft., Rt.
23. Remove Existing Concrete Irrigation Box, Sta. 56+00, Rt.
24. Remove Existing Concrete Pipe Sta. 61+58 to 64+70, 24.5 ft., Lt.
25. Sawcut and Remove Existing Concrete Approach Sta. 64+40 Lt.
26. Remove Existing 12" CMP Pipe, Sta. 76+26.90 to 78+35.40, Lt.
27. Remove Existing Concrete Irrigation Box, Sta. 80+40.80, Lt.
28. Remove Existing Concrete Irrigation Box, Sta. 80+42.40
29. Remove Existing 6" Irrigation Cross Pipe, Sta. 80+42.40, Rt.
30. Remove Existing Retaining Wall, Sta. 80+83.40 to 82+34.20, Lt.
Items are approximate locations; Contractor shall verify the type, size and length of each item to determine the scope of work needed to remove such items prior to bid.

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".

(******)
Removal of fences shall be for all fence types, to be removed within the clearing limits of the road construction project.

(******)
Written permission shall be provided to the County from property owners of any waste site prior to its use.

2-02.3(2) Removal of Bridges, Box Culverts, and Other Drainage Structures

Section 2-02.3(2) is supplemented with the following:

(June 26, 2000)
The Contractor shall remove the following portions of Bridge *** Yakima Highway Short Span Bridge ***, as shown in the Plans:

*** The curb, rails, and approach slabs ***

(June 26, 2000)
Plans of the existing bridge(s) are available at the Project Engineer's Office for the prospective bidder's inspection.

2-02.3(4) Underground Utilities

Section 2-02.3(4) is a new section:

(******)
2-02.3(4) Underground Utilities

Existing utilities indicated in the Plans have been plotted from the best information available to Engineer. Information and data shown or indicated in the Contract Documents with respect to existing underground utilities, services at, and contiguous to the project site are based on information and data furnished to Owner and Engineer by owners of such underground facilities or others, and Owner and Engineer do not assume responsibility for the accuracy or completeness thereof. It is to be understood that other aboveground or underground facilities not shown in the Plans may be encountered during the course of the work.
All utility valves, manholes, vaults, or pull boxes which are buried shall be conspicuously marked in a fashion acceptable to the Owner and Engineer by the Contractor to allow their location to be determined by the Engineer or utility personnel under adverse conditions, (inclement weather or darkness).

Where underground main distribution conduits, such as water, gas, sewer, electric power, or telephone, are shown on the Plans, the Contractor, for the purpose of preparing his bid, shall assume that every property parcel will be served by a service connection for each type of utility.

Contractor shall check with the utility companies concerning any possible conflict prior to commencing excavation in any area. No excavation shall begin until all known facilities, in the vicinity of the excavation area, have been located and marked.

In addition to Contractor having all utilities field marked before starting work, Contractor shall have all utilities field marked after they are relocated in conjunction with this project.

Contractor shall make arrangements 48 hours in advance with respective utility owners to have a representative present when their utility is exposed or modified, if the utility chooses to do so. Contractor is also warned that there may be utilities on the project that are not part of the One Call system. They must be contacted directly by Contractor for locations.

Contractor shall provide potholing, upon the Engineer’s request for the Engineer’s use in determining the location and elevations of existing utilities that may appear to be in conflict, in advanced of the Contractor’s operations.

If or when utility conflicts occur, Contractor shall continue the construction process on other aspects of the project whenever possible. Work to resolve utility conflicts that are identified during the course of construction will be directed by the Engineer. In no way shall the work described in section 2-02.3(4) relieve the Contractor any of the responsibilities described in Section 1-07.17 and elsewhere in the Contract Documents.

2-02.5 Payment

Section 2-02.5 is supplemented with the following:
(June 26, 2000)
“Removing Portion of Existing Bridge #01323”, lump sum.

SECTION 2-03, ROADWAY EXCAVATION AND EMBANKMENT

2-03.3 Construction Requirements

2-03.3(14) Embankment Construction

Section 2-03.3(14) is supplemented with the following:

(******)
All embankments shall be compacted using Method C.

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.

Common Borrow shall be measured by the Ton.

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."

Common Borrow shall be paid for by the Ton

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.

DIVISION 3
PRODUCTION FROM QUARRY AND
PIT SITES AND STOCKPILING

SECTION 3-01, PRODUCTION FROM QUARRY AND PIT SITES

3-01.3 County Furnished Material Sources

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

(*******)
The Contractor shall use the following source of stockpiled materials at no cost to the
Contractor:

Crushed Surfacing Base Course, Crushed Surfacing Top Course, and Common
Borrow located at Yakima County’s Cheyne Quarry. The Cheyne Quarry is
located in Section 36, Township 12 North, Range 20 East, approximately 3.9
miles north of the intersection of Yakima Valley Highway and Cheyne Road. The
Contractor shall provide, set up, and maintain scales as per Section 1-09.2 of the
Standard Specifications for the measurement of Crushed Surfacing Base Course,
and Crushed Surfacing Top Course.

The Contractor shall follow the provisions of WAC 458-20-178, for all materials
being supplied by the contracting agency. All costs and taxes necessary to comply
with WAC 458-20-178 shall be included in the unit contract price of the supplied
items.
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

Add the following section:

SECTION 4-03 CRACKING AND SEATING EXISTING CEMENT CONCRETE PAVEMENT

4-03.1 Description
This work shall consist of breaking, cracking and seating the existing cement concrete pavement.

The cracking and seating of existing cement concrete pavement shall be broken and seated by the following method or other methodology to provide equal results as approved by the Engineer:

A visible transverse crack shall be induced with a pile, guillotine, impact or whip hammer at intervals creating 2’ X 2’ squares. The hammer shall be operated in a manner to produce cracking with a minimum of spalling of the pavement’s surface. (A “free drop” wrecking ball will not be allowed.) Spalls and dust caused by breaking shall be removed promptly. After breaking, the pavement shall be rolled until the slab segments are firmly seated on the subgrade or subbase, by use of a “Variable Load compactor”. Any and all equipment to be used shall be approved by the Engineer prior to beginning operations.

Depressions of 2 inches or more shall be filled with crushed surfacing top course and compacted, as directed by the Engineer. Entire surface shall be rerolled to provide relatively smooth surface prior to placing “Cushion Course”.

4-03.1(1) Variable Load Compactor

A variable load compactor shall consist of four pneumatic-tired wheels in a single axial line, but supported in one or more axles, together with a box or body which will permit loading within specified amounts. Each tire shall transmit a force of not less than 90 pounds per square inch. All tires shall be of equal size and diameter, with treads satisfactory to the engineer. The pressure in each tire shall not vary from each other more than five pounds per square inch. The wheels shall be so mounted that they will make locking contact at any time, and will permit free rocking and wheel oscillation so that equal bearing will be applied to the ground at all times. The wheels shall be so mounted that the total weight of not less than 40 tons or more than 50 tons can be attained from the compactor.

The weight of the compactor shall be approved by the Engineer to obtain maximum capacity.
4-03.1(2) Cushion Course

This work shall consist of Placing Crushed Surfacing Base Course over the broken and seated Portland Cement Pavement as detailed on the plans and as stated elsewhere in these Special Provisions.

The base course shall be placed to a uniform layer of approximately 0.40 foot depth. However, the actual depth will be staked in the field. The surface shall be smooth and compacted to 95% of maximum density. The Contractor may utilize an asphalt paver to place this material. Any other type of equipment shall be submitted to the engineer for approval prior to beginning this operation.

After placement and compaction of Base Course is completed, the Contractor shall maintain the surface integrity and smoothness until the leveling course of asphalt is placed. The Contractor shall repair any irregularities in the surface of the base course prior to placing the Asphalt.

4-03.4 Measurement
Measurement for the breaking and seating of the existing concrete pavement will be made on a square yard basis, in its original position. Crushed Surfacing Top Course for filling in depressed areas will be measured by tonnage placed. Crushed Surfacing Base Course will be measured by the tonnage placed.

4-03.5 Payment
Payment will be made in accordance with Section 1-04.1, for each of the following Bid items that are included in the Proposal:
“Crushed Surfacing Base Course (or Top Course)”, per ton.
“Cracking and Seating Existing Conc. Pavement”, per square yard.

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

SECTION 5-04, HOT MIX ASPHALT

5-04.1 Description
Section 5-04.1 is supplemented with the following:
(August 1, 2011)
This Work consists of constructing bridge transverse joint seals in accordance with these Special Provisions and the Plans.

5-04.2 Materials
Section 5-04.2 is supplemented with the following:
(August 1, 2011)
Bridge transverse joint seals shall be filled with hot poured joint sealant meeting the requirements of Standard Specifications Section 9-04.2(1).
5-04.3 Construction Requirements

Section 5-04.3 is supplemented with the following:
(BSP April 4, 2011)

General Requirements for Planing and HMA Paving on Bridge Decks
Partial or Full Depth Removal of Existing Surfacing on Bridge Decks
Bridges specified to receive either partial or full depth removal of existing surfacing
from their decks prior to receiving HMA overlay shall be planed in accordance with
Section 5-04.3(14) as supplemented in these Special Provisions.

Bridge Deck Repair of Exposed Concrete Bridge Deck
Bridge decks of exposed concrete, either by existing condition or by full depth
surfacing removal as shown in the Plans, shall receive bridge deck repair in accordance
with Section 6-02.3(10)D as supplemented in these Special Provisions.

Placing Membrane Waterproofing on Exposed Concrete Bridge Deck
Bridge decks of exposed concrete, either by existing condition or by full depth
surfacing removal as shown in the Plans, shall, after completion of bridge deck repair as
specified above, receive a waterproofing membrane in accordance with Section 6-08 as
supplemented in these Special Provisions.

Paving Bridge Decks with HMA
Prior to placing HMA on a bridge deck, the Contractor shall clearly establish sawcut
alignment points at both ends of the bridge transverse joint seals to be placed at the
bridge ends, and at interior contraction joints, as specified. The sawcut alignment
points shall be established in such a manner that they remain functional for use in
aligning the sawcut after HMA placement.

(August 1, 2011)
Bridge transverse joint seals shall be constructed at the locations specified in the Plans and
in accordance with the Standard Plans.

Hot poured joint sealant shall be installed in accordance with the manufacturer's written
recommendations. The Contractor shall submit the manufacturer's written installation
procedure to the Engineer prior to installation.

5-04.3(8) Mixing

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 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. The Compaction Price Adjustment will be calculated as the product of the quantity of HMA in the lot in tons (Q), Adjusted Unit Contract Price Adjustment (AUCP) and the Pay Adjustment Factor (PAF).

**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>
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<tbody>
<tr>
<td>91.0 AND ABOVE</td>
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<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:

(******)

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

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 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

Section 5-04.4 is supplemented with the following:

(******)

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, and “Roadway Excavation Incl. Haul” per Cubic Yard.
(August 1, 2011)
Bridge transverse joint seal will be measured by the linear foot along its completed line and slope.

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 Concrete Pavement" 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, and "Roadway Excavation Incl. Haul" per Cubic Yard, "Concrete for Approach" 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.

(August 1, 2011)
"Bridge Transverse Joint Seal", per linear foot, shall be full payment for all costs to perform the Work including saw cutting, cleaning the saw cut joint, and furnishing and installing joint sealant.

(January 6, 2014)
"Anti-Stripping Additive" by calculation.
“Anti-Stripping Additive” will be paid for in accordance with Section 1-09.6 except that no overhead, profit or other costs shall be allowed. Payment shall be made only for the invoice cost of the additive. The quantity of asphalt binder shall not be reduced by the quantity of anti-stripping additive used. For the purpose of providing a common Proposal for all Bidders, the Contracting Agency has entered an amount in the Proposal to become a part of the total Bid by the Contractor.

DIVISION 6
STRUCTURES

SECTION 6-02, CONCRETE STRUCTURES

6-02.2 Materials
Section 6-02.2 is supplemented with the following:
(December 2, 2002)

Epoxy Bonding Agent For Surfaces And For Steel Reinforcing Bar Dowels
Epoxy bonding agent for surfaces shall be Type II, as specified in Section 9-26.1. Epoxy bonding agent for steel reinforcing bar dowels shall be either Type I or Type IV, as specified in Section 9-26.1. The grade and class of epoxy bonding agent shall be as recommended by the resin manufacturer and approved by the Engineer.

6-02.3 Construction Requirements

6-02.3(2) Proportioning Materials

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 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.

6-02.3(20) Grout for Anchor Bolts and Bridge Bearings
Section 6-02.3(20) is supplemented with the following:
(June 26, 2000)
Grout placed at the following locations shall conform to the requirements of this section.

*** Grout supporting bridge bearings ***

6-02.3(24) Reinforcement

6-02.3(24)C Placing and Fastening
Section 6-02.3(24)C is supplemented with the following:

(June 26, 2000)
Drilling Holes for, and Setting, Steel Reinforcing Bar Dowels
Where called for in the Plans, holes shall be drilled into existing concrete to the size and dimension shown in the Plans. The Contractor may use any method for drilling the holes provided the method selected does not damage the concrete and the steel reinforcing bar that is to remain. Core drilling will be required when specifically noted in the Plans.
The Contractor shall exercise care in locating and drilling the holes to avoid damage to existing steel reinforcing bars and concrete. Location of the holes may be shifted slightly with the approval of the Engineer in order to avoid damaging the existing steel reinforcing bars. All damage caused by the Contractor’s operations shall be repaired by the Contractor at no cost to the Contracting Agency and the repair shall be as approved by the Engineer.

Steel reinforcing bars shall be set into the holes noted in the Plans with epoxy resin. The holes shall be blown clean with dry compressed air before placing the resin.

The Contractor shall demonstrate, to the satisfaction of the Engineer, that the method used for setting the steel reinforcing bars completely fills the void between the steel reinforcing bar and the concrete with epoxy resin. Dams shall be placed at the front of the holes to confine the epoxy and shall not be removed until the epoxy has cured in the hole.

6-02.4 Measurement
Section 6-02.4 is supplemented with the following:
(August 2, 2010)
*** Superstructure - Yakima Highway Bridge *** contains the following approximate quantities of materials and work:

<table>
<thead>
<tr>
<th>Material</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precast Prestressed Slabs</td>
<td>273 L.F.</td>
</tr>
<tr>
<td>Elastomeric Bearings</td>
<td>44 Each</td>
</tr>
<tr>
<td>Grout</td>
<td>46 C.F.</td>
</tr>
</tbody>
</table>

The quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for approved changes will be made in the lump sum contract price for *** Superstructure - Yakima Highway Bridge *** even though the actual quantities required may deviate from those listed.

6-02.5 Payment
Section 6-02.5 is supplemented with the following:
The third bid item under Section 6-02.5 is supplemented with the following:
(June 26, 2000)
All costs in connection with *** construction of the superstructure including the setting of girders, the attachment of the girders, and the leveling of the girders *** shall be included in the lump sum contract price for “Superstructure - ______”.

The fifth and sixth bid items under Section 6-02.5 are supplemented with the following:
(June 26, 2000)
All costs in connection with drilling holes in concrete and setting steel reinforcing bar dowels with epoxy resin as specified shall be included in the unit contract price per pound
for "St. Reinf. Bar _____" or "Epoxy-Coated St. Reinf. Bar _____" as applicable. If the
steel reinforcing bars are to be paid for other than by type of bar then the costs shall be
included in the applicable adjacent item of work.

Section 6-02.5 is supplemented with the following:

(June 26, 2000)

Bridge and Structures Minor Items
For the purpose of payment, such bridge and structures items as *** girder connections,
bearings, grout, *** etc., for which there is no pay item included in the proposal, are
considered as bridge and structures minor items. All costs in connection with furnishing and
installing these bridge and structures minor items as shown and noted in the Plans and as
outlined in these specifications and in the Standard Specifications shall be included in the
*** Superstructure - Yakima Highway Bridge. ***

(June 26, 2000)
No additional compensation will be made by reason of any delay or other expense to the
Contractor caused by coordination with the utility company or by installing utility company
furnished items. However, any unavoidable delays to the Contractor caused by coordination
with the utility company or resulting from installing utility company furnished items will be
adjusted in accordance with Section 1-08.8.

SECTION 6-05, PILING

6-05.3 Construction Requirements

6-05.3(10) Test Piles
Section 6-05.3(10) is supplemented with the following:

(March 6, 2000)
The Contractor shall furnish and drive *** one *** test piles at the following locations
or at locations designated by the Engineer:

*** Abutment 1 ***

The *** steel *** test piles shall be driven in the location of permanent piles and the
number of permanent *** steel *** piles required for this project has been reduced by
the appropriate number.

SECTION 6-08 WATERPROOFING

6-08.1 Description
Section 6-08.1 is supplemented with the following:

(January 3, 2011)
This work consists of furnishing and placing an approved waterproofing membrane system
over a properly prepared concrete bridge deck prior to placing the HMA overlay.
The waterproofing membrane system shall consist of an impermeable sheet membrane that prevents passage of water from the overlay surfacing to the bridge deck substrate. The system shall also include a primer to bond the membrane to the bridge deck substrate, regardless of bridge deck temperature, except for circumstances when the waterproofing membrane system manufacturer specifically prohibits the use of a primer.

6-08.2 Materials
Section 6-08.2 is supplemented with the following:

(1 January 3, 2011)

**Primer for Membrane Waterproofing (Deck Seal)**
The membrane waterproofing (deck seal) primer shall be compatible for use with the membrane manufacturer’s sheet membrane, and shall be appropriate for bonding the sheet membrane to the bridge deck surface.

**Waterproofing Fabric**
Section 9-11.2 is supplemented with the following:

(1 January 2, 2012)

Membrane waterproofing (deck seal) sheet membrane shall conform to ASTM D 6153 Type III, and the following additional material properties:

<table>
<thead>
<tr>
<th>Property</th>
<th>Specification</th>
<th>Minimum Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Tensile Stress (At tear or breaking load for Thin Polymer Sheets)</td>
<td>ASTM D 882</td>
<td>50 pounds per inch</td>
</tr>
<tr>
<td>Minimum Grab Tensile Strength (At breaking load for Geotextiles and Fabric)</td>
<td>ASTM D 4632</td>
<td>50 pounds</td>
</tr>
<tr>
<td>Minimum Puncture Capacity (For Thin Polymer Sheets, Geotextiles and Fabric)</td>
<td>ASTM E 154</td>
<td>200 pounds</td>
</tr>
</tbody>
</table>

Membrane waterproofing (deck seal) sheet membrane will be accepted based on manufacturers certificate of compliance that the material furnished conforms to these specifications. The Contractor shall submit the manufacturer’s certificate of compliance to the Engineer in accordance with Section 1-06.3.

6-08.3 Construction Requirements

6-08.3(2) Preparation of Surface
Section 6-08.3(2) is supplemented with the following:

(1 January 3, 2011)

**Preparation of Bridge Deck**
The entire bridge deck and the sides of the curb and expansion joint headers to the height of the HMA overlay shall be essentially free of all foreign material such as dirt, grease, etc. Prior to applying the primer or sheet membrane, all dust and loose material shall be removed from the bridge deck with compressed air. All surface defects such as
spalled areas, cracks, protrusions, holes, sharp edges, ridges, etc., and other
imperfections greater than 3/8 inch that will decrease the effectiveness of the membrane
by puncturing, stretching, etc., shall be corrected prior to application of the membrane.

**Weather and Moisture Limitations**
Work shall not be done during wet weather conditions, or when the bridge deck and
ambient air temperatures are below 50F. The bridge deck shall be surface-dry at the
time of the application of the primer or sheet membrane.

The Engineer may order work to be suspended in accordance with Section 1-08.6
because of the above weather and moisture limitations.

**New Concrete Areas**
All areas of the bridge deck that have less than 28 day old concrete shall be allowed to
cure for a period of time recommended by the membrane manufacturer or as specified
by the Engineer before application of the membrane.

**Concrete Protection**
The Contractor shall use care to protect all concrete surfaces from damage. Any
damage to exposed surfaces shall be repaired in accordance with Section 1-07.13.

**6-08.3(3) Application of Waterproofing**
Section 6-08.3(3) is supplemented with the following:

*(January 3, 2011)*

**Membrane Waterproofing (Deck Seal)**
The primer and membrane waterproofing shall extend from the bridge deck up onto the
curb face and expansion joint header face the thickness of the HMA overlay. Special
care shall be used at the curb face and expansion joint header face to see that the
membrane adheres to the vertical surface.

The Contractor shall not begin application of membrane waterproofing deck seal to the
bridge deck until demonstrating, to the satisfaction of the Engineer, that all labor,
equipment, and materials necessary to apply the membrane and HMA overlay are either
on hand or readily available to complete the work in a timely manner.

The primer shall be applied to the cleaned concrete surfaces at the rate and according to
the procedure recommended by the membrane manufacturer. All surfaces to be covered
by the membrane shall be thoroughly and uniformly coated with primer. Precautionary
measures shall be taken to ensure that pools and thick layers of primer are not left on
the deck surface to scum over. Drying time prior to applying the membrane shall
normally be as recommended by the manufacturer, however, the membrane shall not be
applied until substantially all volatile material has dissipated from the primer.

The prefabricated membrane shall be applied to the primed curb and bridge deck
surfaces by either hand methods or mechanical applicators. Membrane application
shall begin at the bridge deck low point and continue in a shingled pattern so that any
water which accumulates will drain toward the curb and the bridge deck drains (if present) without accumulation against the membrane seams. Each strip shall be overlapped a minimum of six inches or as recommended by the manufacturer. An adhesive or a wide tipped torch to cause tackiness shall be used, if necessary, to assure a good seal of the joints. Hand rollers or other satisfactory pressure apparatus shall be used on the applied membrane to assure firm and uniform contact with the primed concrete surfaces.

Any torn or cut areas, or narrow overlaps, shall be patched using a satisfactory adhesive and by placing sections of the membrane over the defective area in such a manner that the patch extends at least six inches beyond the defect. The patch shall be rolled or firmly pressed onto the surface.

The fabric shall be neatly cut and contoured at all joints as specified by the Engineer.

After the membrane waterproofing application has been completed, the membrane shall be cut with two right angle cuts at all bridge deck drains (if present). The cuts shall be made to the inside diameter of the bridge deck drain outlet, after which the corners of the membrane waterproofing shall be turned down into the drains and laid in a coating of asphalt binder.

The waterproofing membrane will be visually inspected by the Engineer for uniformity of application, tears, punctures, bonding, bubbles, wrinkles and other defects as described in the membrane manufacturer’s literature. All such deficiencies shall be repaired as recommended by the membrane manufacturer and approved by the Engineer prior to placement of the HMA overlay.

6-08.3(4) Protection Course
Section 6-08.3(4) is supplemented with the following:

(January 3, 2011)

General Membrane Protection
The membrane material shall be protected from damage due to the paving operations. The method of membrane protection shall be as recommended by the manufacturer of the membrane system and approved by the Engineer.

No traffic or equipment except that required for the actual waterproofing and paving operations will be permitted to travel or rest on the membrane waterproofing until it is covered by the HMA overlay.

HMA Overlay
The membrane manufacturer’s recommendations shall be thoroughly considered in the application of the HMA overlay particularly as to the type of paving machine, laydown temperature of the HMA, protection of membrane while paving, rolling temperature and technique, and other items unique to each membrane. Differences in application procedure shall be resolved by the Engineer and the Engineer’s decision shall be final. Vibratory rollers shall not be used on bridge decks.
6-08.4 Measurement
Section 6-08.4 is supplemented with the following:

(March 6, 2000)
Membrane waterproofing will be measured by the square yard of the bridge deck and
curb which is satisfactorily sealed and accepted.

6-08.5 Payment
Section 6-08.5 is supplemented with the following:

(August 2, 2004)

"Membrane Waterproofing (Deck Seal)", per square yard.

The unit contract price per square yard for "Membrane Waterproofing (Deck Seal)" shall
be full pay for performing the work as specified, including repairing any damaged or
defective waterproofing membrane and damaged HMA overlay.

6-10 CONCRETE BARRIER

6-10.3 Construction Requirements

6-10.3(5) Temporary Concrete Barrier
Section 6-10.3(5) is supplemented with the following:

(March 13, 1995)
Delineators shall be placed on the traffic face of the barrier 6 inches from the top and
spaced a maximum of 40 feet on tangents and 20 feet through curves.

Reflector color shall be white on the right of traffic and yellow on the left of traffic.

The Contractor shall maintain, replace, and clean the delineators when ordered by the
Engineer.

6-10.4 Measurement
Section 6-10.4 is supplemented with the following:

*****
This project will have two traffic sets any interim moving of the barrier to provide 10 ft.
of clear to the barrier ends shall be incidental to the traffic set.

6-10.5 Payment
Section 6-10.5 is supplemented with the following:

(April 28, 1997)
The following paragraph is added immediately following the bid item, "Temporary Conc.
Barrier":
The unit contract price per linear foot for "Temporary Conc. Barrier" shall include all costs for furnishing, placing, resetting, maintaining, replacing, and cleaning barrier delineation.

**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 greater than 6” diameter shall not be allowed for use on driveway approaches or road crossings with exposed ends.

Schedule A Approach pipe shall be of the same material as Schedule A Culvert pipe.

**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 is supplemented with the following:

("*****")

"Schedule A Approach Pipe _____ In. Diam.", per linear feet.

**SECTION 7-05, MANHOLES, INLETS, CATCH BASINS, AND DRYWELLS**

**7-05.1 Description**
Section 7-05.1 of the Standard Specifications is supplemented with the following:

(******)
This work also consists of adjusting utility vaults to grade.

7-05.3 Construction Requirements

Section 7-05.3 of the Standard Specifications is supplemented with the following:

(******)
Private Pipe Connections and Relocations shall consist of all work and materials to make the connection of existing private pipes, relocation of existing private pipes and adjusting Sunnyside Valley Irrigation District (SVID) valve boxes to conform to final grades, as specified on the plans. The SVID valve boxes may or may not have the ability to be raised. If not a new one shall be installed based on the requirements of SVID, and paid under the bid item Minor Changes.

7-05.3(1) Adjusting Manholes, Utility Vaults and Catch Basins to Grade

Section 7-05.3(1) is supplemented with the following:

(******)
In asphalt concrete pavement: Manholes and Utility Vaults shall not be adjusted until the pavement is completed, at which time the center of each manhole and utility vault shall be carefully relocated from references previously established by the contractor. The pavement shall be cut in a restricted area and base material be removed to permit removal of the cover. The manhole or utility vault shall then be brought to proper grade utilizing the same methods of construction as for the manhole and utility vault itself. The cast iron frame shall be placed on the concrete blocks and wedged up to the desired grade. The asphalt concrete pavement shall be cut and removed to a neat circle, the diameter of which shall be equal to the outside diameter of the cast iron frame plus two feet. The base materials and crushed rock shall be removed and Class 4000 Portland Cement Concrete shall be placed so that the entire volume of the excavation is replaced up to within but not to exceed 2 inches of the finished pavement surface. On the day following placement of the concrete, the edge of the asphalt concrete pavement, and the outer edge of the casting shall be painted with hot asphalt cement. Hot mix asphalt shall then be placed and compacted with hand tampers and a patching roller. The complete patch shall match the existing paved surface for texture, density, and uniformity of grade. The joint between the patch and the existing pavement shall then be carefully painted with hot asphalt cement or asphalt emulsion and shall be immediately covered with dry paving sand before the asphalt cement solidifies. The inside throat of the manhole and utility vault shall be thoroughly mortared and plastered.

Utility structures outside paved areas shall be adjusted to match the finish grade of the area surrounding the structure.

7-05.4 Measurement

Section 7-04.5 is supplemented with the following:
(*****)
There will be no specific unit of measurement for any structural excavation in the
installation and adjustment of manholes, utility vaults, inlets, and catch basins.

Adjust Utility Vault will be measured per each.

7-05.5 Payment

Section 7-05.5 of the Standard Specifications is supplemented with the following:

“Adjust Utility Vault”, per each.

SECTION 7-08, GENERAL PIPE INSTALLATION REQUIREMENTS

7-08.2 Materials

Section 7-08.2 of the Standard Specifications shall be supplemented with the following:

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

7-08.3(2)E Rubber Gasketed Joints

Section 7-08.3(2)E is supplemented with the following:

(*****)
Rubber gasketed joints are not required on approach pipe.

7-08.3(3) Backfilling

Section 7-08.3(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 "Crushed Surfacing Top Course".

7-08.4 Measurement

Section 7-08.4 of the Standard Specifications is supplemented with the following:

(*****)
When the Engineer directs the Contractor to backfill trenches with "Crushed Surfacing Top
Course", the material shall be measured per Ton

7-08.5 Payment

Section 7-08.5 of the Standard Specifications 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 "Crushed Surfacing Top Course (County Supplied)" per Ton, which shall include all costs associated with labor, equipment, materials, etc, and no further payment shall be made.

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 is complete.

8-01.3(2)B Seeding and Fertilizing

Section 8-02.3(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 40 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>Crested Wheatgrass</td>
<td>Agropyron cristatum</td>
<td>20</td>
</tr>
<tr>
<td>Bluebunch Wheatgrass</td>
<td>Agropyron spicatum</td>
<td>5</td>
</tr>
<tr>
<td>Basin Wild Rye</td>
<td>Elymus cinereus</td>
<td>5</td>
</tr>
<tr>
<td>Annual Rye</td>
<td>Lolium multiforum</td>
<td>10</td>
</tr>
</tbody>
</table>

Total Pounds per Acre: 40

(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 P₂O₅ - 40 pounds per acre
Soluble Potash as K₂O - 40 pounds per acre
Ninety percent of nitrogen applied per acre shall be derived from isobutylidene diurea (IBDU), cyclo-di-urea (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.

8-01.3(2)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.

8-01.3(2)E 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.

8-01.5 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 8-18, 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. The Contractor shall notify all residents of the location of their temporary mailbox prior to the relocation of said mailboxes.

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 and/or the United States Postal Service.

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
new mailbox supports, including support hardware, clamps, etc. shall be considered
incidental to the Bid Items "Mailbox Support Type _ " per Each, and no further payment
shall be made.

SECTION 8-21, PERMANENT SIGNING

8-21.2 Materials

Section 8-21.2 is supplemented with the following:

(January 3, 2011)
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.

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 9-28 SIGNING MATERIALS AND FABRICATION

9-28.1(2) Inspection

Section 9-28.1(2) is deleted and replaced with the following:

(******)
The Engineer shall inspect the completed signs at the Yakima County Maintenance facility located at 1216 S. 18th Street, before the installation of the signs. An approved by Yakima County decal shall be affixed to the blank side of each sign with the exception of double-faced signs which do not receive decals or fabricators stickers. Signs without the approved decal shall not be installed on the project.

STANDARD PLANS

(October 23, 2014)
The State of Washington Standard Plans for Road, Bridge and Municipal Construction M21-01 transmitted under Publications Transmittal No. PT 14-046, effective August 4, 2014 is made a part of this contract.

The Standard Plans are revised as follows:

A-50.10
Sheet 2 of 2, Plan, with Single Slope Barrier, reference C-14a is revised to C-70.10

A-50.20
Sheet 2 of 2, Plan, with Anchored Barrier, reference C-14a is revised to C-70.10

A-50.30
Sheet 2 of 2, Plan (top), reference C-14a is revised to C-70.10

A-60.10
Sheet 2, Section B, callout, WAS-“New Tie Bar ~ #5 x 30” (IN) Epoxy Coated Reinforcing Bar” is revised to read: “New Tie Bar ~ #5 x 30” (IN)"
B-10.20 and B-10.40
Substitute “step” in lieu of “handhold” on plan

B-15.60
Table, Maximum Knockout Size column, 120” Diam., 42” is revised to read; 96”

B-25.20
Add Note 7. See Standard Specification Section 8-04 for Curb and Gutter requirements

B-55.20
Metal Pipe elevation, title is revised to read; “Metal Pipe and Steel Rib Reinforced Polyethylene Pipe”

B-90.40
Offset & Bend details, add the subtitle, “Plan View” above titles

C-16a
Note 1, reference C-28.40 is revised to C-20.10

C-16b
Note 3, reference C-28.40 is revised to C-20.10

F-10.12
Section Title, was – “Depressed Curb Section” is revised to read: “Depressed Curb and Gutter Section”

G-50.10
Delete – Plan View (bottom center of sheet)
Delete – Mounting Bracket and Steel Strap Detail

G-60.10
Sheet 4, Screen Detail, callout – “drill and Tap for ¼” diameter Cap Screw – Spacing approx. 9” o.c. ASTM F593, w/S.S. washer Liberally coat the threads with Anti-seize compound (TYP.)” is revised to read: “*Drill and Tap ¼” (IN) Diam. x 1” (IN) Cap Screw with washer ~ space approx. 9” o.c. ~ Liberally coat threads with Anti-seize compound (TYP.)”

Add Boxed note: * Bolts, Nuts, and washers ~ ASTM F593 or A193 Type 304 or Type 316 Stainless Steel (S.S.)

G-60.20
Side View, callout, “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 4 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0” Min.” is revised to read; “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 6 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0” Min.”

G-60.30
End View, callout, “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 4 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0" Min.” is revised to read; “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 6 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0” Min.”

G-70.10
Sheet 4, Screen Detail, callout – “drill and Tap for ¼” diameter Cap Screw – Spacing approx. 9” o.c. ASTM F593, w/S.S. washer Liberally coat the threads with Anti-seize compound (TYP.)” is revised to read: “*Drill and Tap ¼” (IN) Diam. x 1” (IN) Cap Screw with washer ~ space approx.. 9” o.c. ~ Liberally coat threads with Anti-seize compound (TYP.)”

Add Boxed note: * Bolts, Nuts, and washers ~ ASTM F593 or A193 Type 304 or Type 316 Stainless Steel (S.S.)

H-70.20
Sheet 2, Spacing Detail, Mailbox Support Type 1, reference to Standard Plan I-70.10 is revised to H-70.10

J-3b
Sheet 2 of 2, Plan View of Service Cabinet, Boxed Note, “SEE STANDARD PLAN J-6C…” is revised to read: “SEE STANDARD PLAN J-10.10…”
Sheet 2 of 2, Plan View of Service Cabinet Notes, references to Std. Plan J-9a are revised to J-60.05 (3 instances).

Sheet 2 of 2, “Right Side of Service Cabinet” detail, callout, “1 5/8” x 2 7/16” 12 GA. SLOTTED STEEL CHANNEL BRACKETS (3 REQ’D), EMBED 12”MIN. IN FOUNDATION.”
Is revised to read: “1-5/8” x 3-1/4”, 12 GA. BACK TO BACK SLOTTED STEEL CHANNEL BRACKETS (3 REQ’D), EMBED 12” MIN. IN FOUNDATION”

J-10.22

J-22.15
Ramp Meter Signal Standard, elevation, dimension 4’ - 6” is revised to read; 6’-0”

J-28.70
Detail C, dimension, 2” MAX. is revised to read: 1” MAX.
Detail D, dimension, 2” MAX. is revised to read: 1” MAX.

J-29.10
Galvanized Welded Wire Mesh detail, callout – “Drill and Tap for ¼” Diam. Cap Screw, 3 Places, @ 9” center, all 4 edges S.S. Screw, ASTM F593 and washer”
Is revised to read;
"*Drill and Tap ¼" (IN) Diam. x 1" (IN) Cap Screw with washer ~ space approx.. 9" o.c. ~ Liberally coat threads with Anti-seize compound (TYP.)"

Add Boxed note: * Bolts, Nuts, and washers ~ ASTM F593 or A193 Type 304 or Type 316 Stainless Steel (S.S.)

J-29.15
Title, "Camera Pole Standard" is revised to read; "Camera Pole Standard Details"

J-29-16
Title, "Camera Pole Standard Details" is revised to read; "Camera Pole Details"

J-60.14
All references to J-16b (6x) are revised to read; J-60.11

J-90.10
Section B, callout, "Hardware Mounting Rack ~ S. S. 1-5/8" Slotted Channel" is revised to read: "Hardware Mounting Rack (Typ.) ~ Type 304 S. S. 1-5/8" Slotted Channel"

J-90.20
Section B, callout, "Hardware Mounting Rack (Typ.) ~ S. S. 1-5/8" Slotted Channel" is revised to read: "Hardware Mounting Rack (Typ.) ~ Type 304 S. S. 1-5/8" Slotted Channel"

K-80.10
Sign Installation (Fill Section), dimension, 6' TO 12' MIN. is revised to read: 12' MIN.
Sign Installation (Sidewalk and Curb Section), dimension, 6' TO 12' MIN. is revised to read: 12' MIN.
Sign Installation (Behind Traffic Barrier Section), Delete dimensions - 6' TO 12' MIN. and 6' MIN.
Sign with Supplemental Plaque Installation (Fill Section), dimension, 6' TO 12' MIN. is revised to read: 12' MIN.
Sign Installation (Ditch Section), dimension, 6' TO 12' MIN. is revised to read: 12' MIN.
Delete dimension – 6' MIN.

K-80.30
In the NARROW BASE, END view, the reference to Std. Plan C-8e is revised to Std. Plan K-80.35

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

A-10.10-00........8/7/07  A-30.35-00........10/12/07  A-50.20-01.........9/22/09
A-10.20-00........10/5/07  A-40.00-00........8/11/09  A-50.30-00........11/17/08
A-10.30-00........10/5/07  A-40.10-02........6/2/11  A-50.40-00........11/17/08
A-20.10-00........8/31/07  A-40.15-00........8/11/09  A-60.10-02........6/17/14
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APPENDIX A
GEOTECHNICAL REPORT
&
EXISTING BRIDGE PLAN
March 19, 2013

Mr. Mark Cleaver, PE
Yakima County Public Services Department
128 North 2nd Street
Yakima, Washington 98901

RE: GEOTECHNICAL ENGINEERING STUDY; YAKIMA VALLEY HIGHWAY SHORT SPAN BRIDGE #01323; YAKIMA COUNTY, WASHINGTON

Dear Mr. Cleaver:

Shannon & Wilson, Inc. prepared this Geotechnical Engineering Study for the Yakima Valley Highway Short Span Bridge #01323 in Yakima County, Washington. We conducted our work in general accordance with our September 10, 2012, scope of services and subsequent task order number YC2012-001.

We appreciate the opportunity to work with you on this project. Should you have comments or questions regarding this report, or if we can be of further service to you, please contact us.

Sincerely,

SHANNON & WILSON, INC.

Lloyd J. Reitz, P.E.
Senior Principal Engineer

LJR:DJB/ljr

Enc: Geotechnical Engineering Study, Yakima Valley Highway Short Span Bridge #01323, Yakima County, Washington
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FIGURES

1. Vicinity Map
2. Site and Exploration Plan
3. Factored Bearing Capacity versus Footing Width
4. Estimated Axial Shaft Resistance 18-inch Diameter
5. Estimated Axial Shaft Resistance 24-inch Diameter
6. Estimated Axial Pile Resistance 14x89 H-piles

APPENDICES

A. Exploratory Boring Logs
B. Laboratory Test Results
C. *Important Information About Your Geotechnical Report*
GEOTECHNICAL ENGINEERING STUDY
SHORT SPAN BRIDGE #01323 REPLACEMENT
YAKIMA COUNTY, WASHINGTON

1.0 INTRODUCTION

1.1 Purpose

Shannon & Wilson, Inc. prepared this Geotechnical Engineering Study report for the proposed Short Span Bridge #01323 replacement in Yakima County, Washington. The purpose of this report is to present our foundation review, subsurface data, site and geologic conditions, seismic design criteria, and foundation recommendations.

Shannon & Wilson prepared this report for Yakima County. Do not use or rely upon this report for other locations or purposes without the written consent of Shannon & Wilson, Inc.

1.2 Scope of Work

To prepare this report, Shannon & Wilson:

- Discussed the project with Mr. Mark Cleaver, P.E., Yakima County bridge engineer;
- Drilled, logged, and sampled two borings;
- Completed laboratory testing of selected boring samples;
- Reviewed geologic and seismic maps for the alignment; and
- Performed engineering analyses based on our subsurface explorations.

2.0 PROJECT LOCATION AND DESCRIPTION

The project site is located on the Yakima Valley Highway in the Sawyer area of Yakima County, Washington. The bridge site is approximately ½ mile southeast of the intersection of Yakima Valley Highway and Konnowac Pass Road. The site’s approximate central coordinates are 46.46088 degrees north latitude, 120.36843 degrees west longitude. We show the general site location in Figure 1 (Vicinity Map).

The proposed project consists of replacing the existing short span bridge with a new structure. The existing bridge crosses a concrete lined section of a drainage canal. The span will be approximately 10 to 15 feet, and the width (approximately 40 feet) will accommodate the Yakima Valley Highway width. At the time of our fieldwork, the water level was approximately
10 feet below the roadway surface. We understand that construction will occur while the canal is operational; therefore construction methods will require maintaining the canal integrity.

### 3.0 EXPLORATIONS AND LABORATORY TESTING

Shannon & Wilson completed the following exploration and laboratory testing tasks:

1. Drilled, logged, and sampled two exploratory borings; and
2. Laboratory testing of selected soil samples.

### 3.1 Drilling

Shannon & Wilson completed drilling explorations at the bridge site on October 9, 2012. In the field, we located our explorations by measuring/estimating from existing site features, such as bridge corners. We show the approximate exploration locations in Figure 2 (Site and Exploration Plan).

Our subcontractor (Haz-Tech Drilling of Meridian, Idaho) drilled the borings with a CME 75, truck-mounted drill rig, using approximately 3½-inch inside diameter, 8-inch outside diameter (O.D.), hollow-stem auger methods. We obtained disturbed soil samples at approximately 2½- to 5-foot intervals using a 2.0-inch O.D. Standard Penetration Test (SPT) sampler in general accordance with ASTM International (ASTM) D 1586 test procedures. SPT samples were driven up to 18 inches (three 6-inch increments) below the augers with an automatic hammer, weighing 140 pounds and free-falling 30 inches. We present the boring logs in Appendix A.

A Shannon & Wilson engineer observed and logged the explorations, directed the sampling, and obtained samples for manual-visual classification and laboratory testing. Our field representative placed drive samples into labeled ziplock bags for laboratory identification. We recorded the number of blows required to advance the split-spoon through each 6-inch increment. The SPT resistance, or N-value, is defined as the number of blows required to drive the sampler from 6 to 18 inches below the drill casing. The SPT N-value is reported as the number of blows per 1-foot of penetration. When 50 blows are required to achieve penetration of 6 inches or less, we halt testing and record the number of blows with the corresponding penetration. The SPT N-value provides an indication of the relative density, or consistency, of the soil and is plotted on the boring logs.

We estimated strata boundaries in the field based on the drill action and disturbed samples (i.e., SPT drive samples, drill cuttings, etc.), as appropriate. The subsurface conditions are known
only at exploration locations on the dates explored and should be considered approximate. Actual subsurface conditions may vary between explorations and within the general vicinity of the proposed improvements.

3.2 Laboratory Testing

We completed the following laboratory tests on selected representative soil samples obtained from the exploratory borings.

- Moisture Content (ASTM D 2216)
- Particle Size Analysis (ASTM D 422)

Laboratory test results are attached in Appendix B.

4.0 GEOLOGY AND SUBSURFACE CONDITIONS

4.1 Site Geology

The Geologic Map of the East Half of the Toppenish 1:100,000 Quadrangle maps the site as alluvium (Qa). The publication describes the alluvium silt, sand, and gravel deposits of diverse composition.

4.2 Subsurface Conditions

The two borings typically encountered a pavement structural section consisting of approximately 5¼ to 6 inches of asphaltic concrete (AC) overlying 5 to 5½ inches of concrete. Loose to medium-dense, sandy SILT to silty SAND with gravel underlies the pavement section to a depth of 5 feet. From 5 to 12 feet, the borings encountered soft, clayey SILT.

The borings encountered medium-dense to dense, sandy GRAVEL with trace cobbles and boulders approximately 12 to 12½ feet below the roadway elevation. The GRAVEL extended to the maximum exploration depth of 30.3 feet. Boring B-2 experienced auger refusal in the GRAVEL at approximately 21 feet. The SPT blow counts in the GRAVEL indicated very dense conditions. We described the density as medium-dense to dense, because we anticipate that some of the higher blow counts result from the sampler driving on a large gravel or cobble.

Please see the boring logs in Appendix A for more detailed subsurface conditions.
4.3 Groundwater

The borings encountered groundwater at 10 to 11 feet below the existing road elevation. Based on available well log reports published by the Washington Department of Ecology, the typical groundwater level in the general area is within 10 feet of the ground surface.

5.0 SITE SEISMICITY

5.1 Seismic Hazards

Earthquake-induced geologic hazards typically include landsliding, fault rupture, settlement, and liquefaction phenomena and their associated effects (loss of shear strength, bearing capacity failures, loss of lateral support, ground oscillations, lateral spreading, etc.).

Except for the canal sides, the area around the site is relatively level. The canal sides are lined with a concrete retaining wall. Therefore, we anticipate the potential for slope instability during a seismic event is low.

Liquefaction typically occurs when loose to medium dense, granular, saturated soils (within approximately 50 feet of the surface) are subjected to ground shaking. Based on the relatively dense soil conditions, we consider the potential for liquefaction at the site to be low to negligible. Some of the soft clayey silt soil may lose strength during a seismic event, however, we recommend placing foundations on the underlying denser material.

5.2 Seismic Design Criteria

In accordance with the 2012 American Association of State Highway and Transportation Officials (AASHTO) Load Resistance Factor Design (LRFD) Bridge Design Specifications (BDS), the U.S. Geological Survey (USGS) indicates the Peak Horizontal Ground Acceleration (PGA) for rock (Site Class B) along the project alignment is 0.15g for an approximately 1,000-year (7 percent probability of exceedance in 75 years) recurrence interval. We estimate short- and long-period spectral response accelerations ($S_2$ and $S_1$) are 0.34 and 0.12g, respectively.

The 2012 AASHTO LRFD BDS indicates that PGA, short- and long-period spectral response accelerations are scaled by representative site amplification factors that are functions of the site class. We consider the site most consistent with Site Class C (very dense soil and soft rock) based on the 2012 AASHTO manual, using the weighted average SPT N-values. We present the 1,000-year return interval Seismic Design Parameters in the follow table.
AASHTO SEISMIC DESIGN PARAMETERS

<table>
<thead>
<tr>
<th>Site Class</th>
<th>Site Factors, (F_{pza} / F_s / F_v)</th>
<th>Design Spectral Response Accelerations (g), (A_s / S_{da} / S_{di})</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>1.20 / 1.20 / 1.65</td>
<td>0.18 / 0.41 / 0.20</td>
</tr>
</tbody>
</table>

Definitions: Site Class B = rock; Site Class C = very dense soil and soft rock; Site Class D = stiff soil profile. \(F_{pza}\) = site factor at zero-period; \(F_s\) = site factor at short-period range (0.2sec); \(F_v\) = site factor at long-period range (1.0sec); \(A_s\) = modified zero-period spectral acceleration; \(S_{da}\) = modified short-period spectral response acceleration; \(S_{di}\) = modified long-period spectral response acceleration.
AASHTO – American Association of State Highway and Transportation Officials

According to the 2012 AASHTO LRFD BDS, bridge design shall be in accordance with the requirements of Seismic Zone 2 (0.15g < \(S_{di}\) ≤ 0.30g).

6.0 FOUNDATIONS

We completed engineering evaluations based on the interpreted geologic and subsurface conditions to develop bridge foundation, abutment, and wingwall conclusions and recommendations. We present a discussion of potential bridge foundation alternatives, and design recommendations in the following sections.

6.1 Bridge Foundation Alternatives

Bridge structure foundation selection depends on several factors, including required resistances due to axial and lateral loading, total and differential settlement tolerances, and construction considerations. We understand that the bridge will likely be replaced during the irrigation season, therefore, the drainage canal must remain operational during construction. The County desires constructions methods that will reduce the potential disturbance to the canal.

Because of the relatively shallow depth to the underlying GRAVEL, shallow footings may be viable foundation alternative considering construction constraints, including groundwater, site geometry. They are typically the least expensive foundation option. Constructing the footings on the GRAVEL will require approximately 12-foot deep excavations. Temporary slope inclinations would require excavations to extend back approximately 17 feet from the proposed footings (1.5H:1V slope inclinations). Because of the excavation size, some support for the concrete canal walls would be removed.
The excavation size and amount of time left open to construct a shallow footing could be reduced by excavating to the GRAVEL, then backfilling with controlled density fill (CDF). The excavation size would be reduced by excavating only excavating small portions beneath the footing area and backfilling. Once the CDF cured, the next section could be excavated. In addition, the temporary slope inclinations would not be required because workers would not be in the deep excavation. We provide shallow foundation design and construction recommendations in Section 6.2

Drilled shafts are a potential foundation alternative. We anticipate that the shafts would extend into the underlying GRAVEL. The embedment depth will depend on the required design capacity. Because of the groundwater and GRAVEL, we anticipate that temporary, full length casing will be required to maintain the hole integrity. However, the design capacities presented in this report assume that the casing will be removed. Drilled shaft design recommendations are presented in Section 6.3.

Driven piles are another potential foundation option. Driven piles eliminate the casing and groundwater concerns associated with drilled shafts. However, pile driving will produce more vibrations that could have damaging effects to adjacent structures. Because of the gravel and cobble material at the site, we recommend using H-piles with protective driving tips. We understand that the bridge design engineer is considering using HP14X89 piles. Driven pile design recommendations are presented in Section 6.4

Abutment and wingwall design and construction recommendations are presented in Section 6.6.

6.2 Shallow Footings

The proposed bridge structure can be supported on shallow footings bearing either directly on the prepared native subgrade materials encountered at approximately 12 to 12.5 feet below the existing roadway, or on structural fill placed on the native GRAVEL.

If the footings are placed on crushed rock fill, the material should consist of of 1¼-inch-minus crushed rock (or similar). Crushed gravel placed beneath foundations should extend a minimum 6 inches beyond the footings on both sides and then slope at 1H:1V. Prepare the subgrade and place granular structural fill according to the above “Earthwork” recommendations below.

If the footings are placed on CDF, the CDF should extend approximately one foot beyond the edge of the footing.
The footing base or CDF must lie at or below the base elevation of the canal wall to avoid surcharging the wall.

### 6.2.1 Bearing Resistance

We provide foundation bearing resistances in accordance with 2012 AASHTO LRFD BDS and 2011 WSDOT BDM design procedures in Figure 3. For the service limit state, we provide nominal bearing resistances for 0.5- and 1-inch settlements. We show the recommended resistance factors for shallow foundations and list other design assumptions on each figure.

### 6.2.2 Settlement

We estimate total elastic settlement at the abutments will be less than 1-inch based on the nominal bearing pressures presented in Figure 3. We anticipate settlements will be elastic, or as the foundation loads are applied, based on the granular nature of the bearing soils. We do not expect differential settlement at each abutment to exceed one-half of the potential total elastic settlements.

### 6.2.3 Resisting Earth Pressures

Lateral loads acting on the footings may be resisted by passive earth pressures acting against the footing sides and friction developed between the footing bottom and the underlying soils. For lateral displacement design of compacted, level backfill, we recommend using a nominal passive resistance of 400 psf per foot of embedment depth; ignoring the passive resistance in the upper 2 feet of footing embedment. To resist lateral movement, we recommend using a friction coefficient of 0.45 if founded on the native gravel soils, or 0.50 if founded on a crushed gravel leveling course. We recommend a nominal passive resistance of 200 psf per foot for the existing silt soils. See the table on Figure 3 for recommended resistance factors for passive pressure and sliding.

### 6.3 Drilled Shaft Design

We evaluated 18- and 24-inch diameter drilled shafts. We anticipate potential pile downdrag is not likely to low due to project plans to maintain existing vertical alignment.

Drilled shaft design and construction should meet the requirements of WSDOT Standard Specifications, Section 6-19. Shaft concrete shall be Class 4000P conforming to Section 6-02.
6.3.1 Drilled Shaft Compressive Resistance

We evaluated the axial resistance of drilled 18- and 24-inch-diameter shafts. Shaft axial resistance is a function of the shaft diameter, embedment length, and subsurface conditions. Shafts develop frictional resistance between the shaft side surface and the soil profile, and end-bearing (base) resistance at the shaft tip. The total nominal axial shaft resistance is the sum of the frictional and base resistance, with frictional resistance cumulating with embedment depth and base resistance determined considering the subsurface conditions for about two shaft diameters below the pile tip.

We performed our drilled shaft capacity analyses in accordance with AASHTO guidelines based on our subsurface explorations and experience. We performed our axial resistance analyses for strength and extreme event limit states for a single shaft or shaft groups with a minimum 4 shaft diameter center-to-center spacing. The AASHTO Load Resistance Factor Design (LRFD) Bridge Design Specifications (BDS) recommends pile group efficiency (reduction) factors equal to 1.0 for pile groups with a minimum 4 pile diameter center-to-center spacing.

We present drilled shaft axial resistance versus depth for the Strength and Extreme Limit States in Figures 4 and 5 (based on boring B-1). The plots present unfactored (nominal) side and tip resistance for each limit state. Factored total compressive resistance for the Strength Limit state is shown using typical AASHTO BDS resistance factors, as listed below the plot. The figures include generalized subsurface conditions along the left side, as encountered in the respective boring. Differing subsurface conditions are possible at specific drilled shaft locations.

6.3.2 Estimated Settlement

Assuming drilled shaft design and installation in accordance with our recommendations contained herein, we estimate total settlements will be less than about 1-inch, with differential settlement between abutments approximately one-half of estimated total settlement. The foundation soils at the site generally consist of granular, gravels. In granular soils, we anticipate settlement will consist of "immediate" settlement, or elastic deformations that take place during construction.

At least \( \frac{1}{2} \)\-inch of ground settlement around drilled shafts is typically required to induce downdrag loading conditions following installation. We expect minimal compression of the foundation soils under static and live loading conditions due to the proposed vertical alignment at or near current elevations.
We do not consider downdrag forces within our drilled shaft axial capacities. We do not anticipate additional structure settlement due to downdrag forces; fill materials may experience some subsidence.

6.4 Driven Pile Design

As requested, we evaluated axial capacity for driven HP14x89 piles. Based on the relatively dense gravel deposits underlying the site, we anticipate the piles will largely provide structure support through end bearing with some skin friction.

Pile design and construction should meet the requirements of WSDOT Standard Specifications, Section 6-05.

6.4.1 Geotechnical Pile Compressive Resistance

We evaluated the axial resistance of driven HP 14x89 piles. Driven pile axial resistance is a function of pile type, diameter, shape, embedment length, and subsurface conditions. Driven piles develop frictional resistance between the pile surface and the soil profile and end-bearing (base) resistance at the pile tip. The total nominal axial pile resistance is the sum of the frictional and base resistance, with frictional resistance cumulating with embedment depth and base resistance determined considering the subsurface conditions for about two pile diameters below the pile tip.

We performed our pile capacity analyses in accordance with ASSHTO guidelines based on our subsurface explorations and experience. We performed our axial resistance analyses for strength and extreme event limit states for a single pile or pile groups with a minimum 2.5 pile diameter center-to-center spacing. The AASHTO Load Resistance Factor Design (LRFD) Bridge Design Specifications (BDS) recommends pile group efficiency (reduction) factors equal to 1.0 for pile groups with a minimum 2.5 pile diameter center-to-center spacing.

Figure 6 presents axial resistance against driving depth for the Strength and Extreme Limit States based on the soil conditions in boring B-1. The plots present unfactored (nominal) side and tip resistance for each limit state. Factored total compressive resistance for the Strength Limit state is shown using typical AASHTO BDS resistance factors, as listed below the plot. The figures include generalized subsurface conditions along the left side, as encountered in the respective boring. Differing subsurface conditions are possible at specific pile locations.
Because of uncertainties often encountered when driving pile, we recommend including an additional 10 feet per pile in order lengths.

6.4.2 Estimated Settlement

Assuming pile design and installation in accordance with our recommendations contained herein, we estimate total settlements may be approximately 1-inch, with differential settlement between abutments approximately one-half of estimated total settlement. The foundation soils at the site generally consist of granular, cohesionless (non-plastic) gravels. In granular soils, we anticipate settlement will consist of “immediate” settlement, or elastic deformations that take place during construction due to pile driving vibration.

At least ½-inch of ground settlement around driven piles is typically required to induce down-drag loading conditions following installation. We expect minimal compression of the foundation soils under static and live loading conditions due to the proposed vertical alignment at or near current elevations.

6.5 Lateral Pile/Drilled Shaft Load Capacity

The lateral load resistance of driven piles/drilled shafts is a complex soil-structure interaction problem that takes into account shaft stiffness and the substratum’s varying resistance as the pile/shaft deflects laterally. Lateral loading caused by wind, seismic forces, unbalanced earth pressures, etc., can be resisted by foundation shafts and passive earth pressures acting against embedded portions of the foundations. The lateral resistance developed by the pile/shaft foundations depends on shaft size, spacing, the degree of fixity at the shaft top, and allowable pile/shaft deflections. We provide LPILE® geotechnical parameters, based on subsurface conditions encountered, for assessment of lateral pile/shaft deflections in Table 1.
### TABLE 1
GEOTECHNICAL INPUT PARAMETERS FOR LATERAL PILE/DRILLED SHAFT RESISTANCE ANALYSIS USING LPILE®

<table>
<thead>
<tr>
<th>Soil Layer</th>
<th>Top of Layer Depth (feet)</th>
<th>p-y Model</th>
<th>Moist Unit Weight, γ (lb/ft²)</th>
<th>Internal Friction Angle, Φ (degrees)</th>
<th>p-y Modulus, k (lb/in²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loose to Medium-dense SILT (Fill)</td>
<td>0</td>
<td>SAND (Reese)</td>
<td>115</td>
<td>28</td>
<td>65</td>
</tr>
<tr>
<td>Loose/Soft clayey SILT</td>
<td>5</td>
<td>SAND (Reese)</td>
<td>100</td>
<td>24</td>
<td>5</td>
</tr>
<tr>
<td>Medium-dense to Dense, sandy GRAVEL</td>
<td>12</td>
<td>SAND (Reese)</td>
<td>135</td>
<td>42</td>
<td>110</td>
</tr>
</tbody>
</table>

Notes:
1 lb/ft² = pounds per cubic foot
1 lb/in² = pounds per cubic inch

The AASHTO BDS recommends pile group efficiency (reduction) factors equal to 1.0 for pile groups with a minimum 4 shaft diameter center-to-center spacing.

Passive resistance for abutment pile caps may be estimated using an equivalent fluid weight of 200 psf per foot of embedment; neglect the upper 4 feet minimum below the cap top due to disturbance. In this calculation, assume the pile cap backfill consists of free-draining, granular material. Ignore passive resistance at the pile cap if the soils providing resistance may be removed at any time in the future.

### 6.6 Abutment and Wingwall Design

We anticipate any wingwalls will be fixed to the abutment and/or individual footing supported.

#### 6.6.1 Subdrainage

We recommend providing suitable drainage for excavated abutments and wingwalls through granular backfill material and a base subdrain system in accordance with WSDOT Standard Specification Section 6-02.3(22), Drainage of Substructure. Weep holes are typically incorporated into the subdrain system for wall structures that exceed 10 feet tall. The weep holes should be covered with a geotextile and provide free draining backfill in accordance with WSDOT Standard Plans and the WSDOT Design Manual. We do not anticipate the abutment wall height will exceed 10 feet at this time.
6.6.2 Backfill Material and Compaction

The abutment and wingwall backfill material should use granular wall backfill conforming to WSDOT Standard Specifications, Section 9-03.12(2), Gravel Backfill for Walls. Heavy compaction equipment should not be allowed closer than 3 feet to the abutment or wingwalls to prevent high lateral earth pressures causing wall yielding and/or damage. Backfill compaction within 3 feet of the wall should be accomplished with a low-weight compactor such as a hand-operated vibratory plate compactor.

6.6.3 Lateral Earth Pressures

We developed lateral earth pressure models for the abutments and wingwalls based on the design information and the above assumptions in accordance with the WSDOT Geotechnical Design Manual and AASHTO LRFD BDS. The static lateral earth pressure acting on walls consists of two components: earth and surcharge pressures.

In the table below, we provide lateral earth pressures for design of abutment and/or wingwall structures. The static lateral earth pressure acting on walls consists of two components: earth and surcharge pressures. We assume the backfill behind structural walls is adequately drained to avoid saturation and introduction of hydrostatic pressures.

For calculation of active pressures, we assume that the wall can deflect in order to develop an active condition. Use at-rest pressures for restrained or rigid-braced walls. The values below do not include a safety factor.

<table>
<thead>
<tr>
<th>LATERAL EARTH PRESSURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wall Condition</td>
</tr>
<tr>
<td>At-Rest</td>
</tr>
<tr>
<td>Active</td>
</tr>
</tbody>
</table>

Note:

pcf/ft = pounds per cubic foot per embedment foot

A uniform surface load of 200 to 300 psf is often used to approximate construction and vehicle loading on below-grade and/or retaining walls. However, these values should be reviewed by the designer to determine if they are adequate based on anticipated loads. To evaluate surcharge loads, use a coefficient of active and at-rest lateral earth pressure, \( k_a \) and \( k_o \), equal to 0.26 and 0.41, respectively. Increase the design wall pressure by \( q/2 \) over the whole
area of the retaining wall. In this expression, \( q \) is the surface surcharge load in psf. Shannon & Wilson, Inc. should review anticipated surcharge loading to confirm that the appropriate design values are considered.

6.6.4 Lateral Resistances

The abutment and wingwall lateral resistance may be provided through passive earth pressures and frictional forces, as appropriate. Please see the Resisting Earth Pressures section under Shallow Footings.

7.0 EARTHWORK AND CONSTRUCTION RECOMMENDATIONS

Based on our explorations, we anticipate the existing canal bottom occurs at the GRAVEL elevation. Based on the proposed improvements and preferred foundations, we anticipate earthwork will generally occur behind the existing canal walls thereby limiting impacts to the canal.

Shannon & Wilson should complete additional foundation analyses and review if an alternative foundation system is selected (i.e. piles), including a feasibility review and developing appropriate construction recommendations.

Shannon & Wilson, Inc. should review the plans and specifications for general conformance with our geotechnical recommendations prior to finalizing.

7.1 Earthwork

Strip the existing asphalt structural section, topsoil, fill, soft SILT, and any other deleterious materials within the bridge foundation areas, and all areas to receive structural fill. The stripplings are not suitable for use in engineered fill.

Prior to abutment construction or backfill placement on cut ground surfaces, remove loose soil and debris. Moisture condition the upper 12 inches of the native subgrade to within 2 percent of optimum, then compact to a minimum in-place dry density of 95 percent of the maximum laboratory dry density, as determined by ASTM International Designation: D 1557, Laboratory Compaction Characteristics of Soil Using Modified Effort.

Fill should be free of debris, organic material, and any other deleterious material. If import material is required, we recommend using a well-graded, 2-inch minus, pit-run sand and gravel with less than 5 percent fines, or crushed rock for structural fill, except where noted. Shannon &
Wilson should review and approve material for import prior to transporting to the site. The on-site soils are typically moisture sensitive and often difficult to compact during wet weather conditions.

Moisture-condition fill material to within 2 percent of optimum and place in 8-inch-thick maximum, horizontal, loose lifts. Compact the fill to a minimum 95 percent of ASTM D 1557. Only hand-operated compaction equipment should be allowed within 3 feet of below-grade structures.

7.2 Excavations/Slopes

Based on our explorations, we characterize the site soils as Occupational Safety and Health Administration Type C with maximum temporary slopes of 1½(H):1(V). The contractor is responsible for the safety of all temporary excavations based on exposed ground conditions.

Construct permanent cut and fill slopes at 2(H):1(V), or less, and protect from both wind and water erosion. Erosion protection may consist of a vegetative cover or a minimum 3-inch layer of coarse concrete aggregate conforming to the requirements of Washington State Department of Transportation (WSDOT) Specification 9-03.1(4)c, “Concrete Aggregate AASHTO Grading No. 57” (WSDOT, 2012).

7.3 Construction Observation

Variations in soil conditions are possible at the site and may be encountered during construction. Shannon and Wilson should be retained to provide construction observation services during the earthwork, excavation, and foundation phases of the project. Construction observation allows the geotechnical engineer to observe the actual soil conditions exposed in the excavations, determine if the proposed design is compatible with the design recommendations, and if the conditions encountered at the site are consistent with those observed during the geotechnical study. Construction observation is conducted to reduce the potential for problems arising during and after construction. However, in all cases, the contractor is responsible for the quality and completeness of their work and for adhering to the plans, specifications, and recommendations on which their work is based.

Shannon & Wilson should be retained to review the construction plans for the proposed structure modifications, and to provide construction observation services during site grading and foundation construction.
8.0 LIMITATIONS

The analyses, conclusions, and recommendations contained in this report are based upon site conditions as they presently exist. We further assume that the site explorations are representative of the subsurface conditions throughout the site; i.e., site conditions are not significantly different from those disclosed by the field explorations and observations.

If subsurface conditions different from those encountered in the field explorations are observed or appear to be present beneath the excavations during construction, we should be advised at once so that we can review these conditions and reconsider our recommendations, where necessary. If there is a substantial lapse of time between the submission of this report and the start of construction at the site, if conditions have changed because of natural forces or construction at the site, or if the design or loading configurations change, we recommend that we review this report to determine the applicability of the conclusions and recommendations concerning the time lapse or changed conditions contained in this report.

This report was prepared for the exclusive use of Yakima County in the design and construction of the Short Span Bridge #01323 on the Yakima Valley Highway in Yakima County, Washington. Variations from the structure types or locations discussed in this report should be analyzed by Shannon & Wilson, Inc. to assess the potential geotechnical impacts of those variations on the foundation recommendations included in this report.

The scope of services did not include any environmental assessment or evaluation regarding the presence or absence of wetlands or hazardous or toxic materials in the soil, surface water, groundwater, or air, on or below the site, or for the evaluation of disposal of contaminated soils or groundwater, should any be encountered.
As an integral part of this report, we have prepared the attached "Important Information about Your Geotechnical Report" (Appendix C) to help you more clearly understand its use and limitations.

SHANNON & WILSON, INC.

Lloyd J. Reitz, P.E.
Senior Principal Engineer

LJR:DJB/ljr
9.0 REFERENCES


NOTE
Map adapted from aerial imagery provided by Google Earth Pro, reproduced by permission granted by Google Earth™ Mapping Service.
NOTES
Image adapted from aerial imagery provided by Google Earth Pro, reproduced by permission granted by Google Earth™ Mapping Service.

LEGEND

B-1  Approximate Boring Location
NOTES
1. We recommend using the following resistance factors for footing LRFD design; the plotted bearing capacities use the bearing capacity resistance factors.

<table>
<thead>
<tr>
<th>Limit State</th>
<th>Sliding Shear</th>
<th>Passive Press.</th>
<th>Bearing Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service</td>
<td>N/A</td>
<td>N/A</td>
<td>1.0</td>
</tr>
<tr>
<td>Strength</td>
<td>0.8</td>
<td>0.5</td>
<td>0.45</td>
</tr>
<tr>
<td>Extreme Event</td>
<td>1.0</td>
<td>1.0</td>
<td>0.9</td>
</tr>
</tbody>
</table>

2. The factored bearing capacities are based on a soil friction angle of 42 degrees, a soil cohesion of 0 psf, a total unit weight of 135 psf, a Poisson's ratio of 0.35, and a soil elastic modulus of 900 ksf. We assumed that the bottom of the footing was 2 feet below the ground surface.

3. psf - pounds per square foot; pcf - pounds per cubic foot; ksf - kips per square foot (1 kip = 1000 pounds)
ASSUMED SUBSURFACE PROFILE
Based on Nearby Excavations:

Loose to medium dense sandy silty clay (SHLL)

Soft, clayey silt (ML)

Medium-dense to dense, clayey gravel (CGM)

Bottom of baring at 30.0 feet

SERVICE LIMIT
NOMINAL RESISTANCE (tons)

- Nominal Side: 0.5-inch Settlement
- Nominal Base: 0.5-inch Settlement
- Factored Total: 0.5-inch Settlement
- Nominal Side: 1-inch Settlement
- Nominal Base: 1-inch Settlement
- Factored Total: 1-inch Settlement

STRENGTH LIMIT
NOMINAL RESISTANCE (tons)

- Nominal Side
- Nominal Base
- Factored Compression Total

EXTREME EVENT LIMIT
NOMINAL RESISTANCE (tons)

- Nominal Side
- Nominal Base
- Factored Compression Total

SERVICE LIMIT NOTES:
1. Recommended resistance factors per WSDOT GDM are 1.6 for both side and base resistance.
2. Settlement is based on a single shaft. No group action is considered.

STRENGTH LIMIT NOTES:
1. Recommended compression resistance factors per WSDOT GDM are 0.55 and 0.5 for side and base resistance, respectively.
2. Shaft uplift resistance can be estimated by using the nominal side resistance shown above and a recommended resistance factor of 0.45 (per WSDOT GDM).

EXTREME EVENT LIMIT NOTES:
1. Recommended resistance factors per WSDOT GDM for both side and base resistance are 1.0 for compression and 0.8 for uplift.
2. Unfactored downing force is estimated to be 0 tons. Per the WSDOT GDM, a load factor of 1.25 is recommended to determine factored downing force. Downward force is recommended to be applied with post-earthquake scaling.

GENERAL NOTES
1. The analyses were performed based on guidelines included in the WSDOT Geotechnical Design Manual (GDM) and local experience. The analyses are based on a single shaft and do not consider group action of closely spaced shafts (closer than 4 diameters, center to center).
2. Factored total shaft resistance shown on plots is determined by adding its nominal side and base resistances multiplied by the appropriate resistance factors as noted above.
3. Estimated shaft resistance assumes that if casing is used, it will be removed after the shaft installation. If, however, the casing is left in place, grouting should be used to fill all potential voids around the casing and the estimated resistance given above should be re-evaluated.
4. Estimated shaft resistance assumes that the drilled shafts will be installed after construction of the approach embankments. Downward loads due to potential fill embankment settlement have not been included.
5. Per the WSDOT GDM, potential liquefaction below a depth of 5 feet was not considered in the calculations.

Short Span Bridge #01323
Yakima County, Washington

ESTIMATED AXIAL SHAFT RESISTANCE
18-inch Diameter

March 2013
22-1-03044-004
SHANNON & WILSON, INC.
Geotechnical and Environmental Consultants
FIG. 4
GENERAL NOTES

1. The analyses were performed based on guidelines indicated in the WSDOT Geotechnical Design Manual (GDM) and local experience. The analyses are based on a single shaft and do not consider group action of closely spaced shafts (diameter < 4 diameters, center to center).

2. Factored total shaft resistance shown on plots is determined by adding the nominal side and base resistances multiplied by the appropriate resistance factors as noted above.

3. Estimated shaft resistance assumes that if casing is used, it will be removed after the shaft installation. If, however, the casing is left in place, driving should be used to fill all potential voids around the casing and the estimated resistance given above should be re-evaluated.

4. Estimated shaft resistance assumes that the drilled shafts will be installed after construction of the approach embankments. Downdrag loads due to potential fill embankment settlement have not been included.

5. Per the WSDOT GDM, potential liquefaction below a depth of 5 feet was not considered in the calculations.

ASSUMED SUBSURFACE PROFILE
Based on nearby explorations: Bi-1

Loose to medium-dense sandy silt (E1177)

Soft, clayey silt (H1)

Medium-dense to dense, sandy gravel (G14)

Bottom of Boring at 30.0 feet

SERVICE LIMIT NOTES:
1. Recommended resistance factors per WSDOT GDM are 1.0 for both side and base resistance.
2. Settlement is based on a single shaft. No group action is considered.

STRENGTH LIMIT NOTES:
1. Recommended compression resistance factors per WSDOT GDM are 0.56 and 0.5 for side and base resistance, respectively.
2. Shaft uplift resistance can be estimated by using the nominal side resistance shown above and a recommended resistance factor of 0.45 (per WSDOT GDM).

EXTREME EVENT LIMIT NOTES:
1. Recommended resistance factors per WSDOT GDM for both side and base resistances are 1.0 for compressibility and 0.8 for uplift.
2. Undrained downdrag force is estimated to be 0 tons. Per the WSDOT GDM, a load factor of 1.25 is recommended to determine factored downdrag force. Downdrag force is recommended to be applied with post-earthquake loading.
**GENERAL NOTES**

1. The analyses were performed based on guidelines included in the WSDOT Geotechnical Design Manual (GDM) and local experience. The analyses are based on a single pile and do not consider group action of closely spaced piles (closer than 2.5 diameters, center to center).
2. Factored total pile resistance shown on plots is determined by adding its unfactored side and base resistances multiplied by the appropriate resistance factors as noted above.
3. Recommended resistance factors for the strength limit state are intended to be used with the Shannon & Wilson pile design method. These resistance factors are based upon substantiated successful application of the Shannon & Wilson pile design method in the Pacific Northwest. They are not calibrated to a specific reliability index.
4. Estimated capacities assume that the driven piles will be installed after any proposed fill embankments. Downward loads due to potential fill embankment settlement have not been included.
APPENDIX A

EXPLORATORY BORING LOGS
### Soil Classification Chart

<table>
<thead>
<tr>
<th>Major Divisions</th>
<th>Symbols</th>
<th>Typical Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gravel and Gravelly Soils</strong></td>
<td>GW</td>
<td>Well-Graded Gravels, Gravel - Sand Mixtures, Little or No Fines</td>
</tr>
<tr>
<td><strong>With Fines</strong></td>
<td>GP</td>
<td>Poorly-Graded Gravels, Gravel - Sand Mixtures, Little or No Fines</td>
</tr>
<tr>
<td><strong>Clean Gravels</strong></td>
<td>GM</td>
<td>Silty Gravels, Gravel - Sand - Silt Mixtures</td>
</tr>
<tr>
<td><strong>Clayey Gravels</strong></td>
<td>GC</td>
<td>Clayey Gravels, Gravel - Sand - Clay Mixtures</td>
</tr>
<tr>
<td><strong>Sand and Sandy Soils</strong></td>
<td>SW</td>
<td>Well-Graded Sands, Gravelly Sands, Little or No Fines</td>
</tr>
<tr>
<td><strong>With Fines</strong></td>
<td>SP</td>
<td>Poorly-Graded Sands, Gravelly Sands, Little or No Fines</td>
</tr>
<tr>
<td><strong>Clean Sands</strong></td>
<td>SM</td>
<td>Silty Sands, Sand - Silt Mixtures</td>
</tr>
<tr>
<td><strong>Clayey Sands</strong></td>
<td>SC</td>
<td>Clayey Sands, Sand - Clay Mixtures</td>
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<tr>
<td><strong>Silt and Clays</strong></td>
<td>ML</td>
<td>Inorganic Silts and Very Fine Sands, Rock Flour, Silty or Clayey Fine Sands or Clayey Silts with Slight Plasticity</td>
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<tr>
<td><strong>Liquid Limit Less Than 50</strong></td>
<td>CL</td>
<td>Inorganic Clays of Low to Medium Plasticity, Gravelly Clays, Sandy Clays, Silty Clays, Lean Clays</td>
</tr>
<tr>
<td><strong>Organic Silts</strong></td>
<td>OL</td>
<td>Organic Silts and Organic Silty Clays of Low Plasticity</td>
</tr>
<tr>
<td><strong>Silt and Clays</strong></td>
<td>MH</td>
<td>Inorganic Silts, Micaceous or Diatomaceous Fine Sand or Silty Soils</td>
</tr>
<tr>
<td><strong>Liquid Limit Greater Than 50</strong></td>
<td>CH</td>
<td>Inorganic Clays of High Plasticity</td>
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<tr>
<td><strong>Organic Clays</strong></td>
<td>OH</td>
<td>Organic Clays of Medium to High Plasticity, Organic Silts</td>
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<tr>
<td><strong>Highly Organic Soils</strong></td>
<td>PT</td>
<td>Peat, Humus, Swamp Soils with High Organic Contents</td>
</tr>
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</table>

**Notes**

1. Dual Symbols (symbols separated by a hyphen, e.g., SP-SM, slightly silty fine SAND) are used for soils with between 5% and 12% fines or when the liquid limit and plasticity index values plot in the CL-ML area of the plasticity chart.

2. Borderline symbols (Symbols separated by a slash, e.g., CL/ML, silty CLAY/clayey SILT; GW/SW, sandy GRAVEL/gravelly SAND) indicates that the soil may fall into one of the two possible basic groups.
SOIL DESCRIPTION

Road surface; 6 inch of asphalt over 5 inch of concrete.

Loose to medium dense, brown, fine, sandy SILT; non-plastic; moist; ML.

Soft, brown, clayey, fine, sandy SILT; moist; ML.

Medium dense to dense, brown, medium to coarse, sandy GRAVEL; wet; gravel is subrounded and subangular, ranging from 1 - 3 inch diameter with occasional cobbles and boulders; GP.

Bottom of Boring - Refusal on cobbles. Completed 10/9/12

NOTES

1. Refer to KEY for explanation of symbols, codes, abbreviations and definitions.
2. Groundwater level, if indicated above, is for the date specified and may vary.
3. USCS designation is based on visual-manual classification and selected lab testing.
4. The stratification lines represent the approximate boundaries between soil types, and the transition may be graded.
5. The discussion in the text of this report is necessary for a proper understanding of the nature of the subsurface materials.
Total Depth: 21 ft  Northing:  
Top Elevation: ~ Easting:  
Vert. Datum: Station:  
Horiz. Datum: Offset:  
Drilling Method: Hollow Stem Auger  
Drilling Company: HazTech  
Drill Rig Equipment: CME-75  
Hole Diam.:  
Rod Diam.:  
Hammer Type: Automatic  

SOIL DESCRIPTION
Refer to the report text for a proper understanding of the subsurface materials and drilling methods. The stratification shown below represents the approximate boundaries between material types, and the transition may be gradual.

Road surface; 5-1/4 inch of asphalt over approximately 5-1/2 inch concrete.  
Loose to medium dense, brown, fine SAND and fine GRAVEL; dry/moist; gravel is subrounded and subangular, approximately 1/2 to 1 inch diameter; SM/CM.  
Soft to very soft, brown, clayey, fine, sandy SILT; moist/wet; ML.

Medium dense to dense, brown, medium to coarse, sandy GRAVEL; wet; gravel is subrounded to subangular, ranging from 1 - 3 inch diameter with occasional cobbles and boulders; GP.

Bottom of Boring  
Completed 10/9/12

LEGEND
- Sample Not Recovered  
I Standard Penetration Test  
H 3" O.D. Thin-Walled Tube

NOTES
1. Refer to KEY for explanation of symbols, codes, abbreviations and definitions.  
2. Ground water level, if indicated above, is for the date specified and may vary.  
3. USCS designation is based on visual-manual classification and selected lab testing.  
4. The stratification lines represent the approximate boundaries between soil types, and the transition may be gradual.  
5. The discussion in the text of this report is necessary for a proper understanding of the nature of the subsurface materials.

Yakima County  
Short Span Bridge #01323  
Buena, Washington

LOG OF BORING B-2
March 2013  22-1-02944-001  
SHANNON & WILSON, INC.  
Geotechnical and Environmental Consulting  
FIG. A-3
APPENDIX B

LABORATORY TEST RESULTS
## Soil Moisture Determination Report (AS RECEIVED...)

**Client:** Shannon & Wilson  
**Project:** Short Span Bridge #10323/22-1-02944-001  
**Sample Source:** See Below  
**Date Sampled:** 10/28/2012  
**Material Type:** Native  
**Date Tested:** 11/1/2012  
**Job Number:** 12-200  
**Work Order Number:** 7276  
**Sample Number:** 7276 1-3  
**Tested By:** SB

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<tr>
<th>Sample #</th>
<th>Material Type</th>
<th>Location</th>
<th>Wet Weight</th>
<th>Dry Weight</th>
<th>H₂O Weight</th>
<th>Moisture %</th>
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</thead>
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<tr>
<td>7276-1</td>
<td>Native</td>
<td>B-1, S-2, D 5 -6.5'</td>
<td>567.2</td>
<td>548.6</td>
<td>18.6</td>
<td>3.39%</td>
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<tr>
<td>7276-2</td>
<td>Native</td>
<td>B-1, S-3, D 7.5 - 9'</td>
<td>584.5</td>
<td>558.5</td>
<td>26.1</td>
<td>4.67%</td>
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<tr>
<td>7276-3</td>
<td>Native</td>
<td>B-2, S-1, D 2.5 - 4'</td>
<td>257.5</td>
<td>250.4</td>
<td>7.1</td>
<td>2.84%</td>
</tr>
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</table>

**Deviations of Standards:** NO

**Remarks:**

**Reviewed By:**

[Signature]

Steven R. Baer  
General Manager

PO Box 213 Yakima, Washington 98907  
Phone: 509-469-3068  
Fax: 509-469-3070
CLIENT: Shannon & Wilson
PROJECT: Short Span Bridge #10323/22-1-
PROJECT NUMBER: 02944-001
SAMPLE SOURCE: B-1, S-2, D 5'-6.5'
MATERIAL TYPE: Native
DATE SAMPLED: 10/28/2012

PROJECT NUMBER: 12-200
WORK ORDER #: 7276
SAMPLE NUMBER: 7276-1
DATE TESTED: 11/1/2012
TESTED BY: SB

### SIEVE ANALYSIS

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Passing Percent</th>
<th>USCS Classification</th>
<th>Sand Equivalent ASTM 2419</th>
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<tbody>
<tr>
<td>4&quot;</td>
<td>100%</td>
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<tr>
<td>3&quot;</td>
<td></td>
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<tr>
<td>2&quot;</td>
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<td></td>
<td></td>
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<tr>
<td>1 1/2&quot;</td>
<td>99%</td>
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<td></td>
</tr>
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<td>1 1/4&quot;</td>
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<td></td>
</tr>
<tr>
<td>5/8&quot;</td>
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<tr>
<td>1/2&quot;</td>
<td>91%</td>
<td></td>
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<td>3/8&quot;</td>
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<tr>
<td>1/4&quot;</td>
<td>78.2%</td>
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![Grain Size Distribution Graph](image-url)
CLIENT: Shannon & Wilson
PROJECT: Short Span Bridge #10323/22-1
SAMPLE SOURCE: B-2, S-1, D 2.5' - 4'
MATERIAL TYPE: Native
DATE SAMPLED: 10/28/2012

PROJECT NUMBER: 12-200
WORK ORDER #: 7276
SAMPLE NUMBER: 7276-3
DATE TESTED: 11/1/2012
TESTED BY: SB

SIEVE ANALYSIS

<table>
<thead>
<tr>
<th>Sieve</th>
<th>Percent</th>
<th>Sieve</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>Size:</td>
<td>Passing</td>
<td>Size:</td>
<td>Passing</td>
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<td>2&quot;</td>
<td>#16</td>
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<tr>
<td>1 1/2&quot;</td>
<td>#20</td>
<td>33%</td>
<td></td>
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<tr>
<td>1 1/4&quot;</td>
<td>#30</td>
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<td>1&quot;</td>
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<td>26%</td>
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<tr>
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<td>94%</td>
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<td>17%</td>
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<td>65%</td>
<td>#100</td>
<td>16%</td>
</tr>
<tr>
<td>1/4&quot;</td>
<td>55%</td>
<td>#200</td>
<td>12.1%</td>
</tr>
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</table>

USCS CLASSIFICATION: ASTM D-2487
FRACTURE FACE
SAND EQUIVALENT ASTM 2419

Grain Size Distribution

REVIEWED BY: [Signature]
APPENDIX C

IMPORTANT INFORMATION ABOUT YOUR GEOTECHNICAL REPORT
IMPORTANT INFORMATION ABOUT YOUR GEOTECHNICAL REPORT

CONSULTING SERVICES ARE PERFORMED FOR SPECIFIC PURPOSES AND FOR SPECIFIC CLIENTS.

Consultants prepare reports to meet the specific needs of specific individuals. A report prepared for a civil engineer may not be adequate for a construction contractor or even another civil engineer. Unless indicated otherwise, your consultant prepared your report expressly for you and expressly for the purposes you indicated. No one other than you should apply this report for its intended purpose without first conferring with the consultant. No party should apply this report for any purpose other than that originally contemplated without first conferring with the consultant.

THE CONSULTANT'S REPORT IS BASED ON PROJECT-SPECIFIC FACTORS.

A geotechnical/environmental report is based on a subsurface exploration plan designed to consider a unique set of project-specific factors. Depending on the project, these may include: the general nature of the structure and property involved; its size and configuration; its historical use and practice; the location of the structure on the site and its orientation; other improvements such as access roads, parking lots, and underground utilities; and the additional risk created by scope-of-service limitations imposed by the client. To help avoid costly problems, ask the consultant to evaluate how any factors that change subsequent to the date of the report may affect the recommendations. Unless your consultant indicates otherwise, your report should not be used: (1) when the nature of the proposed project is changed (for example, if an office building will be erected instead of a parking garage, or if a refrigerated warehouse will be built instead of an unrefrigerated one, or chemicals are discovered on or near the site); (2) when the size, elevation, or configuration of the proposed project is altered; (3) when the location or orientation of the proposed project is modified; (4) when there is a change of ownership; or (5) for application to an adjacent site. Consultants cannot accept responsibility for problems that may occur if they are not consulted after factors which were considered in the development of the report have changed.

SUBSURFACE CONDITIONS CAN CHANGE.

Subsurface conditions may be affected as a result of natural processes or human activity. Because a geotechnical/environmental report is based on conditions that existed at the time of subsurface exploration, construction decisions should not be based on a report whose adequacy may have been affected by time. Ask the consultant to advise if additional tests are desirable before construction starts; for example, groundwater conditions commonly vary seasonally.

Construction operations at or adjacent to the site and natural events such as floods, earthquakes, or groundwater fluctuations may also affect subsurface conditions and, thus, the continuing adequacy of a geotechnical/environmental report. The consultant should be kept apprised of any such events, and should be consulted to determine if additional tests are necessary.

MOST RECOMMENDATIONS ARE PROFESSIONAL JUDGMENTS.

Site exploration and testing identifies actual surface and subsurface conditions only at those points where samples are taken. The data were extrapolated by your consultant, who then applied judgment to render an opinion about overall subsurface conditions. The actual interface between materials may be far more gradual or abrupt than your report indicates. Actual conditions in areas not sampled may differ from those predicted in your report. While nothing can be done to prevent such situations, you and your consultant can work together to help reduce their impacts. Retaining your consultant to observe subsurface construction operations can be particularly beneficial in this respect.
A REPORT'S CONCLUSIONS ARE PRELIMINARY.

The conclusions contained in your consultant's report are preliminary because they must be based on the assumption that conditions revealed through selective exploratory sampling are indicative of actual conditions throughout a site. Actual subsurface conditions can be discerned only during earthwork; therefore, you should retain your consultant to observe actual conditions and to provide conclusions. Only the consultant who prepared the report is fully familiar with the background information needed to determine whether or not the report's recommendations based on those conclusions are valid and whether or not the contractor is abiding by applicable recommendations. The consultant who developed your report cannot assume responsibility or liability for the adequacy of the report's recommendations if another party is retained to observe construction.

THE CONSULTANT'S REPORT IS SUBJECT TO MISINTERPRETATION.

Costly problems can occur when other design professionals develop their plans based on misinterpretation of a geotechnical/environmental report. To help avoid these problems, the consultant should be retained to work with other project design professionals to explain relevant geotechnical, geological, hydrogeological, and environmental findings, and to review the adequacy of their plans and specifications relative to these issues.

BORING LOGS AND/OR MONITORING WELL DATA SHOULD NOT BE SEPARATED FROM THE REPORT.

Final boring logs developed by the consultant are based upon interpretation of field logs (assembled by site personnel), field test results, and laboratory and/or office evaluation of field samples and data. Only final boring logs and data are customarily included in geotechnical/environmental reports. These final logs should not, under any circumstances, be redrawn for inclusion in architectural or other design drawings, because drafters may commit errors or omissions in the transfer process.

To reduce the likelihood of boring log or monitoring well misinterpretation, contractors should be given ready access to the complete geotechnical engineering/environmental report prepared or authorized for their use. If access is provided only to the report prepared for you, you should advise contractors of the report's limitations, assuming that a contractor was not one of the specific persons for whom the report was prepared, and that developing construction cost estimates was not one of the specific purposes for which it was prepared. While a contractor may gain important knowledge from a report prepared for another party, the contractor should discuss the report with your consultant and perform the additional or alternative work believed necessary to obtain the data specifically appropriate for construction cost estimating purposes. Some clients hold the mistaken impression that simply disclaiming responsibility for the accuracy of subsurface information always insulates them from attendant liability. Providing the best available information to contractors helps prevent costly construction problems and the adversarial attitudes that aggravate them to a disproportionate scale.

READ RESPONSIBILITY CLAUSES CLOSELY.

Because geotechnical/environmental engineering is based extensively on judgment and opinion, it is far less exact than other design disciplines. This situation has resulted in wholly unwarranted claims being lodged against consultants. To help prevent this problem, consultants have developed a number of clauses for use in their contracts, reports and other documents. These responsibility clauses are not exculpatory clauses designed to transfer the consultant's liabilities to other parties; rather, they are definitive clauses that identify where the consultant's responsibilities begin and end. Their use helps all parties involved recognize their individual responsibilities and take appropriate action. Some of these definitive clauses are likely to appear in your report, and you are encouraged to read them closely. Your consultant will be pleased to give full and frank answers to your questions.

The preceding paragraphs are based on information provided by the ASFE/Association of Engineering Firms Practicing in the Geosciences, Silver Spring, Maryland.
APPENDIX B
STANDARD PLANS
EMBANKMENT WIDENING AT BRIDGE END WITH CURTAIN WALL

STANDARD PLAN A-50.20-01

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

2. The knock out diameter shall not be greater than 20°. Knockouts shall have a wall thickness of 2°, minimum to 2.5° maximum. Provide a 1.5° minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification 9-04.3.

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 integrally cast into the adjustment section with flange up.

5. The Precast Base Section may have a rounded floor, and in or out may be sloped at a rate of 1.24 or steeper.

6. The opening shall be measured at the top of the Precast Base Section.

7. All pickup holes shall be grouted full after the basin has been placed.

---

**NOTES**

---

**PIECE ALLOWANCES**

<table>
<thead>
<tr>
<th>PIPE MATERIAL</th>
<th>MAXIMUM INSIDE DIAMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>REINFORCED FOR PLAIN CONCRETE</td>
<td>12&quot;</td>
</tr>
<tr>
<td>ALL METAL PIPE</td>
<td>15&quot;</td>
</tr>
<tr>
<td>CORRUGATED PVC</td>
<td>15&quot;</td>
</tr>
<tr>
<td>PROFILE WALL PVC</td>
<td>15&quot;</td>
</tr>
</tbody>
</table>

& CORRUGATED POLYETHYLENE STORM SEWER PIPE

---

**REINFORCEMENT**

#3 BAR EACH CORNER

#3 BAR HOOP EACH SIDE

#3 BAR EACH WAY

---

**RECTANGULAR ADJUSTMENT SECTION**

---

**FRAME AND VANED GRATE**

---

**CATCH BASIN TYPE 1**

**STANDARD PLAN B-5.20-01**

APPROVED FOR PUBLICATION
Pasco Balch and III 06-16-11
Department of Transportation
1. This frame is designed to accommodate 20" x 24" grates or covers as shown on Standard Plans B-30.20, B-30.30, B-30.40, and B-30.60.

2. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8" - 11 NC x 2" Allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.

3. Refer to Standard Specification 3-05.15(2) for additional requirements.
NOTES
1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8" long 11 NC x 2" Allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.
2. Alternative reinforcing designs are acceptable in lieu of the rib design.
3. Refer to Standard Specification 9-05.15(c) for additional requirements.
4. For frame details, see Standard Plan B-30.10.

RECTANGULAR SOLID METAL COVER
STANDARD PLAN B-30.20-02

ISOMETRIC
NOTES

1. Bolt-down capability is required on all frames, grates, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8” x 11 NC x 2” Allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.

2. For frame details, see Standard Plan B-30.10.

3. Refer to Standard Specification 9-05.15(2) for additional requirements.
NOTES

1. Bolt-down capability is required on all frames, gratings, and covers, unless specified otherwise in the Contract. Provide 2 holes in the frame that are vertically aligned with the grate or cover slots. The frame shall accept the 5/8" - 11 NC x 2" Allen head cap screw by being tapped, or other approved mechanism. Location of bolt-down holes varies by manufacturer.

2. Refer to Standard Specification 5-05.15(2) for additional requirements.

3. For frame details, see Standard Plan B-30.10.

4. The thickness of the grate shall not exceed 1 5/8".

---

RECTANGULAR HERRINGBONE GRATE
STANDARD PLAN B-30.50-01
84" or 96" FLAT SLAB TOP

20" x 24"
80 diam., 64 diam.,
or 54 diam. hole

2" (TYP.)

1" MIN.
2 1/2" MAX.

TYPICAL ORIENTATION
FOR ACCESS AND STEPS

6 BAR @ 6" SPACING

20" x 24"
20 diam., 16 diam.,
or 18 diam. hole

2" (TYP.)

1" MIN.
2 1/2" MAX.

72" FLAT SLAB TOP

ECCENTRIC CONE SECTION

84 BAR @ 8" SPACING

20" x 24" or
24 diam. hole

2" (TYP.)

1" MIN.
2 1/2" MAX.

48", 54", or 60" FLAT SLAB TOP

NOTE
Ladder rungs for manholes and catch basins shall meet the requirements of AASHTO M 166.

RECTANGULAR ADJUSTMENT SECTION

As an acceptable alternative to rebar, wire mesh having a minimum area of 0.12 square inches per foot may be used for adjustment sections.

CIRCULAR ADJUSTMENT SECTION

2" @ 6" SPACING

1" MIN.
2 1/2" MAX.

34" MIN.

48" MAX.

PREFABRICATED LADDER

12" (TYP.)

12" MIN.

6" OR 12"

ONE #2 BAR HOOP FOR 6"
TWO #2 BAR HOOPS FOR 12"
**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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<th>PIPE</th>
<th>SIZE</th>
<th>MINIMUM DISTANCE BETWEEN BARRIERS</th>
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</thead>
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<td>12&quot; to 24&quot;</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>30&quot; to 55&quot;</td>
<td>12&quot; to 24&quot;</td>
</tr>
<tr>
<td></td>
<td>70&quot; to 180&quot;</td>
<td>48&quot;</td>
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<tr>
<td>PIPE ARCH</td>
<td>18&quot; to 36&quot;</td>
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<tr>
<td></td>
<td>36&quot; to 72&quot;</td>
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<td></td>
<td>43&quot; to 142&quot;</td>
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<tr>
<td>METAL ONLY</td>
<td>148&quot; to 200&quot;</td>
<td>48&quot;</td>
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</tbody>
</table>

---

**PIPE ZONE BEDDING AND BACKFILL**

STANDARD PLAN B-55.20-00

HEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Harold J. Peterson  06-01-06

Washington State Department of Transportation
NOTES

1. The Concrete Collar width shall be one half of the outside pipe diameter of the largest pipe. The minimum Concrete Collar width shall be 12". Concrete Collars may be used with all pipe materials and diameters. The Concrete Collar option shall only be used to extend existing pipes.

2. Steel Welded Wire Fabric shall be in accordance with Standard Specification 0-07-7. Install two wraps for size 6 × 8 W1.4 × W1.4 (10 Gage) Steel Welded Wire Fabric or one wrap for any of the following sizes:
   - 8 × 8 W2.1 × W2.1 (8 Gage)
   - 6 × 8 W2.9 × W2.9 (8 Gage)
   - 4 × 4 W2.9 × W2.9 (8 Gage)
   - 4 × 4 W4.0 × W4.0 (4 Gage)

3. When a Coupling Band connection requires attachment to the bell end of a concrete pipe, the bell end of the pipe shall be removed before the connection is installed.

4. Increase the outside diameter of the metal pipe to match the outside diameter of the concrete pipe by installing 12" wide rubber gaskets, thickness as required (Coupling Band only). The rubber gaskets shall be in accordance with Standard Specification 9-04-4(3).

5. Use a flat Type K Coupling Band. Type K Coupling Bands with dimples are not allowed for the installation detail shown. The Coupling Band option shall only be used for extending existing pipes that have an inside diameter of 36" or less.
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 variety 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)

THERMOPLASTIC PIPE

CONCRETE PIPE

METAL PIPE

FOR CULVERTS 30" DIAMETER OR LESS

BEVELED END SECTIONS

STANDARD PLAN B-70.20-00

APPROVED FOR PUBLICATION

Harold J. Peterfeso 06-01-05

Washington State Department of Transportation
NOTES
1. Wood posts for all guardrail placement plans shall be 6 x 6 except where noted otherwise.
2. 5/8"-11 BOLTS, NUTS AND WASHERS (TWO REQUIRED PER POST)
3. WxH steel posts and timber blocks are alternates for 6 x 8 timber posts and blocks. WxH steel posts and timber blocks are alternates for 10 x 10 timber posts and blocks.
4. Holes shall be located on approaching traffic side of web.
5. When "Beam Guardrail Type - ______ FT. Long Post" is specified in the Contract, the post length shall be stamped with numbers, 1 1/2" min. high and 3/4" wide at the location where the letter "H" is shown in the ASSEMBLY DETAIL. For wood post applications, the letter shall be stamped to a minimum depth of 1/4". For steel post applications, the letter shall be legible after the post is galvanized. After post installation, it shall be the Contractor's responsibility to ensure that the stamped numbers remain visible.
6. Soil plate may be welded to foundation tube. If so, holes in soil plate and foundation tube may be omitted.

BEAM GUARDRAIL
POSTS AND BLOCKS
STANDARD PLAN C-1b

TIMBER POST
STEEL POST
PARTIAL ASSEMBLY DETAIL

ANCHOR POST
G-2 POST
ISOMETRIC
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 1/8" diameter bolts (5, 8 minimum) Standard Spec. 2-08.86(4), with thin slab femur 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 tapped on the outside of the guardrail, a galvanized 1" ID, 2" OD, 0.154" thick, narrow Type A Plain Washer or a anchor rod washer shall be placed under the splice bolt heads.
NOTES

1. Wire rope loops shall be 3' - 6" long, except for the top loop of the Barrier Terminal, which shall be 2' - 0" long.

2. Except for the locations of the wire rope loops, the dimensions shown in END VIEW "A" are typical for both ends of a Barrier Section or opposing ends of Barrier Terminals.

3. Connecting and Drift Pin head designs vary among different manufacturers. Pin designs that are shaped differently than those shown in the detail are acceptable, if the bearing surface is within the minimum and maximum widths specified.

4. The vertical spacing of the Wire Rope Loops in a Barrier Terminal is determined by the end of the Barrier Segment to which it is being connected. See BARRIER CONNECTION DETAIL (Sheet 2).

CONCRETE BARRIER TYPE 2
STANDARD PLAN C-8
SHEET 1 OF 2 SHEETS
APPROVED FOR PUBLICATION
Pasco Baskotch III 02-10-09
## CASE 4 - 31

1. For details, see Standard Plan C-22.40.
2. The slope from the edge of the shoulder into the face of the guardrail should not be steeper than 10H:1V when the guardrail is within 12" - 60" from the edge of the shoulder.
3. See Contract for Beam Guardrail Transition Section type and Connection to Bridge Traffic Barrier or Concrete Barrier. See Standard Plan C-24.10 for connection details.

## CASE 5 - 31

### FLARE RATE TABLE

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<td>12 : 1</td>
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<tr>
<td>50</td>
<td>11 : 1</td>
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<tr>
<td>45</td>
<td>10 : 1</td>
</tr>
<tr>
<td>40 OR LESS</td>
<td>9 : 1</td>
</tr>
</tbody>
</table>
NOTES

1. See Contract for transition and connection type.

2. For additional installation requirements for Non-Flared Terminal placement, see Standard Plan C-22.40.

3. Guardrail installation shall be Beam Guardrail Type 31 with standard post and block. See Standard Plan C-20.10 for additional details.

4. The first letter of case designation indicates the end treatment on the side road. The second letter indicates the end treatment on the main road. For instance, a terminal on a side road and a bridge connection on the main road would be Case 22B-31.

5. The radius dimension shall be etched into the plate as shown in the example on the Identification Plate Detail. Numerals shall be 1 1/2" (in) high minimum, and 3/4" (in) wide maximum. Plate shall be galvanized after etching and the letter shall remain permanently legible.

6. The guardrail Identification Plate shall be mounted at the lower splice bolt on the back side of the rail element at the PC of the guardrail radius.
NOTES
1. These terminals are FHWA accepted at Test Level Three (TL-3) and may be used for all posted speeds.
2. An ET-31 (Steel) as manufactured by Trinity Industries, Inc. or an SKT-SP-MGS as manufactured by Road Systems Inc. shall be installed according to manufacturer's recommendations.
3. A reflectorized object marker shall be installed according to manufacturer's recommendations.
4. When snow load post washers and snow load rail washers are required by the contract, the snow load rail washers shall not be installed within the terminal limits.
5. Terminal shall be installed at a widening, ensuring that the end piece is entirely off the shoulder. While these terminals do not require an offset at the end, a flare is recommended. A maximum flare of 25 : 1, or flatter over the length of the terminal is allowed for either the ET-31 (Steel) or the SKT-SP-MGS, with a maximum offset of 24" (in.) over 50' (ft).
6. For Terminal details, see WSDOT approved manufacture's drawings.

BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL
STANDARD PLAN C-22.40-02

SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Pasco Bakich III 06-16-10
WSDOT Bridge Engineer
Washington State Department of Transportation
NOTES

1. For use on the end of guardrail runs when a crashworthy terminal is not required.

2. For additional details not shown, see Standard Plan C-6c.

3. For end section details, see Standard Plans C-7 and C-7a.

4. Use details for Wood Breakaway post shown on this plan and components shown on Standard Plan C-1b.

5. Fasten the Anchor Cable using two 1" nuts and washer, at both ends of cable. Outside nut shall be torqued against inside nut a minimum of 100 l.-lbs.

6. Wood blocks shown. Blocks of alternate material may be used. See Standard Specification 5-16.3(2).
1. Attach guardrail to bridge rail or concrete barrier with 7/8" (in) diameter bolts in accordance with Standard Spec, B-08.06(d), with thin slab flange inserts or resin-bonded anchors. See Contract Plans.
2. If the last guardrail post is 3' (ft) or less from the end of the bridge barrier, this attachment and blockout is not necessary.
3. This case is also applicable for F-shape and vertical faces with no curbs.
4. When B connection is used with Type 1A Transition, the maximum spacing between bolts is 5' - 3'.
5. See Bridge Plans for additional connection details.
6. Wood blocks shown. Blocks of alternate material may be used. See Standard Specification 9-16.3 (2).
7. Steel posts shown. Timber posts may be used.
NOTES

1. For additional details not shown in this plan, refer to Standard Plan C-20.10.

2. This guardrail transition is for connection to a vertical concrete shape or single slope barrier and cannot be connected directly to a concrete safety shape.

3. Do not bolt nested W-Beam or rubber W-Beam to posts and blocks on posts 1, 2, 3, and 4. Bolt tapered blocks directly to posts.

4. The rubber W-Beam can be shop bent to facilitate installation.

5. Posts 1, 2, 3, 4, and 5 require an additional hole to attach tapered blocks and/or rubrail.

6. Posts 1 and 2 are W15-15 steel posts—7'-6" long. Posts 3 through 9 are W6 x 0 steel posts—6'-6" long.

7. Wood blocks shown. Blocks of alternate material may be used. See Standard Specification 9-10.3(2).

BEAM GUARDRAIL TYPE 31
TRANSITION SECTION
TYPE 20
STANDARD PLAN C-25.18-03

APPROVED FOR PUBLICATION
Pasco Bakelich III 07/2/12
Washington State Department of Transportation
BEAM GUARDRAIL TRANSITION SECTION TYPE 21 - PAY LIMIT

NOTE: TRANSITION PAY LIMIT SHALL INCLUDE END SECTION FOR CONNECTION TO BARRIER OR FIXED OBJECT

1. This guardrail transition is for connection to a vertical concrete shape, a single slope, or a safety shape barrier. The toe of the single slope and the safety shaped barrier shall be tapered or the barrier blocked out so that the toe of the barrier does not project past the face of the approach guardrail.

2. See Standard Plan C-24.10 for details regarding connection to Bridge rail or traffic barrier.

3. For details of typical components, see Standard Plans C-19a and C-20.10.

BEAM GUARDRAIL (TYPE 31)
TRANSITION SECTION
TYPE 21
STANDARD PLAN C-25.20-05

Pasco Bakotch III 07/2/12
Washington State Department of Transportation

APPROVED FOR PUBLICATION
NOTES

1. PERMANENT INSTALLATION requirements: Embed barrier 3" minimum, install 1/4" Premolded Joint Filler between segments, fill the Connection Blockout with grout, centering the Rebar Grid in the blockout before adding grout.

2. TEMPORARY INSTALLATION requirement: Place a Rebar Grid in the Connection Blockout between barrier segments.

3. See Standard Plan C-70.10 for REBAR GRID DETAIL and BARRIER CONNECTION DETAIL.

4. The Terminal is used only on the trailing end of a barrier, unless otherwise shown in the Contract.

5. When High-Performance Concrete Barrier is specified in the Contract, use the dimensions given in the HP row in the DIMENSION TABLE, with a minimum height above roadway of 3'-6" and a minimum embedment of 3'-0".

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SINGLE-SLOPE CONCRETE BARRIER (PRECAST) TERMINAL
STANDARD PLAN C-75.30-00

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REINFORCING STEEL BENDING DIAGRAM

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WELDED WIRE REINFORCING SUBSTITUTION OPTION TABLE

---

DIMENSION TABLE

---

ISOMETRIC VIEW

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APPROVED FOR PUBLICATION
Pasco Bakotic Iii 04/19/12
NOTES

1. Notch is only required with multiple post installations.

2. 6"x10, 8"x10, and 8"x12 Timber Sign Posts cannot be made breakaway and do not have holes or notches. These posts shall not be installed within the Design Clear Zone. They may be installed behind traffic barrier.

3. Signs with a width less than 12 feet and supported on three 6x6 or 6x8 posts shall not be installed within the Design Clear Zone. They may be installed behind traffic barrier.

4. Signs with a width less than 17 feet and supported on four 6x6 or 6x8 posts shall not be installed within the Design Clear Zone. They may be installed behind traffic barrier.

5. For 7x", 8x", 9x", 10", and 11x" refer to the Sign Specification Sheet in the Contract.

6. For 6x6 posts and larger, 7 feet minimum spacing is required between posts.

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<tr>
<th>POST INSTALLATION TABLE</th>
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<td>POST SIZE (INCHES)</td>
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<td>6x8</td>
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<tr>
<td>6x10</td>
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<tr>
<td>6x12</td>
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</table>

FINISHED ELEVATION VIEW
SINGLE POST INSTALLATION

FINISHED HOLE LOCATION
SIGN PANEL

TIMBER SIGN SUPPORT
STANDARD PLAN G-22.10-01

APPROVED FOR PUBLICATION
Pasco Bakovich III 07-03-08
NOTE:
WHEN STREET GRADE EXCEEDS 5% USE VANED GRATE WSDOT STANDARD PLAN B-30.30-00.
VISIBLE FROM APPROACHING ROADWAY WITH SPEED OF 25 MPH

SIGN FABRICATION SHALL MEET THE CURRENT EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) STANDARD HIGHWAY SIGNS MANUAL.

SIGN FACE
D3-1

W Wapato Rd

1 1/2" RADIUS

6"

3"

4"

VARIABLE (48" maximum)

COLORS
LEGEND - WHITE (REFL)
BACKGROUND - GREEN (REFL)

ALL LEGEND SHALL BE SERIES C Alphabet *

LEGEND
4" U.C. / 3" L.C.

ALL SPACING
2.67" (Can be reduced for 48" maximum length)

DIRECTION (W)
3" U.C.

ABBREVIATION (R/d)
3" U.C. / 2.25" L.C.

* If SERIES C will not fit, reduce to SERIES B legend.

THE REFLECTIVE SHEETING SHALL MEET THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) RETROREFLECTIVITY REQUIREMENTS.

REFLECTIVE SIGN SHEETING SHALL BE TYPE IIIP (HIP) OR TYPE IV BASED ON AVAILABILITY.

ROAD NAME SIGN SPECIFICATIONS - D3-1 25 MPH

STANDARD PLAN

TS-1

YAKIMA COUNTY

APPROVED BY:

County Engineer:

DATE:

REVISION:

DESCRIPTION:

DATE:

SHEET 1 OF 1
VISIBLE FROM APPROACHING ROADWAY WITH SPEED GREATER THAN 25 MPH

SIGN FABRICATION SHALL MEET THE CURRENT EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) STANDARD HIGHWAY SIGNS MANUAL.

SIGN FACE
D3-1

1 1/2" RADIUS

W Wapato Rd

VARIABLE (50" maximum)

COLORS
LEGEND - WHITE (REFL)
BACKGROUND - GREEN (REFL)

ALL LEGEND SHALL BE SERIES C Alphabet *

LEGEND 6" U.C. / 4.5" L.C.
ALL SPACING 6" (Can be reduced for 50" maximum length)
DIRECTION (W) 3" U.C.
ABBREVIATION (R/d) 3" U.C. / 2.25" L.C.

* If SERIES C will not fit, reduce to SERIES B legend and/or reduce edge and letter spacing as necessary.

THE REFLECTIVE SHEETING SHALL MEET THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) RETROREFLECTIVITY REQUIREMENTS.

REFLECTIVE SIGN SHEETING SHALL BE TYPE IIIP (HIP) OR TYPE IV BASED ON AVAILABILITY.

ROAD NAME SIGN SPECIFICATIONS – D3-1 GREATER THAN 25 MPH

APPROVED BY: [Signature]
County Engineer: [Name]
DATE: 7/19/13

STANDARD PLAN
TS-2

YAKIMA COUNTY

REVISION: DESCRIPTION: DATE:

Sheet 1 of 1
APPENDIX C
PREVAILING WAGE RATES
State of Washington  
Department of Labor & Industries  
Prevailing Wage Section - Telephone 360-902-5335  
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, worker's wage and benefit rates must add to not less than this total. A brief description of overtime calculation requirements are provided on the Benefit Code Key.

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<tr>
<th>County</th>
<th>Trade</th>
<th>Job Classification</th>
<th>Wage</th>
<th>Holiday</th>
<th>Overtime</th>
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01/05/2015
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https://fortress.wa.gov/lni/wagelookup/prvWagelookup.aspx 01/05/2015
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<td>7A</td>
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<td>Roto-mill, Roto-grinder</td>
<td>$54.75</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Saws - Concrete</td>
<td>$54.33</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Scraper, Self Propelled Under</td>
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<td>7A</td>
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<td>Scrapers - Concrete &amp; Carry All</td>
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<td>Scrapers, Self-propelled: 45 Yards and Over</td>
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<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons</td>
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<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons</td>
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<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoes: Over 50 Metric Tons To 90 Metric Tons</td>
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<td>Power Equipment Operators</td>
<td>Shovel, Excavator, Backhoes: Over 90 Metric Tons</td>
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<td>Power Equipment Operators</td>
<td>Spreader, Toppers &amp; Screedman</td>
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<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Subgrader Trimmer</td>
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<td>Power Equipment Operators</td>
<td>Tower Bucket Elevators</td>
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<td>Power Equipment Operators</td>
<td>Tower Crane Over 175 in Height, Base To Boom</td>
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<td>Power Equipment Operators</td>
<td>Tower Crane Up To 175 in Height Base To Boom</td>
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<td>Power Equipment Operators</td>
<td>Transporters, All Track Or Truck Type</td>
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<td>Power Equipment Operators</td>
<td>Truck Crane Oilier/Driver - 100 Tons and Over</td>
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<td>Power Equipment Operators</td>
<td>Truck Crane Oilier/Driver Under 100 Tons</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Yo Yo Pay Dozer</td>
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<td>Power Equipment Operators</td>
<td>Asphalt Plant Operators</td>
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<td>Power Equipment Operators</td>
<td>Barrier Machine (zipper)</td>
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<td>Power Equipment Operators</td>
<td>Batch Plant Operator, Concrete</td>
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<td>Power Equipment Operators</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Brokk - Remote Demolition Equipment</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Bump Cutter</td>
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<td>Chipper</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Compressor</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Over 42 M</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Concrete Finish Machine - laser Screed</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure.</td>
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<td>7A</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Up To 42m</td>
<td>$54.75</td>
<td>7A</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Conveyors</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: 20 Tons Through 44 Tons With Attachments</td>
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<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: 100 Tons Through 199 Tons, Or 150' Of Boom (Including Jib With Attachments)</td>
<td>$55.79</td>
<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: 200 Tons To 300 Tons, Or 250' Of Boom (including Jib With Attachments)</td>
<td>$56.36</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: A-frame - 10 Tons And Under</td>
<td>$51.97</td>
<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: Friction 100 Tons Through 199 Tons</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: Friction Over 200 Tons</td>
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<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: Over 300 Tons Or 300' Of Boom (including Jib With Attachments)</td>
<td>$56.92</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators: Underground Sewer &amp; Water</td>
<td>Cranes: Through 19 Tons With Attachments A-frame Over 10 Tons</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
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<td>Crusher</td>
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<td>Yakima</td>
<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Deck Engineer/deck Winches (power)</td>
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<td>Derricks, On Building Work</td>
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<td>Dozers D-9 &amp; Under</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
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<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Drilling Machine</td>
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<td>Yakima</td>
<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Elevator And Man-lift: Permanent And Shaft Type</td>
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<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Forklift: 3000 Lbs And Over With Attachments</td>
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<td>7A</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Forklifts: Under 3000 Lbs. With Attachments</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Grade Engineer: Using Blue Prints, Cut Sheets, Etc</td>
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<td>Gradechecker/stakeman</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Guardrail Punch</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Hard Tail End Dump Articulating Off-road Equipment 45 Yards. &amp; Over</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Hard Tail End Dump Articulating Off-road Equipment Under 45 Yards</td>
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<td>Horizontal/directional Drill Operator</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Hydralifts/boom Trucks Over 10 Tons</td>
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<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Hydralifts/boom Trucks, 10 Tons And Under</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Loader, Overhead 8 Yards. &amp; Over</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Loader, Overhead, 6 Yards. But Not Including 8 Yards</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Loaders, Overhead Under 6 Yards</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Loaders, Plant Feed</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
<td>Loaders: Elevating Type Belt</td>
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<td>7A</td>
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<td>Power Equipment Operators-Underground Sewer &amp; Water</td>
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<td>7A</td>
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<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Mechanics, All (leadmen - $0.50 Per Hour Over Mechanic)</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.

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 and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

D. The first two (2) hours before or after a five-eight (8) hour workweek day or a four-ten (10) hour workweek day and the first eight (8) hours worked the next day after either workweek shall be paid at one and one-half times the hourly rate of wage. All additional hours worked and all worked on Sundays and holidays shall be paid at double the hourly rate of wage.

E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

F. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

G. The first ten (10) hours worked on Saturdays and the first ten (10) hours worked on a fifth calendar weekday in a four-ten hour schedule, shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

H. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions or equipment breakdown) shall be paid at one and one-half times the hourly rate of wage. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

I. All hours worked on Sundays and holidays shall also 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 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.
1. 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.

Q. The first two (2) hours after eight (8) regular hours Monday through Friday and up to ten (10) hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays (except Christmas day) shall be paid at double the hourly rate of wage. All hours worked on Christmas day shall be paid at two and one-half times the hourly rate of wage.

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

S. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays and 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.

U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays (except Labor Day) shall be paid at two times the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

V. All hours worked on Sundays and holidays (except Thanksgiving Day and Christmas day) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Thanksgiving Day and Christmas day shall be paid at double the hourly rate of wage.

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.

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.

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.

Z. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid the straight time rate of pay in addition to holiday pay.
2. **ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.**

   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.

   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.

   O. All hours worked on Sundays and holidays shall be paid at one and one-half times 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.

   U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked over 12 hours in a day or on Sundays and holidays shall be paid at double the hourly rate of wage.

   W. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage. On a four-day, ten-hour weekly schedule, either Monday thru Thursday or Tuesday thru Friday schedule, all hours worked after ten shall be paid at double the hourly rate of wage. The first eight (8) hours worked on the fifth day shall be paid at one and one-half times the hourly rate of wage. All other hours worked on the fifth, sixth, and seventh days and on holidays shall be paid at double the hourly rate of wage.

3. **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. 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. Any shift starting between the hours of 6:00 pm and midnight shall receive an additional one dollar ($1.00) per hour for all hours worked that shift. 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.
3. C. 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 one and one-half times the hourly rate of wage. All work performed after 6:00 pm Saturday to 5:00 am Monday and Holidays shall be paid at double the hourly rate of wage. 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.

D. All hours worked between the hours of 6:00 pm and 6:00 am, Monday through Saturday, shall be paid at a premium rate of 15% over the hourly rate of wage. All other hours worked after 6:00 am 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.

E. All hours worked Sundays and holidays shall be paid at double the hourly rate of wage. Each week, once 40 hours of straight time work is achieved, then any hours worked over 10 hours per day Monday through Saturday shall be paid at double the hourly wage rate.

F. All hours worked on Saturday shall be paid at one and one-half times the hourly rate of wage. 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 work performed on Sundays between March 16th and October 14th and all Holidays shall be compensated for at two (2) times the regular rate of pay. Work performed on Sundays between October 15th and March 15th shall be compensated at one and one half (1-1/2) times the regular rate of pay.

I. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. In the event the job is down due to weather conditions during a five day work week (Monday through Friday,) or a four day-ten hour work week (Tuesday through Friday,) then Saturday may be worked as a voluntary make-up day at the straight time rate. However, Saturday shall not be utilized as a make-up day when a holiday falls on Friday. 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.

4. 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 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.

B. All hours worked over twelve (12) hours per day and all hours worked on holidays shall be paid at double the hourly rate of wage.

C. On Monday through Friday, the first four (4) hours of overtime after eight (8) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay, unless a four (4) day ten (10) hour workweek has been established. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, the first two (2) hours of overtime after ten (10) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay. On Saturday, the first twelve (12) hours of work shall be paid at one and one half (1-1/2) times the straight time rate of pay, except that if the job is down on Monday through Friday due to weather conditions or other conditions outside the control of the employer, the first ten (10) hours on Saturday may be worked at the straight time rate of pay. All hours worked over twelve (12) hours in a day and all hours worked on Sunday and Holidays shall be paid at two (2) times the straight time rate of pay.


Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday After Thanksgiving Day, The Day Before Christmas, and Christmas Day (9). If a holiday falls on Sunday, the following Monday shall be considered as a holiday.


Holiday Codes Continued


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.

**Holiday Codes Continued**


B. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

C. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

D. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran’s Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8). Unpaid Holidays: President’s Day. Any paid holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any paid holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

E. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
7. **F.** 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). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.


**H.** Holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

**I.** Holidays: New Year's Day, President's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, The Day Before Christmas Day And Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

**J.** Holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day (6). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

**K.** Holidays: New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

**L.** Holidays: New Year's Day, Memorial Day, Labor Day, Independence Day, Thanksgiving Day, the Last Work Day before Christmas Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

**M.** Paid Holidays: New Year's Day, The Day after or before New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, And the Day after or before Christmas Day 10. Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

**N.** Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. When Christmas falls on a Saturday, the preceding Friday shall be observed as a holiday.


**Q.** 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). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.

**R.** Paid Holidays: New Year's Day, the day after or before New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and the day after or before Christmas Day (10). If any of the listed holidays fall on Saturday, the preceding Friday shall be observed as the holiday. If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.
Benefit Code Key – Effective 8-31-2014 thru 3-3-2015

7. S. 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). If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.

T. Paid Holidays: New Year's Day, The Day After Or Before New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, Christmas Day, and The Day After Or Before Christmas Day. (10). If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

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.

Q. The highest pressure registered on the gauge for an accumulated time of more than fifteen (15) minutes during the shift shall be used in determining the scale paid.

R. Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. A Traffic Control Laborer performs the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. These classifications are only effective on or after August 31, 2012.
8. **S.** Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.

**T.** Effective August 31, 2012 – A Traffic Control Laborer performs the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.
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.
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>✗</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></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>✗</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></td>
</tr>
<tr>
<td>5. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.</td>
<td></td>
<td>✗</td>
</tr>
<tr>
<td>6. Corrugated Steel Pipe - Steel lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, 1 thru 5.</td>
<td></td>
<td>✗</td>
</tr>
<tr>
<td>7. Corrugated Aluminum Pipe - Aluminum lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, #5.</td>
<td></td>
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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>
<td></td>
<td>X</td>
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<tr>
<td>luminaries and other items, shall be made from commercial bolt stock. See</td>
<td></td>
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<tr>
<td>Contract Plans and Std. Plans for size and material type.</td>
<td></td>
<td></td>
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<tr>
<td>9. Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type</td>
<td>X</td>
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<tr>
<td>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>
<td></td>
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<tr>
<td>10. Major Structural Steel Fabrication - Fabrication of major steel items such</td>
<td>X</td>
<td></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</td>
<td>X</td>
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<tr>
<td>such as special hangers, brackets, access doors for structures, access</td>
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<tr>
<td>ladders for irrigation boxes, bridge expansion joint systems, etc., involving</td>
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<tr>
<td>welding, cutting, punching and/or boring of holes. See Contact Plans for item</td>
<td></td>
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<tr>
<td>description and shop drawings.</td>
<td></td>
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<tr>
<td>12. Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the</td>
<td>X</td>
<td></td>
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<tr>
<td>type and material specifications set forth in the Contract Plans. Welding of</td>
<td></td>
<td></td>
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<tr>
<td>aluminum shall be in accordance with Section 9-28.14(3).</td>
<td></td>
<td></td>
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<tr>
<td>13. Concrete Piling--Precast-Prestressed concrete piling for use as 55</td>
<td>X</td>
<td></td>
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<tr>
<td>and 70 ton concrete piling. Concrete to conform to Section 9-19.1 of Std.</td>
<td></td>
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<tr>
<td>Spec..</td>
<td></td>
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<tr>
<td>14. Precast Manhole Types 1, 2, and 3 with cones, adjustment sections and flat</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>top slabs. See Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Precast Drywell Types 1, 2, and with cones and adjustment Sections.</td>
<td>X</td>
<td></td>
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<tr>
<td>See Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Precast Catch Basin - Catch Basin type 1, 1L, 1P, and 2 With adjustment</td>
<td>X</td>
<td></td>
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<tr>
<td>sections. See Std. Plans.</td>
<td></td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>17. Precast Concrete Inlet - with adjustment sections, See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>18. Precast Drop Inlet Type 1 and 2 with metal grate supports. See Std. Plans.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>19. Precast Grate Inlet Type 2 with extension and top units. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>20. Metal frames, vaned grates, and hoods for Combination Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>21. Precast Concrete Utility Vaults - Precast Concrete utility vaults of various sizes. Used for in ground storage of utility facilities and controls. See Contract Plans for size and construction requirements. Shop drawings are to be provided for approval prior to casting</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>22. Vault Risers - For use with Valve Vaults and Utilities Vaults.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>23. Valve Vault - For use with underground utilities. See Contract Plans for details.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>24. Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier or may also be used as Temporary Concrete Barrier. Only new state approved barrier may be used as permanent barrier.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>25. Reinforced Earth Wall Panels – Reinforced Earth Wall Panels in size and shape as shown in the Plans. Fabrication plant has annual approval for methods and materials to be used. See Shop Drawing. Fabrication at other locations may be approved, after facilities inspection, contact HQ. Lab.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>26. Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size and shape as shown in Plans. Fabrication plant has annual approval for methods and materials to be used</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>---------------------------------------------------------------------------------</td>
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<tr>
<td>27. <strong>Precast Railroad Crossings - Concrete Crossing Structure Slabs.</strong></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>28. <strong>12, 18 and 26 inch Standard Precast Prestressed Girder – Standard Precast Prestressed Girder for use in structures.</strong> Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>29. <strong>Prestressed Concrete Girder Series 4-14 - Prestressed Concrete Girders for use in structures.</strong> Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>30. <strong>Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girders for use in structures.</strong> Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>31. <strong>Prestressed Precast Hollow-Core Slab – Precast Prestressed Hollow-core slab for use in structures.</strong> Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>32. <strong>Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in structures.</strong> Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>33. <strong>Monument Case and Cover</strong> See Std. Plan.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Supplemental to Wage Rates**
08/31/2014 Edition, Published August 1st, 2014
<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>34. Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel tubing meeting AASHTO-M-183. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>35. Mono-tube Sign Structures - Mono-tube Sign Bridge fabricated to details shown in the Plans. Shop drawings for approval are required prior to fabrication.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>36. Steel Sign Bridges - Steel Sign Bridges fabricated from steel tubing meeting AASHTO-M-138 for Aluminum Alloys. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>37. Steel Sign Post - Fabricated Steel Sign Posts as detailed in Std Plans. Shop drawings for approval are to be provided prior to fabrication</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>38. Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>39. Light Standards - Lighting Standards for use on highway illumination systems, poles to be fabricated to conform with methods and materials as specified on Std. Plans. See Special Provisions for pre-approved drawings.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>40. Traffic Signal Standards - Traffic Signal Standards for use on highway and/or street signal systems. Standards to be fabricated to conform with methods and material as specified on Std. Plans. See Special Provisions for pre-approved drawings</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>41. Precast Concrete Sloped Mountable Curb (Single and DualFaced) See Std. Plans.</td>
<td></td>
<td>X</td>
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<td>ITEM DESCRIPTION</td>
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<tr>
<td>42. Traffic Signs - Prior to approval of a Fabricator of Traffic Signs, the sources of the following materials must be submitted and approved for reflective sheeting, legend material, and aluminum sheeting. NOTE: *** Fabrication inspection required. Only signs tagged &quot;Fabrication Approved&quot; by WSDOT Sign Fabrication Inspector to be installed</td>
<td></td>
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<tr>
<td></td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>43. Cutting &amp; bending reinforcing steel</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>44. Guardrail components</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>45. Aggregates/Concrete mixes</td>
<td>Covered by WAC 296-127-018</td>
<td></td>
</tr>
<tr>
<td>46. Asphalt</td>
<td>Covered by WAC 296-127-018</td>
<td></td>
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<tr>
<td>47. Fiber fabrics</td>
<td>X</td>
<td></td>
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<tr>
<td>48. Electrical wiring/components</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>49. treated or untreated timber pile</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>50. Girder pads (elastomeric bearing)</td>
<td>X</td>
<td></td>
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<tr>
<td>51. Standard Dimension lumber</td>
<td>X</td>
<td></td>
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<tr>
<td>52. Irrigation components</td>
<td>X</td>
<td></td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<td>------------------------------------------------------</td>
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<tr>
<td>53. Fencing materials</td>
<td></td>
<td>X</td>
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<tr>
<td>54. Guide Posts</td>
<td></td>
<td>X</td>
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<tr>
<td>55. Traffic Buttons</td>
<td></td>
<td>X</td>
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<tr>
<td>56. Epoxy</td>
<td></td>
<td>X</td>
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<tr>
<td>57. Cribbing</td>
<td></td>
<td>X</td>
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<tr>
<td>58. Water distribution materials</td>
<td></td>
<td>X</td>
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<tr>
<td>59. Steel &quot;H&quot; piles</td>
<td></td>
<td>X</td>
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<tr>
<td>60. Steel pipe for concrete pile casings</td>
<td></td>
<td>X</td>
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<tr>
<td>61. Steel pile tips, standard</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>62. Steel pile tips, custom</td>
<td>X</td>
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</tbody>
</table>

Prefabricated items specifically produced for public works projects that are prefabricated in a county other than the county wherein the public works project is to be completed, the wage for the offsite prefabrication shall be the applicable prevailing wage for the county in which the actual prefabrication takes place.

It is the manufacturer of the prefabricated product to verify that the correct county wage rates are applied to work they perform.

See RCW 39.12.010
(The definition of "locality" in RCW 39.12.010(2) contains the phrase "wherein the physical work is being performed." The department interprets this phrase to mean the actual work site.)
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.

- Building Service Employees
- 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.]
APPENDIX D
UNANTICIPATED DISCOVERY PLAN
PLAN AND PROCEDURES FOR THE UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES AND HUMAN SKELETAL REMAINS

YAKIMA VALLEY HIGHWAY PROJECT, YAKIMA COUNTY WASHINGTON

1. INTRODUCTION

Yakima County plans to construct the Yakima Valley Highway project from Konnowac Pass Road to Buena Road. The purpose of this project is to improve roadway safety by resurfacing and widening the roadway to provide 8 foot paved shoulders. The following Unanticipated Discovery Plan (UDP) outlines procedures to follow, in accordance with state and federal laws, if archaeological materials or human remains are discovered.

2. RECOGNIZING CULTURAL RESOURCES

A cultural resource discovery could be prehistoric or historic. Examples include:

- An accumulation of shell, burned rocks, or other food related materials
- Bones or small pieces of bone,
- An area of charcoal or very dark stained soil with artifacts,
- Stone tools or waste flakes (i.e. an arrowhead, or stone chips),
- Clusters of tin cans or bottles, logging or agricultural equipment that appears to be older than 50 years,
- Buried railroad tracks, decking, or other industrial materials.

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

3. ON-SITE RESPONSIBILITIES

STEP 1: STOP WORK. If any Yakima County employee, contractor or subcontractor believes that he or she has uncovered any cultural resource at any point in the project, all work adjacent to the discovery must stop. The discovery location should not be left unsecured at any time.

STEP 2: NOTIFY MONITOR. If there is an archaeological monitor for the project, notify that person. If there is a monitoring plan in place, the monitor will follow its provisions.

STEP 3: NOTIFY PROJECT MANAGEMENT AND YAKIMA COUNTY ON-CALL ARCHAEOLOGIST. Contact the Yakima County Project Manager and the On Call Archaeologist:
Project Manager: Randy Square-Briggs
Name: 509 574-2308
email: randy.squarebriggs@co.yakima.wa.us

On-Call Archaeologist: Jillian Taylor
Field Journal Archaeology Inc.
509 307-9048
info@fjinvestigations.com

The On-Call Archaeologist will make all other calls and notifications.

If human remains are encountered, treat them with dignity and respect at all times. Cover the remains with a tarp or other materials (not soil or rocks) for temporary protection in place and to shield them from being photographed. Do not call 911 or speak with the media.

4. FURTHER CONTACTS AND CONSULTATION

A. Project Manager’s Responsibilities:

- **Protect Find:** The Project Manager is responsible for taking appropriate steps to protect the discovery site. All work will stop in an area adequate to provide for the total security, protection, and integrity of the resource. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. Work in the immediate area will not resume until treatment of the discovery has been completed following provisions for treating archaeological/cultural material as set forth in this document.

- **Direct Construction Elsewhere On-site:** The Project Manager may direct construction away from cultural resources to work in other areas prior to contacting the concerned parties.

- **Contact On-Call Archaeologist:** If the On-Call Archaeologist has not yet been contacted, the Project Manager will do so.

B. On-Call Archaeologist Responsibilities:

- **Identify Find:** The On-Call Archaeologist will ensure that a qualified individual examines the find to determine if it is archaeological.
  - If it is determined not archaeological, work may proceed with no further delay.
  - If it is determined to be archaeological, the On-Call Archaeologist will continue with notification.
If the find may be human remains or funerary objects, the On-Call Archaeologist will ensure that a qualified individual examines the find. If it is determined to be human remains, the procedure described in Section 5 will be followed.

- **Notify DAHP:** The On-Call Archaeologist will contact the involved federal agency(s) and the Department of Archaeology and Historic Preservation (DAHP).

- **Notify Tribes:** If the discovery may relate to Native American interests, the On-Call Archaeologist will notify the affected Indian tribes.

**Agencies:**

**Yakima County:**
Name: Gary N Ekstedt, P.E.
Title: County Engineer
Number: 509 574-2301
Email: gary.ekstedt@co.yakima.wa.us

**Department of Archaeology and Historic Preservation:**
Dr. Allyson Brooks
Washington State Historic Preservation Officer
360-586-3066

or

Lance Wollwage
Transportation Archaeologist
360-586-3536

**Tribes consulted on this project are**

Tribe: Confederated Tribes and Bands Yakama Nation
Name: Jon D. Shellenberger
Title: Archaeologist
Number: 509 865-5121 ext. 6323
Cell: 509 949-1529
Email: jons@yakama.com

**5. SPECIAL PROCEDURES FOR THE DISCOVERY OF HUMAN SKELETAL MATERIAL**

Any human skeletal remains, regardless of ethnic origin, will at all times be treated with dignity and respect.
Inadvertent Discovery of Human Skeletal Remains on Non-Federal and Non-Tribal Land in the State of Washington (RCWs 68.50.645, 27.44.055, and 68.60.055):

If ground disturbing activities encounter human skeletal remains during the course of construction, then all activity must cease that may cause further disturbance to those remains and the area of the find must be secured and protected from further disturbance. In addition, the finding of human skeletal remains must be reported to the county medical examiner/coronor and local law enforcement in the most expeditious manner possible. The remains should not be touched, moved, or further disturbed.

The county medical examiner/coronor will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over the remains and report them to the appropriate cemeteries and affected tribes. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

Agency: Yakima County Coroner
Number: 509 574-1612

6. DOCUMENTATION OF ARCHAEOLOGICAL MATERIALS

Archaeological deposits discovered during construction will be assumed eligible for inclusion in the National Register of Historic Places under Criterion D.

The On-Call Archaeologist will ensure the proper documentation and assessment of any discovered cultural resources in cooperation DAHP and the affected tribes.

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

Cultural features, horizons and artifacts detected in buried sediments may require further evaluation using hand-dug test units. Units may be dug in controlled fashion to expose features, collect samples from undisturbed contexts, or interpret complex stratigraphy. A test excavation unit or small trench might also be used to determine if an intact occupation surface is present. Test units will be used only when necessary to gather information on the nature, extent, and integrity of subsurface cultural deposits to evaluate the site’s significance. Excavations will be conducted using state-of-the-art techniques for controlling provenience.
Spatial information, depth of excavation levels, natural and cultural stratigraphy, presence or absence of cultural material, and depth to sterile soil, regolith, or bedrock will be recorded for each probe on a standard form. Test excavation units will be recorded on unit-level forms, which include plan maps for each excavated level, and material type, number, and vertical provenience (depth below surface and stratum association where applicable) for all artifacts recovered from the level. A stratigraphic profile will be drawn for at least one wall of each test excavation unit.

Sediments excavated for purposes of cultural resources investigation will be screened through 1/8-inch mesh, unless soil conditions warrant 1/4-inch mesh.

All prehistoric and historic artifacts collected from the surface and from probes and excavation units will be analyzed, catalogued, and temporarily curated. Ultimate disposition of cultural materials will be determined in consultation with the federal agency(s), DAHP, and the affected tribes.

Within 90 days of concluding fieldwork, a technical report describing any and all monitoring and resultant archaeological excavations will be provided to the Project Manager, who will forward the report to SHPO and the affected tribe(s).

If assessment activity exposes human remains (burials, isolated teeth, or bones), the process described in Section 7 below will be followed.

7. PROCEEDING WITH CONSTRUCTION

Project construction outside the discovery location may continue while documentation and assessment of the cultural resources proceed. The On-call Archaeologist must determine the boundaries of the discovery location. In consultation with DAHP and affected tribes, Project Manager and the On-Call Archaeologist will determine the appropriate level of documentation and treatment of the resource.

Construction may continue at the discovery location only after the process outlined in this plan is followed and the On-Call Archaeologist determines that compliance with state and federal laws is complete.
IMPROVEMENT PLANS
YAKIMA VALLEY HIGHWAY IMPROVEMENT PROJECT
PHASE 2
C 3380

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SHEET 21  LOMBARD LOOP PLAN AND PROFILE
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SHEET 23  DRAINAGE PROFILES
SHEETS 24-29  DRIVEWAY PROFILES
SHEET 30  QUANTITY TABULATION (DRIVEWAYS) (1)
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SHEET 46  GENERAL TRAFFIC CONTROL DETAILS & SPECIFICATIONS
SHEET 47  SIGN REMOVAL PLAN
SHEET 48  SIGN REMOVAL SPECIFICATIONS
SHEET 49  PERMANENT SIGNING & PAVEMENT MARKING PLAN (1)
SHEET 50  PERMANENT SIGNING & PAVEMENT MARKING PLAN (2)
SHEET 51  PERMANENT SIGNING & PAVEMENT MARKING PLAN (3)
SHEET 52  PERMANENT SIGNING & PAVEMENT MARKING PLAN (4)
SHEET 53  PERMANENT SIGNING & PAVEMENT MARKING PLAN (5)
SHEET 54  PERMANENT SIGNING SPECIFICATIONS
SHEET 55  PERMANENT SIGNING AND PAVEMENT MARKING DETAILS

COVER SHEET, VICINITY MAP, INDEX AND LEGEND

SHEET 1 OF 55
**PREPARATION**

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<td>REMOVAL OF STRUCTURE AND OBSTRUCTIONS</td>
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<td>L.S.</td>
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<td>REMOVAL PORTION OF EXISTING BRIDGE</td>
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<td>MEMBRANE WATERPROOFING (DECK SEAL) - BRIDGE</td>
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**HOT MIX ASPHALT**

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**EROSION CONTROL AND PLANTING**

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**TRAFFIC**

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**MAILBOX SUPPORT SCHEDULE**

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**MONUMENT CASE AND COVER SCHEDULE**

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**SUMMARY OF QUANTITIES, MAILBOX AND MONUMENT SCHEDULES**

| SHEET 2 OF 55 |
YAKIMA VALLEY HIGHWAY

NOTE: Prior to switching traffic to eastern side, install new guardrail. Therefore guardrail will be installed with two mobilizations.

existing 12' box culvert

20 0 20 40

SHEET 5 OF 55
CONSTRUCTION NOTES:
1. REMOVE EXISTING RETAINING WALL
2. INSTALL PRECAST CONCRETE BARRIER TYPE 2
3. BURRY CONCRETE BARRIER TYPE 2 ENDS

MATCHLINE STA 35+00
MATCHLINE STA 40+00
SEC. 07, T.11 N., R.20E., W.M.

YAKIMA VALLEY HIGHWAY
HIGHWAY IMPROVEMENT
PROJECT PHASE 2
KONNWAC PASS TO SAWYER VICINITY
C 3380

COUNTY ENGINEER DATE: 1/4/95

PROJECT ENGINEER: RANDY SQUARRE-BRIGGS

PLAN AND PROFILE
STA 35+00 TO STA 40+00

SHEET 11 OF 55
CONSTRUCTION NOTES:
- REMOVE EXISTING RETAINING WALL

SUPER ELEVATION DIAGRAM

ROADWAY EXCAVATION INCLUDING HALL = 220 G.Y.

EXCAVATION = 204 G.Y.

ROADWAY

SECTION 7

VPI STA = 43+00.00
VPI EL = 555.52
CURVE LEN = 0.00

CENTERLINE PROFILE

VPI STA = 45+00.00
VPI EL = 556.52
CURVE LEN = 0.00

0.00%

PLAN AND PROFILE

5TA 40+00 TO 5TA 45+00

SHEET 12 OF 55
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**Totals for this sheet:**
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[Page 22 of 55]
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Totals from sheet 1: 120 371 495 119 0

Totals: 231 523 246 124 9
1. Install temporary barrier & portable temporary traffic control signals
2. Close North lane
3. Remove north rail
4. Sew cut and remove north portion of approach slab

* Coordinate with Charter to relocate fiber optic below pile cap

5. Drive 4 piles on north side
6. Pour north median of cap
7. Install north sides & grate joints (5 sides)

Shoring required for approach - use sheet pile with 1/2 above ground & 1/2 below ground. Other methods must be approved by the Engineer.

8. Pour south wingwall & barrier & install north parapet
9. Install temporary barrier & shoring
11. Open north lane
12. Close south lane
13. Remove temporary barrier, south rail, and remove south portion of approach slab

14. Drive 5 piles on south side
15. Pour south section of cap
16. Install south sides & grate joints (6 sides)

** Coordinate with CenturyLink to relocate fiber optic below new pile cap

17. Pour south wingwall & barrier
18. Remove shoring and construct permanent approaches

19. Remove temporary barrier

20. Pour waterproof membrane and 0.25" HMA

40'-0" Roadway

FINISHED BRIDGE
REINFORCEMENT BENDING DIAGRAMS

REINFORCING NOTES:

1. All reinforcing bars on this sheet shall be ASTM A 706 Grade 60, where shown otherwise.
2. Reinforcing for traffic barriers not shown in this bar list. See Traffic Barrier Sheet.
3. Bend for transverse bars due to roadway cross sections are not shown. These bars will be bent as required to conform to the configuration of the structure.
4. Reinforcing of precasted, pre-cast units and shown in this bar list use SMA steel.
## GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

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<td>Yakima Valley Highway, 400 ft North of D.O.P.</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>5</td>
<td>W21-2</td>
<td>Yakima Valley Highway, 1500 ft South of D.O.P.</td>
<td>48&quot; x 24&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>6</td>
<td>W20-2</td>
<td>Yakima Valley Highway, 500 ft South of D.O.P.</td>
<td>48&quot; x 24&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>7</td>
<td>W21-2</td>
<td>Yakima Valley Highway, 500 ft South of D.O.P.</td>
<td>48&quot; x 24&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>8</td>
<td>W20-3</td>
<td>Yakima Valley Highway, 600 ft North of Yakima Valley Highway</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>9</td>
<td>W21-3</td>
<td>Yakima Valley Highway, 500 ft North of Yakima Valley Highway</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>10</td>
<td>W22-3</td>
<td>Yakima Valley Highway, 400 ft North of Yakima Valley Highway</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>11</td>
<td>K3-3</td>
<td>See Sheet 45</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
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<tr>
<td>12</td>
<td>K2-1</td>
<td>See Sheet 45</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
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<td>13</td>
<td>W20-4</td>
<td>Yakima Valley Highway, 600 ft North of Yakima Valley Highway</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>14</td>
<td>W21-4</td>
<td>Yakima Valley Highway, 500 ft North of Yakima Valley Highway</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>15</td>
<td>K10-5L</td>
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<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>16</td>
<td>K10-5L</td>
<td>See Sheet 45</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
<tr>
<td>17</td>
<td>K3-3</td>
<td>See Sheet 45</td>
<td>36&quot; 1/2&quot;</td>
<td>X Wood</td>
<td>4&quot; x 4&quot;</td>
<td>1/2&quot;</td>
<td>T</td>
<td>1/2</td>
</tr>
</tbody>
</table>

**NOTE:** The contractor is responsible for submitting site specific traffic control plans to the project engineer for review and approval.

### NOTES:
1. MUTCD (Manual on Uniform Traffic Control Devices).
2. For structure and mounting details, see standard plans for road and bridge construction, series 5.
3. For code references and standard sign layout details, see standard highway signs manual.
4. All signs, posts and any other traffic control devices shall be supplied, erected and maintained by the contractor.
5. The posts shall not protrude above the signs.

*Note: Post lengths shown are approximate. Final values shall be determined in the field by the contractor.*
## SIGN REMOVAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN #</th>
<th>LOCATION</th>
<th>SIGN SIZE</th>
<th>POST MATERIAL</th>
<th>POST SIZE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>R2-1</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 60 FT SOUTH OF B.O.P.</td>
<td>24&quot; x 30&quot;</td>
<td>METAL</td>
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<td>&quot;SPEED LIMIT 35&quot;</td>
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<tr>
<td>G20-R</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 2,100 FT SOUTH OF B.O.P.</td>
<td>12&quot; x 36&quot;</td>
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<tr>
<td>G30-L</td>
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<td>YAKIMA VALLEY HIGHWAY, 2,150 FT SOUTH OF B.O.P.</td>
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<tr>
<td>SPECIAL</td>
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<td>YAKIMA VALLEY HIGHWAY, 2,800 FT SOUTH OF B.O.P.</td>
<td>36&quot; x 36&quot;</td>
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<td>&quot;SPEED ZONE AHEAD&quot;</td>
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<tr>
<td>R2-1</td>
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<tr>
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<td>W16-RP000</td>
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<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 6 &quot;LOWARD LOOP&quot;</td>
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<tr>
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<td>YAKIMA VALLEY HIGHWAY, 600 FT SOUTH OF &quot;LOWARD LOOP&quot;</td>
<td>24&quot; x 30&quot;</td>
<td>WOOD</td>
<td>4x4&quot;</td>
<td>&quot;SPEED LIMIT 40&quot;</td>
</tr>
<tr>
<td>W2-2L</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 600 FT SOUTH OF &quot;LOWARD LOOP&quot;</td>
<td>30&quot; x 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
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<td>W16-RP000</td>
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<td>SAME AS ABOVE</td>
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<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 9 &quot;40 MPH&quot;</td>
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<tr>
<td>R5-1</td>
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<td>METAL</td>
<td>2x2&quot;</td>
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<tr>
<td>R5-1</td>
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<td>YAKIMA VALLEY HIGHWAY, 3,500 FT NORTH OF PLINT LANE</td>
<td>48&quot; x 48&quot;</td>
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<td>2x2&quot;</td>
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<tr>
<td>W2-2R</td>
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<td>YAKIMA VALLEY HIGHWAY, 4,400 FT NORTH OF PLINT LANE</td>
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<td>METAL</td>
<td>2x2&quot;</td>
<td></td>
</tr>
<tr>
<td>W16-RP000</td>
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<td>SAME AS ABOVE</td>
<td>30&quot; x 6&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 22 &quot;40 MPH&quot;</td>
</tr>
<tr>
<td>W2-2R</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 500 FT SOUTH OF &quot;LOWARD LOOP&quot;</td>
<td>30&quot; x 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
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<td>W16-RP000</td>
<td>SAME AS ABOVE</td>
<td>SAME AS ABOVE</td>
<td>30&quot; x 6&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 24 &quot;LOWARD LOOP RD&quot;</td>
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<tr>
<td>R1-1</td>
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<td>&quot;LOWARD LOOP RD&quot;, 50 NORTH OF YAKIMA VALLEY HIGHWAY</td>
<td>30&quot; x 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
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<td>D3-3N000</td>
<td>SAME AS ABOVE</td>
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<td>30&quot; x 6&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED ABOVE SIGN NO. 26 &quot;LOWARD LOOP RD&quot;</td>
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<td>SAME AS ABOVE</td>
<td>30&quot; x 6&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED ABOVE SIGN NO. 27 &quot;YAKIMA VALLEY HWY&quot;</td>
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<tr>
<td>R2-1</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 170 FT NORTH OF &quot;LOWARD LOOP&quot;</td>
<td>24&quot; x 30&quot;</td>
<td>WOOD</td>
<td>4x4&quot;</td>
<td>&quot;SPEED LIMIT 40&quot;</td>
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<tr>
<td>R3-1</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 400 FT NORTH OF &quot;LOWARD LOOP&quot;</td>
<td>24&quot; x 30&quot;</td>
<td>WOOD</td>
<td>4x4&quot;</td>
<td></td>
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<tr>
<td>R3-1</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 450 FT NORTH OF &quot;LOWARD LOOP&quot;</td>
<td>40&quot; x 40&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
<td>&quot;SPEED LIMIT 25&quot;</td>
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<tr>
<td>D9-R</td>
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<td>YAKIMA VALLEY HIGHWAY, 2,100 FT SOUTH OF B.O.P.</td>
<td>12&quot; x 36&quot;</td>
<td>WOOD</td>
<td>4x4&quot;</td>
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<tr>
<td>D3-3R</td>
<td></td>
<td>YAKIMA VALLEY HIGHWAY, 2,100 FT SOUTH OF B.O.P.</td>
<td>30&quot; x 30&quot;</td>
<td>METAL</td>
<td>2x2&quot;</td>
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</tr>
<tr>
<td>W16-RP000</td>
<td>SAME AS ABOVE</td>
<td>SAME AS ABOVE</td>
<td>30&quot; x 6&quot;</td>
<td>SAME</td>
<td>SAME</td>
<td>MOUNTED BELOW SIGN NO. 34 &quot;KONNOWAC PASS RD&quot;</td>
</tr>
</tbody>
</table>

**NOTES:**
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
3. THE SIGNS AND POSTS SHALL BE DISASSEMBLED AND DELIVERED TO THE YAKIMA COUNTY PUBLIC WORKS DEPARTMENT MAINTENANCE SHOP AT 1216 S. 18TH ST., YAKIMA, WA. 98901. CONTACT JASON ALVORD AT (509) 574-2423.
# Permanent Signing Specifications

<table>
<thead>
<tr>
<th>Sign No.</th>
<th>MTC/Sign No.</th>
<th>Road Name</th>
<th>Station</th>
<th>Sign Size (in.)</th>
<th>Sheeting Type</th>
<th>Post Material</th>
<th>Post # (in.)</th>
<th>Post # (ft.)</th>
<th>Clearance (ft.)</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>1</td>
<td>R2-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 12+75</td>
<td>24&quot; 30&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>12' 7&quot;</td>
<td>10&quot;</td>
<td>&quot;Speed Limit 55&quot;</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>R3-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 41+00</td>
<td>36&quot; 36&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>17' 10&quot;</td>
<td>10&quot;</td>
<td>&quot;Speed Limit 40&quot;</td>
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<tr>
<td>3</td>
<td>R2-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 43+08</td>
<td>24&quot; 30&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>12' 7&quot;</td>
<td>10&quot;</td>
<td>&quot;Speed Limit 40&quot;</td>
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</tr>
<tr>
<td>4</td>
<td>R2-3</td>
<td>Yakima Valley Hwy</td>
<td>STA 50+60</td>
<td>30&quot; 30&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>11' 7&quot;</td>
<td>10&quot;</td>
<td>MOUNTED BELOW SIG 4 “Lambert Loop Rd” - SIZE IS BASED ON SERIES B LEGEND 4’4” SPACING</td>
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<tr>
<td>5</td>
<td>W1-B3 B4020</td>
<td>SAME AS ABOVE</td>
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<td>50&quot; 4’</td>
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<td>---</td>
<td>---</td>
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<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>17' 10&quot;</td>
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<td>&quot;Speed Limit 40&quot;</td>
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<tr>
<td>7</td>
<td>S3-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 64+00</td>
<td>36&quot; 36&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>17' 10&quot;</td>
<td>10&quot;</td>
<td>MOUNTED BELOW SIG NO. 7 “Lambert Loop Rd” - SIZE IS BASED ON SERIES B LEGEND 4’4” SPACING</td>
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<tr>
<td>8</td>
<td>S3-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 75+75</td>
<td>36&quot; 36&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>17' 10&quot;</td>
<td>10&quot;</td>
<td>MOUNTED BELOW SIG NO. 7 “Lambert Loop Rd” - SIZE IS BASED ON SERIES B LEGEND 4’4” SPACING</td>
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<tr>
<td>9</td>
<td>R2-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 71+00</td>
<td>24&quot; 30&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>17' 10&quot;</td>
<td>10&quot;</td>
<td>&quot;Speed Limit 40&quot;</td>
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<td>10</td>
<td>W1-B3 B4020</td>
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<td>SAME AS ABOVE</td>
<td>50&quot; 4’</td>
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<td>MOUNTED BELOW SIGN NO. 7 “Lambert Loop Rd” - SIZE IS BASED ON SERIES B LEGEND 4’4” SPACING</td>
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<tr>
<td>11</td>
<td>D1-1</td>
<td>Lambert Loop</td>
<td>STA 0+97</td>
<td>36&quot; 36&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>12' 7&quot;</td>
<td>6’</td>
<td>MOUNTED ABOVE SIGN NO. 11 “Yakima Valley Hwy” - SIZE IS BASED ON SERIES B LEGEND 3’0” SPACING</td>
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<td>12</td>
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<td>SAME AS ABOVE</td>
<td>50&quot; 4’</td>
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<tr>
<td>13</td>
<td>D1-1 (D4025)</td>
<td>SAME AS ABOVE</td>
<td>SAME AS ABOVE</td>
<td>50&quot; 4’</td>
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<td>50&quot; 4’</td>
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<tr>
<td>16</td>
<td>R2-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 89+25</td>
<td>24&quot; 30&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>17' 10&quot;</td>
<td>10&quot;</td>
<td>&quot;Speed Limit 55&quot;</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>S3-1</td>
<td>Yakima Valley Hwy</td>
<td>STA 90+70</td>
<td>36&quot; 36&quot;</td>
<td>IV Metal</td>
<td>2x2&quot; 12&quot;</td>
<td>17' 10&quot;</td>
<td>10&quot;</td>
<td>MOUNTED ABOVE SIGN NO. 15 “Lambert Loop Rd” - SIZE IS BASED ON SERIES B LEGEND 4’4” SPACING</td>
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<tr>
<td>18</td>
<td>S3-1</td>
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<td>STA 15+25</td>
<td>30&quot; 30&quot;</td>
<td>IV Metal</td>
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<td>MOUNTED BELOW SIGN NO. 21 “Konnowa Pass Rd” - SIZE IS BASED ON SERIES B LEGEND 3’0” SPACING</td>
<td></td>
</tr>
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</table>

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**NOTES:**
1. MTC/Manual on Uniform Traffic Control Devices.
2. For structure and mounting details, see Standard Plans for Road and Bridge Construction, Series 6.
4. All signs, posts, and any other traffic control devices shall be supplied, erected, and maintained by the contractor.
5. The posts shall not protrude above the signs.