CONTRACT SPECIFICATIONS

For The Construction Of:
POSTMA ROAD IMPROVEMENT PROJECT
(BEANE RD. TO END OF ROAD)
C 3481

Yakima County Public Services Project
CERTIFICATE

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

COUNTY ENGINEER

DATE: 4/27/14
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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 May 13, 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.

This project is a Federal-Aid funded project. 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

POSTMA ROAD IMPROVEMENTS
COUNTY PROJECT NO. C 3481

INFORMATIONAL BID DOCUMENTS

1
PROPOSAL

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

C 3481 – POSTMA ROAD IMPROVEMENTS: BEANE RD. TO END OF ROAD

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

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

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Approx. Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Total Item Amount</th>
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<tr>
<td>1</td>
<td>MOBILIZATION</td>
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<td>L.S.</td>
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<td>2</td>
<td>CLEARING AND GRUBBING</td>
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<td>L.S.</td>
<td></td>
<td>$</td>
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<td>3</td>
<td>REMOVAL OF STRUCTURE AND OBSTRUCTION</td>
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<td>4</td>
<td>REMOVING GUARDRAIL</td>
<td>1,000</td>
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<td>5</td>
<td>REMOVING GUARDRAIL ANCHOR</td>
<td>4</td>
<td>EACH</td>
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<td>6</td>
<td>REMOVING WIRE FENCE</td>
<td>100</td>
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<td></td>
<td><strong>GRADING</strong></td>
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<td>7</td>
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<td>8</td>
<td>UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL</td>
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<td>C.Y.</td>
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<td><strong>DRAINAGE</strong></td>
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<td>9</td>
<td>DITCH EXCAVATION INCL. HAUL</td>
<td>1,214</td>
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<td>10</td>
<td>QUARRY SPALLS</td>
<td>12</td>
<td>C.Y.</td>
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<td>11</td>
<td>SCHEDULE A CULV. PIPE 12 IN. DIAM.</td>
<td>126</td>
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<td>CATCH BASIN TYPE 1L</td>
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<td><strong>SURFACING</strong></td>
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<td>16</td>
<td>CRUSHED SURFACING BASE COURSE</td>
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<td>17</td>
<td>CRUSHED SURFACING TOP COURSE</td>
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### HOT MIX ASPHALT

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<td>HMA FOR APPROACH</td>
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### EROSION CONTROL AND PLANTING

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<tr>
<td>20</td>
<td>ESC LEAD</td>
<td>7</td>
<td>DAY</td>
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<td>21</td>
<td>SILT FENCE</td>
<td>1,100</td>
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<td>22</td>
<td>MULCHING WITH PAM</td>
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<td>23</td>
<td>SEEDING, FERTILIZING, AND MULCHING</td>
<td>0.5</td>
<td>ACRE</td>
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### TRAFFIC

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<th>Total Item Amount</th>
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<tr>
<td>24</td>
<td>BEAM GUARDRAIL, TYPE 31 - 9 FT. LONG POST</td>
<td>676</td>
<td>L.F.</td>
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<td>25</td>
<td>BEAM GUARDRAIL, TYPE 31 NON-FLARED TERMINAL</td>
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<td>27</td>
<td>OTHER TEMPORARY TRAFFIC CONTROL</td>
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<td>28</td>
<td>FLAGGERS AND SPOTTERS</td>
<td>600</td>
<td>HR</td>
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<td>30</td>
<td>CONSTRUCTION SIGNS CLASS A</td>
<td>41</td>
<td>S.F.</td>
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**OTHER ITEMS**

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<td>31</td>
<td>STRUCTURE EXCAVATION CLASS B</td>
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<td>SHORING OR EXTRA EXCAVATION CLASS B</td>
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<td>MONUMENT CASE AND COVER (County Furnished)</td>
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<td>EACH</td>
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<td>34</td>
<td>MINOR CHANGES</td>
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<td>PRIVATE PIPE CONNECTIONS AND RELOCATIONS</td>
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<td>SPCC PLAN</td>
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<td>37</td>
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<td>38</td>
<td>MAILBOX SUPPORT TYPE 2</td>
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<td>EACH</td>
<td>$</td>
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**BID AMOUNT C 3481 $**
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 OF AUTHORIZED OFFICIAL(S)

Title:

Firm Name:

Address:

Phone No.:

Washington Registration No.:

Federal ID Tax No.:

UBI No.:

E-Mail:

Signed and sworn (or affirmed) before me on ____________________________

Date

_____________________________

NOTARY PUBLIC

My appointment expires _____________________________________________

(Seal and Stamp)

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

(2) Please refer to Section 1-02.6 of the Standard Specifications, re: “Preparation of Proposal” or “Article 4” of the Instruction to Bidders for building construction jobs.

(3) Should it be necessary to modify this proposal either in writing or by electronic means, please make reference to the following proposal number in your communications C 3481.
LETTER OF RESPONSIBILITY

Date: ____________
County Road Project No.: C 3481

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 3481 – Postma Road Improvements: Beane Rd. to End of Road

I have the following equipment available for this work:

___________________________________________________________________________

___________________________________________________________________________

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

__________________________

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

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

Very truly yours,

__________________________
Contractor

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

In interpreting these specifications, the following definitions shall prevail:


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

BOARD: The Board of County Commissioners of Yakima County.

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

CONTRACTOR 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 to prevailing wage law (chapter 39.12 RCW), registration law (chapter 18.27 RCW), or industrial insurance law (chapter 51.16 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 3481 — Postma Road Improvements: Beane Rd. to End of Road 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 agreement, the CONTRACTOR is an independent contractor and neither the CONTRACTOR nor any employee of the CONTRACTOR is an employee of the COUNTY. Neither the CONTRACTOR nor any employee of the CONTRACTOR is entitled to any benefits that the COUNTY provides its employees. The CONTRACTOR is solely responsible for payment of any statutory workers compensation or employer’s liability insurance as required by state law.

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

CONTRACTOR:

Signed: ______________, 2015

Signature for

Print or Type Name of Person Signing

Title

Forgoing Contract approved and ratified

_______________, 20___

Surety

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
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 3481 - Postma Road Improvements: Beane Rd. to End of Road 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

Date:___________________________________

Chair of the Board of

Yakima County Commissioners

Name of Local Office of Agent

Address of Local Office Agent

YAKIMA COUNTY CONTRACT NUMBER

APPROVED: YAKIMA COUNTY

Chair of the Board of

Yakima County Commissioners

Date:___________________

2015

Approved as to form:

Deputy Prosecuting Attorney

INFORMATIONAL BID DOCUMENTS

POSTMA ROAD IMPROVEMENTS
COUNTY PROJECT NO. C 3481

INFORMATIONAL BID DOCUMENTS

10
AMMENDMENTS TO THE STANDARD SPECIFICATIONS
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. (gross cost of deleted work) – (gross cost of added work) = (gross savings)
2. (gross savings) – (Contractor’s engineering costs) – (Contracting Agency’s
costs) = (net savings)
3. (net savings) / 2 = (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. (cost of added work) + (Contractor’s engineering costs - Contracting Agency’s
   engineering costs) = (cost to achieve time savings)
2. (cost to achieve time savings) / 2 = (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”.

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 Incidentally
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(1A).

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(1B).

"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(1A).

"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.

Section 2-12, Construction Geosynthetic
January 5, 2015

2-12.3(4) Permanent Erosion Control and Ditch Lining
In the fourth paragraph, “Section 9-13.2” is revised to read “Section 9-13.1(4)”. 
DIVISION 3
AGGREGATE PRODUCTION AND ACCEPTANCE

Section 3-04, Acceptance of Aggregate
April 6, 2015

3-04.5 Payment
In Table 1, the "Maximum Sublot Size (Tons)" value for the item HMA Aggregate is revised to read "2000".

In Table 2, the row containing the item "HMA Aggregate" is revised to read:

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

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

Section 5-04, Hot Mix Asphalt
April 6, 2015

5-04.2 Materials
The third through eighth paragraphs are deleted and replaced with the following:

The Contractor may choose to utilize recycled asphalt pavement (RAP) or reclaimed asphalt shingles (RAS) in the production of HMA. The RAP may be from pavements removed under the Contract, if any, or pavement material from an existing stockpile. The RAS may be from reclaimed shingles.

If greater than 20 percent RAP by total weight of HMA or any amount of RAS is utilized in the production of HMA, the Contractor shall sample and test the RAP and RAS during stockpile construction in accordance with WSDOT FOP for AASHTO T 308 for determination of asphalt binder content and WSDOT FOP for WAQTC/AASHTO T 27/T 11 for gradation of the aggregates. The RAP shall be sampled and tested at a frequency of one sample for every 1,000 tons produced and not less than ten samples per project. The RAS shall be sampled and tested at a frequency of one sample for every 100 tons produced and not less than ten samples per project. The asphalt content and gradation test data shall be reported to the Contracting Agency prior to or when submitting the mix design for approval on the QPL. If utilized, the amount of RAS shall not exceed 5-percent of the total weight of the HMA. The Contractor shall include the RAP and RAS as part of the mix design as defined in these Specifications.

The grade of asphalt binder shall be as required by the Contract. Blending of asphalt binder from different sources is not permitted. For HMA with greater than 20 percent RAP by total weight of HMA or any amount of RAS, the final blended asphalt binder (after inclusion of RAP, RAS, new asphalt binder and recycling agent) shall be the grade as required by the Contract and comply with the requirements of Section 9-02.1(4).

The Contractor may only use warm mix asphalt (WMA) processes in the production of HMA with 20 percent or less RAP by total weight of HMA and no RAS. The Contractor shall submit to the
Engineer for approval the process that is proposed and how it will be used in the manufacture of HMA.

When the Contracting Agency provides aggregates or provides a source for the production of aggregates, the Contract Provisions will establish the approximate percentage of asphalt binder required in the mixture for each class of HMA.

Production of aggregates shall comply with the requirements of Section 3-01.

Preparation of stockpile site, the stockpiling of aggregates, and the removal of aggregates from stockpiles shall comply with the requirements of Section 3-02.

5-04.3(1) Hot Mix Asphalt Mixing Plant
The first paragraph is supplemented with the following:

6. Equipment for Processing RAP and RAS. When producing HMA for mix designs with greater than 20 percent RAP by total weight of HMA or any amount of RAS the HMA plant shall be equipped with screens or a lump breaker to eliminate oversize RAP/RAS particles from entering the pug mill or drum mixer.

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) Preparation of Aggregates
This section is revised to read:

The aggregates, RAP and RAS shall be stockpiled according to the requirements of Section 3-02. Sufficient storage space shall be provided for each size of aggregate, RAP and RAS. The Contractor may uniformly blend fine aggregate or RAP with the RAS as a method of preventing the agglomeration of RAS particles. The aggregates, RAP and RAS shall be removed from stockpile(s) in a manner to ensure minimal segregation when being moved to the HMA plant for processing into the final mixture. Different aggregate sizes shall be kept separated until they have been delivered to the HMA plant.

5-04.3(7)A1 General
This section is revised to read:

An approved mix design, listed on the Qualified Products List (QPL), is required for all HMA paving. The Contractor shall develop a mix design prior to the initial production of HMA and no more than 3 months prior to submitting for QPL evaluation. The mix design shall be developed in accordance with WSDOT Standard Operating Procedure 732 and meet the requirements of Sections 9-03.8(2) and 9-03.8(6).
Mix designs shall be submitted by the Contractor to the WSDOT State Materials Laboratory on WSDOT Form 350-042EF. If the mix design is approved it will be listed on the QPL for up to 24 consecutive months. Mix designs not listed on the QPL or past the 24 month approved period shall not be used. After a mix design has been on the QPL for 12 months the listing will be extended provided the Contractor submits a certification letter to the Qualified Products Engineer verifying that the aggregate and asphalt binder have not changed. The Contractor may submit the certification one month prior to expiration of the mix design approval. Within 7 calendar days of receipt of the Contractor's certification the QPL will be updated. The maximum duration for approval of a mix design and listing on the QPL will be 24 months from the date of initial approval or as approved by the Engineer.

Changes to the job mix formula of a mix design may require the development of a new mix design and resubmittal for QPL approval. Mix designs that require resubmittal for QPL approval must be approved prior to use.

Changes to aggregate that may require a new mix design include the source of material or a change in the percentage of material from a stockpile greater than 5 percent. Changes to the percentage of material from a stockpile will be calculated exclusive of the RAP content. The Contractor may vary the RAP percentage in accordance with Section 5-04.2.

Changes to asphalt binder that may require a new mix design include the source of the crude petroleum supplied to the refinery, the refining process, and additives or modifiers in the asphalt binder.

The Contractor shall include the brand and type of anti-stripping additive in the mix design submittal and provide certification from the asphalt binder manufacturer that the anti-stripping additive is compatible with the crude source and formulation of asphalt binder proposed in the mix design. All changes to anti-strip require the submittal of a new mix design for approval.

Mix designs with 20 percent RAP or less by total weight of HMA and no RAS will be completed without the inclusion of the RAP. For HMA mix designs with greater than 20 percent RAP by total weight of HMA or any amount of RAS the Contractor shall develop a mix design including RAP, RAS, recycling agent and new asphalt binder. Asphalt binder contributed from RAS shall be determined in accordance with AASHTO PP 78. The total quantity of asphalt binder from the RAP and RAS shall not exceed 40 percent of the total asphalt binder content of the HMA.

Once the RAP and RAS stockpiles have been constructed the Contractor shall extract, recover and test the asphalt residue from the RAP and RAS stockpiles to determine the percent of recycling agent and/or grade of new asphalt binder needed to meet the grade of asphalt binder required by the contract. The asphalt extraction testing shall be performed in accordance with AASHTO T 164 or ASTM D 2172 using reagent grade trichloroethylene. The asphalt recovery shall be performed in accordance with AASHTO R 59 or ASTM D 1856. The recovered asphalt residue shall be tested in accordance with AASHTO R 29 to determine the asphalt binder grade in accordance with Section 9-02.1(4). Once the recovered asphalt binder grade is determined the percent of recycling agent and/or grade of new asphalt binder shall be determined in accordance with ASTM D 4887. The final blend of recycling agent, recovered and new asphalt shall be tested in accordance with AASHTO R 29 to confirm that it meets the grade of asphalt binder required by the contract in accordance with Section 9-02.1(4). All recovered and blended asphalt binder test data shall be reported to the Contracting Agency prior to submitting the mix design for approval on the QPL.
5-04.3(7)A2 Statistical or Nonstatistical Evaluation

This section is revised to read:

The Contractor shall submit WSDOT Form 350-041EF to the Engineer for approval to use a mix design from the QPL. The Contractor may include changes to the job mix formula that have been approved on other contracts. The request to use a mix design from the QPL may be rejected if production of the HMA from another contract is not in compliance with Section 5-04.3(11)D.

The Contractor shall submit representative samples of the materials that are to be used in the HMA production to the State Materials Laboratory in Tumwater. For HMA mix designs with 20 percent RAP or less by total weight of HMA and no RAS, the Contractor shall submit representative samples of the mineral materials that are to be used in the HMA production; the submittal of RAP samples is not required for these mix designs. For HMA mix designs with greater than 20 percent RAP by total weight of HMA or any amount of RAS the Contractor shall submit representative samples of the mineral materials, RAP, RAS and 100 grams of recovered asphalt residue from the RAP and RAS that are to be used in the HMA production. The Contracting Agency will use these samples to evaluate the mix design for approval on the QPL in accordance with WSDOT Standard Practice QC-8.

5-04.3(7)A3 Commercial Evaluation

This section is revised to read:

Approval of a Commercial Evaluation mix design for listing on the QPL will be based on a review of the Contractor’s submittal of WSDOT Form 350-042 for conformance to the requirements of Section 9-03.8(2). Testing of the HMA by the Contracting Agency for mix design approval is not required. Mix designs for HMA with greater than 20 percent RAP by total weight of HMA or any amount of RAS may be evaluated in accordance with Section 5-04.3(7)A2.

For the Bid item Commercial HMA, the Contractor shall select a class of HMA and design level of Equivalent Single Axle Loads (ESAL’s) appropriate for the required use.

5-04.3(8) Mixing

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

When discharged, the temperature of the HMA shall not exceed the optimum mixing temperature by more than 25°F as shown on the reference mix design report or as approved by the Engineer.

The last paragraph is supplemented with the following new sentence:

After the required amount of mineral materials, RAP, RAS, new asphalt binder and asphalt rejuvenator have been introduced into the mixer the HMA shall be mixed until complete and uniform coating of the particles and thorough distribution of the asphalt binder throughout the mineral materials, RAP and RAS is ensured.

5-04.3(8)A4 Definition of Sampling and Sublot

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

The sublots shall be approximately uniform in size with a maximum sublot size based on original Plan quantity tons as specified in the following table.

This section is supplemented with the following new table:
<table>
<thead>
<tr>
<th>HMA Original Plan Quantity (tons)</th>
<th>Sublot Size (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;20,000</td>
<td>1,000</td>
</tr>
<tr>
<td>20,000 to 30,000</td>
<td>1,500</td>
</tr>
<tr>
<td>&gt;30,000</td>
<td>2,000</td>
</tr>
</tbody>
</table>

5-04.3(8)A Test Section – HMA Mixtures
This section is revised to read:

For each class of HMA accepted by statistical evaluation with 20 percent RAP or less by total weight of HMA and no RAS, the Contractor may request a single test section to determine whether the mixture meets the requirements of Section 9-03.8(2) and 9-03.8(6). For each HMA mix design accepted by statistical evaluation with greater than 20 percent RAP by weight of HMA or any amount of RAS, the Contractor shall construct a test section to determine whether the mixture meets the requirements of Sections 9-03.8(2) and 9-03.8(6). Test sections shall be constructed at the beginning of paving and will be at least 600 tons and a maximum of 1,000 tons or as approved by the Engineer. For a test section to be acceptable the pay factor (PF) for gradation, asphalt binder and Va shall be 0.95 or greater for each constituent and the remaining test requirements in Section 9-03.8(2) (dust/asphalt ratio, sand equivalent, uncompacted void and fracture) shall conform to the requirements of that section. No further wearing or leveling HMA will be paved on any of the four calendar days following construction of the test section. The mixture in the test section will be evaluated as a lot with a minimum of three sublots required. If more than one test section is required, each test section shall be a separate lot.

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 otherwise 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 subplot size based on original Plan quantity tons of HMA as specified in the table below.

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

<table>
<thead>
<tr>
<th>HMA Original Plan Quantity (tons)</th>
<th>Sublot Size (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;20,000</td>
<td>100</td>
</tr>
<tr>
<td>20,000 to 30,000</td>
<td>150</td>
</tr>
<tr>
<td>&gt;30,000</td>
<td>200</td>
</tr>
</tbody>
</table>

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 asphalt mixing plant. Anti-stripping additive shall be added in the amount designated on the QPL for the mix design.

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 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(1A 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(1C 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. Spills 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 8-11, 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 8-21, Permanent Signing
April 6, 2015

8-21.3(9)F Foundations
The first sentence of the first paragraph is revised to read:
The excavation and backfill shall conform to the requirements of Section 2-09.3.

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:

- Raised Pavement Markers
- Temporary Marking Paint
- Plastic
- Glass Beads for Pavement Marking Materials
- Temporary Pavement Marking Tape
- Temporary Flexible Raised Pavement Markers

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 asphaltic 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

Section 9-03, Aggregates
April 6, 2015

9-03.1(2)C Use of Substandard Gradings
This section including title is deleted in its entirety and replaced with the following:

Vacant

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.

9-03.8(2) HMA Test Requirements
The second paragraph (up until the colon) is revised to read:

The mix design shall produce HMA mixtures when combined with RAP, RAS, coarse and fine aggregate within the limits set forth in Section 9-03.8(6) and mixed in the laboratory with the designated grade of asphalt binder, using the Superpave gyratory compactor in accordance with WSDOT FOP for AASHTO T 312, and at the required gyrations for N initial, N design, and N maximum with the following properties:

The third paragraph is revised to read:

The mix criteria for Hamburg Wheel-Track Testing and Indirect Tensile Strength do not apply to HMA accepted by commercial evaluation.

9-03.8(3)B Gradation – Recycled Asphalt Pavement and Mineral Aggregate
This section is supplemented with the following:

For HMA with greater than 20 percent RAP by total weight of HMA the RAP shall be processed to ensure that 100 percent of the material passes a sieve twice the size of the maximum aggregate size for the class of mix to be produced.

When any amount of RAS is used in the production of HMA the RAS shall be milled, crushed or processed to ensure that 100 percent of the material passes the ½ inch sieve. Extraneous materials in RAS such as metals, glass, rubber, soil, brick, tars, paper, wood and plastic shall not exceed 2.0 percent by mass as determined on material retained on the No. 4 sieve.

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.

**Soil Plasticity Table**

<table>
<thead>
<tr>
<th>Option</th>
<th>Sieve</th>
<th>Percent Passing</th>
<th>Plasticity Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>No. 200</td>
<td>0 - 12</td>
<td>N/A</td>
</tr>
<tr>
<td>2</td>
<td>No. 200</td>
<td>12.1 - 35</td>
<td>6 or Less</td>
</tr>
<tr>
<td>3</td>
<td>No. 200</td>
<td>Above 35</td>
<td>0</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>
</tr>
</thead>
<tbody>
<tr>
<td>4.5 - 9</td>
<td>5 - 10</td>
</tr>
</tbody>
</table>

9-03.21(1) General Requirements

The following new paragraph is inserted after the second paragraph:

Reclaimed asphalt shingles samples shall contain less than the maximum percentage of asbestos fibers based on testing procedures and frequencies established in conjunction with the specifying jurisdiction and state or federal environmental regulatory agencies.

Section 9-05, Drainage Structures and Culverts
April 7, 2014

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

Section 9-09, Timber and Lumber
January 6, 2014

9-09.3(1) General Requirements
The fourth paragraph is revised to read:

All orders of treated timber and lumber shall be accompanied by a Certificate of Treatment record. The Certificate of Treatment showing conformance to this specification and AWPA standards shall include the following information:
Name and location of the wood preserving company,
Customer Identification,
Date of treatment and charge number,
Type of chemical used and amount of retention,
Treating process and identification of the Specification used,
Boring records verifying treatment penetration for timber and lumber with a nominal
dimension of 6" x 6" or larger,
Description of material that was treated, and
Signature of a responsible plant official.

The fifth paragraph is deleted.

The first sentence in the last paragraph is revised to read:
All timber and lumber to be used in aquatic environments, unless specified otherwise in the
Contract, shall be chemically treated using Western Wood Preservers Institute Best Management
Practices (BMPs).

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:
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 (⅛ 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 pelletized 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:

2. 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:

3. 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 9-32, 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
9-34.5 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*lm²*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
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:
- Standard Plans for Road, Bridge and Municipal Construction, WSDOT/APWA, current edition
- Manual on Uniform Traffic Control Devices for Streets and Highways, currently adopted edition, with Washington State modifications, if any
- 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 improvements of approximately 0.85 miles of Postma Road from 425 feet west of Beane Road to End of county road. These improvements consist of grading, drainage, placing and compacting top and base course, placing hot mix asphalt, and other work, in accordance with the attached Plans, these Special Provisions, and the 2014 Standard Specification with Amendments thereto.

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

FUNDS

(******)

Yakima County Road funds are involved in the construction of these improvements.
Section 1-01, Definitions 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 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)
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>Furnished at the 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.

1-02.5 Proposal Forms
(June 27, 2011 APWA GSP)

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; 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.

1-02.6 Preparation of Proposal
(August 2, 2004)
The fifth and sixth paragraphs of Section 1-02.6 are deleted.

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 Bid Proposal does not constitute a definite and unqualified offer to meet the
      material terms of the Bid invitation; or
   i. 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 the 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 guarantees 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.
Cooperation With Other Contractors
(March 13, 1995)

Section 1-05.14 is supplemented with the following:

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

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

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.

(April 3, 2006)

Confined Space

Confined spaces are known to exist at the following locations:

None

The Contractor shall be fully responsible for the safety and health of all on-site workers and compliant with Washington Administrative Code (WAC 296-809).

The Contractor shall prepare and implement a confined space program for each of the confined spaces identified above. The Contractors Confined Space program shall be sent to the Contracting Agency at least 30 days prior to the Contractor beginning work in or adjacent to the confined space. No work shall be performed in or adjacent to the confined space until the plan is submitted to the Engineer as required. The Contractor shall communicate with the Project Engineer to ensure a coordinated effort for providing and maintaining a safe worksite for both the Contracting Agency’s and Contractor’s workers when working in or near a confined space.

All costs to prepare and implement the confined space program shall be included in the bid prices for the various items associated with the confined space work.

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 62.28.051). 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).
1-07.5 Environmental Regulations

Section 1-07.5 is supplemented with the following:

(August 3, 2009)

Payment
All costs to comply with this special provision for the environmental commitments and requirements are incidental to the contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the contract.

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 Construction Stormwater General Permit

1-07.7 Load Limits

Section 1-07.7 is supplemented with the following:

(March 13, 1995)
Except for the load limit restrictions specified in Section 1-07.7(2), the Contractor may operate vehicles which exceed the legal gross weight limitations without special permits or payment of additional fees provided such vehicles are employed in the construction and within the limits of this project.

Subparagraph 1 of the second paragraph of Section 1-07.7(1) is deleted.

1-07.13 Contractor's Responsibility for Work

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 progress 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>8 S. 2nd Ave. Room 304</td>
</tr>
<tr>
<td></td>
<td>Yakima WA   98902</td>
</tr>
<tr>
<td></td>
<td>(509) 575-7185</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Charter</th>
<th>Pacific Power and Light Co.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1005 N. 16th Ave.</td>
<td>500 N. Keys Rd.</td>
</tr>
<tr>
<td>Yakima WA   98902</td>
<td>Yakima WA 98901</td>
</tr>
<tr>
<td>(509) 728-2662</td>
<td>(509) 575-3158</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Roza Irrigation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>P.O. Box 810</td>
<td></td>
</tr>
<tr>
<td>125 S. 13th St.</td>
<td></td>
</tr>
<tr>
<td>Sunnyside, WA   98944</td>
<td></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(2) Additional Insured
All insurance policies, with the exception of Professional Liability and Workers Compensation, shall name the following listed entities as additional insured(s):

- the Contracting Agency and its officers, elected officials, employees, agents, and volunteers
- Confederated Tribes and Bands of the Yakama Nation and its officers, elected officials, employees, agents, and volunteers

The above-listed entities shall be additional insured(s) for the full available limits of liability maintained by the Contractor, whether primary, excess, contingent or otherwise, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract, and irrespective of whether the Certificate of Insurance provided by the Contractor pursuant to 1-07.18(3) describes limits lower than those maintained by the Contractor.
1-07.18(3) Subcontractors
Contractor shall ensure that each subcontractor of every tier obtains and maintains at a minimum the insurance coverages listed in 1-07.18(5)A and 1-07.18(5)B. Upon request of the Contracting Agency, the Contractor shall provide evidence of such insurance.

1-07.18(4) Evidence of Insurance
The Contractor shall deliver to the Contracting Agency a Certificate(s) of Insurance and endorsements for each policy of insurance meeting the requirements set forth herein when the Contractor delivers the signed Contract for the work. The certificate and endorsements must conform to the following requirements:
1. An ACORD certificate or a form determined by the Contracting Agency to be equivalent.
2. Copies of all endorsements naming Contracting Agency and all other entities listed in 1-07.18(2) as Additional Insured(s), showing the policy number. The Contractor may submit a copy of any blanket additional insured clause from its policies instead of a separate endorsement. A statement of additional insured status on an ACORD Certificate of Insurance shall not satisfy this requirement.
3. Any other amendatory endorsements to show the coverage required herein.

1-07.18(5) Coverages and Limits
The insurance shall provide the minimum coverages and limits set forth below. Providing coverage in these stated minimum limits shall not be construed to relieve the Contractor from liability in excess of such limits. All deductibles and self-insured retentions must be disclosed and are subject to approval by the Contracting Agency. The cost of any claim payments falling within the deductible shall be the responsibility of the Contractor.

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

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

Such policy must provide the following minimum limits:
- $1,000,000 Each Occurrence
- $2,000,000 General Aggregate
- $1,000,000 Products & Completed Operations Aggregate
- $1,000,000 Personal & Advertising Injury, each offence

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

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

$1,000,000 combined single limit

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

1-07.23 Public Convenience and Safety
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

(January 5, 2015)
Lane closures are subject to the following restrictions:
Single lane closures are allowed between the hours of 8:00 a.m. to 4:00 p.m. on weekdays and 7:00 a.m. to 5:00 p.m. on Saturdays.

Subject to the approval from Washington State Department of Transportation from Station 52+00 to End of Project (Within Limited Access).

Must maintain access to Elmwood Road and the driveway to the north (Pistoresi and WSDOT properties) for the entire duration of the project. Access must accommodate large turning semi-trucks.

Must maintain access to Legends Casino at Teo Road.

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.

Lane closures are not allowed on any of the following:

1. A holiday,

2. A holiday weekend; holidays that occur on Friday, Saturday, Sunday or Monday are considered a holiday weekend. A holiday weekend includes Saturday, Sunday, and the holiday.

3. After 4:00 p.m. on the day prior to a holiday or holiday weekend, and

4. Before 8:00 a.m. on the day after the holiday or holiday weekend.

1-07.24 Rights of Way

(October 1, 2005 APWA GSP)

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

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

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

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

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

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

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

Section 1-08, Prosecution and Progress

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 calendar 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

1-08.4 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 35 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 Contract
      Provisions.
   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

1-09.6 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.

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) 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

1-10.2(2) Traffic Control Plans

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

(*****)
Traffic Control plans involving work with Limited Access (Sta 52+00 to EOP) shall be submitted to Washington State Department of Transportation for review and approval

1-10.4 Measurement

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

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.

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

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

DIVISION 2
EARTHWORK

Section 2-01, Clearing, Grubbing, and Roadside Cleanup
2-01.1 Description

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

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. Sawcut and Remove existing pavement per plans.
2. Remove existing guardrail anchors and guardrail, approx. Sta. 3+75 to 8+75 Lt and Rt.
3. Remove existing overflow irrigation lines and abandoned irrigation lines within the new roadway, Sta. 9+70 to 22+75.
4. Remove existing 12" cmp approach pipe Sta. 10+10 Lt.
5. Remove existing 12" conc. approach pipe Sta. 10+30 Rt.
6. Remove existing 12" conc. approach pipe Sta. 11+59 Lt.
7. Remove existing 12" conc. approach pipe Sta. 16+00 Lt.
8. Remove existing 12" cmp approach pipe Sta. 16+57 Lt.
9. Remove existing 12" conc. approach pipe Sta. 17+05 Rt.
10. Remove existing 12" cmp approach pipe Sta. 18+69 Lt.
11. Remove existing 12" conc. approach pipe Sta. 19+86 Lt.
12. Remove existing 12" conc. approach pipe Sta. 22+03 Lt.
13. Remove existing 12" conc. approach pipe Sta. 23+08 Rt.
14. Remove existing 12" conc. approach pipe Sta. 23+25 Lt.
15. Remove existing 12" conc. approach pipe Sta. 25+82 Lt.
16. Remove existing approach pipe Sta. 26+50 Rt.
17. Remove existing 24" cmp culvert pipe Sta. 27+95
18. Remove existing approach pipe Sta. 18+25 Rt.
19. Remove existing approach pipe Sta. 29+75 Rt.
20. Remove existing 12" cmp approach pipe Sta. 33+00 Rt.
21. Remove existing 12" conc. approach pipe Sta. 36+00 Lt.
22. Remove existing 12" cmp approach pipe Sta. 38+75 Rt.
23. Remove existing 12" cmp approach pipe Sta. 39+79 Lt.
24. Remove existing 18" cmp culvert pipe Sta. 41+60
25. Remove existing 12" cmp approach pipe Sta. 41+83 Rt.
26. Remove existing 12" cmp approach pipe Sta. 46+00 Lt.
27. Remove existing 18" cmp culvert pipe Sta. 49+50

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”.

(******)
Remove and temporarily relocate mailboxes/paper boxes along project area per direction of the United States Post Office and/or the Engineer. Upon project completion reinstall removed mailboxes/paper boxes along project area on new supports per mailbox support schedule and/or as directed by the United States Post Office.

(******)
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(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.

2-02.3(5) Utility Potholing

Section 2-03.3(5) is a new section:

("---")

2-02.3(5) Utility Potholing
In no way shall the work described under Utility Potholing relieve the Contractor of any of the responsibilities described in Section 1-07.17 of the Standard Specifications and Special Provisions, and elsewhere in the Contract Documents.
The Contractor shall submit all potholing requests to the Engineer for approval, at least 2 working days before potholing is scheduled. Additionally, the Contractor shall provide potholing at Engineer's request.

Section 2-03, Roadway Excavation and Embankment

2-03.3 Construction Requirements

2-03.4 Measurement

Section 2-03.4 is supplemented with the following:

Ditch excavation will be measured by the linear foot.

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 affect the quantities of earthwork, the original computations of earthwork shall be adjusted accordingly.

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

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

2-03.5 Payment

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

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

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

The Contract Unit Price per cubic yard for “Unsuitable Foundation Excavation Incl. Haul” shall be full compensation for all labor, equipment, tools, and materials necessary for excavating, loading, and disposing of the material and any other work required to complete this item as specified and no further payment shall be made.
The Contract Unit Price per linear foot for “Ditch Excavation Incl. Haul” shall be full compensation for all labor, equipment, tools, and materials necessary for excavating, loading, and disposing of the material and any other work required to complete this item as specified and no further payment shall be made.

Section 2-07, Watering

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

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

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

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

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

Section 2-09, Structure Excavation

2-09.4 Measurement

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

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

DIVISION 3
AGGREGATE PRODUCTION AND ACCEPTANCE

Section 3-01, Production From Quarry and Pit Sites

3-01.4 Contractor Furnished Material Sources

Section 3-01.4 is supplemented with the following:

(******)
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 haul routes.

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

Section 5-04, Hot Mix Asphalt

5-04.3 Construction Requirements

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.

5-04.5 Payment

Section 5-04.5 is supplemented with the following:

(******)
There is no Bid Item "Saw Cutting Asphalt Pavement" for this project. All costs associated with the cutting, labor, equipment, etc., or any other costs associated with cutting the existing

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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, and shall include all costs associated with labor, materials, haul etc. to complete the Item as specified, and no further payment shall be made.

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

7-05.3  Construction Requirements

7-05.3(1)  Adjusting Manholes and Catch Basins to Grade
Section 7-05.3(1) is supplemented with the following:

(******)

In asphalt concrete pavement: Manholes Utility Vaults and Valve Boxes shall not be adjusted until the pavement is completed, at which time the center of each manhole, utility vault and Valve Box 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 (one foot for valve boxes). 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 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.

Adjustment of Valve Box, Cleanout and Monument Castings shall be made in the same manner as for manholes, except 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 frame plus one (1) foot.

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, and inlets.

7-05.5 Payment

Section 7-05.5 of the Standard Specifications is supplemented with the following:

"Adjust Utility Vault", per each.

"Adjust Valve Box", 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 (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:

(*****)
Private Pipe Connections and Relocations shall consist of all work and materials to make the connection of existing private pipes, and relocation of existing private pipes.

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" per Ton, which shall include all costs associated with labor, equipment, materials, etc, and no further payment shall be made.

The Unit Contract Price for "Private Pipe Connections And Relocations" paid by Force Account, shall be full compensation for all labor, equipment, tools, and materials necessary to supply, excavate, load, haul, compact, furnish, and any other work required to complete the item as specified and no further payment will be made.

DIVISION 8
MISCELLANEOUS CONSTRUCTION

Section 8-01, Erosion Control and Water Pollution Control

8-01.3 (Construction Requirements)

8-01.3(1) (General)

The tenth paragraph of Section 8-01.3(1) is revised to read:

(January 25, 2010)
Erodible Soil Eastern Washington
Erodible soil not being worked whether at final grade or not, shall be covered within the following time period using an approved soil cover practice:

July 1 through September 30  30 days
October 1 through June 30  15 days
8-01.3(1)B  Erosion and Sediment Control (ESC) Lead

Section 8-01.3(B) 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)  Seeding, Fertilizing, and Mulching

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>
<tr>
<td><strong>Total Pounds per Acre</strong></td>
<td></td>
<td>40</td>
</tr>
</tbody>
</table>

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 isobutyldiene 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 8-01.5 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 8-11, Guardrail

8-11.3(1)  Beam Guardrail

Section 8-11.3(1) is supplemented with the following:

(April 5, 2010)
This project may contain a mixture of steel and wood posts. The bidder is advised that post selection will be as detailed in the plans and these specifications.

Section 8-13, Monument Cases

8-13.1  Description

Section 8-13.1 is supplemented with the following:

(******)
The County shall furnish all monument cases and covers.

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:

(\textit{January 3, 2011})
P\textbf{erforated 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.

8-21.3(4) Sign Removal

The fourth and fifth sentences of Section 8-21.3(4) are deleted and replaced with the following:

\begin{verbatim} (***)
All existing signs and posts shall be disassembled and delivered to:
\end{verbatim}

\begin{verbatim} Yakima County Shop
1216 S. 18th Street
Yakima WA 98901
\end{verbatim}

\textbf{DIVISION 9
MATERIALS}

Section 9-03, Aggregates

9-03.19 Bank Run Gravel for Trench Backfill

Section 9-03.19 is replaced with the following:

\begin{verbatim} (***)
Trench backfill material shall meet the requirements specified in Section 9-03.9(3) for Crushed Surfacing Top Coarse.
\end{verbatim}
Section 9-06, Structural Steel and Related Materials

9-06.16 Roadside Sign Structures

Section 9-06.16 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 9-28, Signing Materials and Fabrication

9-28.1 General

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 doubled-faced signs which do not receive decals or fabricators stickers. Signs without the approved decal shall not be installed on the project.

**APPENDICES**

(January 2, 2012)
The following appendices are attached and made a part of this contract:

**APPENDIX A** PREVAILING WAGE RATES
Washington State - Yakima County
Benefit Code Key
Supplement to Wage Rates

**APPENDIX B** STANDARD PLANS

(April 6, 2015)
Standard Plans
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-40.20
Plan Title, Bridge Transverse Joint Seals is revised to read: Bridge Paving Joint Seals
Note 3, replace the phrase “sawing out” with “saw cutting”
Add Note 4. For Details 1, 2, 3, and 4 the item “HMA Sawcut and Seal” shall be used for
payment. For Details 5 and 6, the item “Paved Panel Joint Seal” shall be used for payment. For
Detail 7, the item “Sealing Existing Longitudinal and Transverse Joint” shall be used for payment.
Details 5 and 6, callout “Waterproofing Membrane (Deck Seal)” delete “(Deck Seal)”

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-1
Assembly Detail, Steel Post, (post) callout – was - “W6 x 9 or W6 x 15” is revised to read; “W6 x
8.5 or W6 x 9 or W6 x 15”

C-1a
General Note 1, first sentence, was – “Type 10 post shall be 6x8 timber or W6x9.” Is revised to
read; “Type 10 post shall be 6 x 8 timber, or W6 x 9 or W6 x 8.5 steel.”

C-1b
General Note 3, first sentence, was – “W6x9 steel posts and timber blocks are alternates for 6 x
8 timber posts and blocks.” Is revised to read; “W6 x 8.5 or W6 x 9 steel posts and timber blocks
are alternates for 6 x 8 timber posts and blocks.”
Sheet 2, steel post detail, dimension, was – “1 1/8” for W6x9” is revised to read;”1 1/8” for W6 x 9
or W6 x 8.5”
C-10
General Note 1, first sentence, was — “Length of W8 x 35 and W6 x 9 shall be determined by measurement from top of ground to top of grout pad.” Is revised to read; “Length of W8 x 35 and W6 x 8.5 or W6 x 9 shall be determined by measurement from top of ground to top of grout pad.”
Sheet 1, Post Base Plate Detail, callout, was — “W6 x 9” is revised to read; “W6 x 8.5 or W6 x 9”
Sheet 1, Box Culvert Guardrail Steel Post Type 2 detail, callout, was — “W6 x 9 Steel Post” is revised to read; “W6 x 8.5 or W6 x 9 Steel Post”
Sheet 1, Post Anchor Attachment Detail, callout, was — “W6 x 9 — See Note 1” is revised to read; “W6 x 8.5 or W6 x 9 — See Note 1”
Sheet 1, Detail A, callout, was — “W6 x 9 Steel Post — See Note 1” is revised to read; “W6 x 8.5 or W6 x 9 Steel Post — See Note 1”
Sheet 2, Box Culvert Guardrail Steel Post Type 1, callout, was — “W6 x 9 27.5” Steel Post” is revised to read; “W6 x 8.5 x 27.5” (IN) or W6 x 9 x 27.5” (IN) Steel Post”
Sheet 2, Detail B, callout, was — “W6 x 9 27.5” Steel Post” is revised to read; “W6 x 8.5 x 27.5” (IN) or W6 x 9 x 27.5” (IN) Steel Post”

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

C-20.10
Typical Section — without Curb & Typical Section — with Curb, callout, was — “6 x 8 Timber Post or W6 x 9 Steel Post (See Notes 1 & 5)” is revised to read; “6 x 8 Timber Post, or W6 x 8.5, or W6 x 9 Steel Post (See Notes 1 & 5)”
Wood Block, Plan View, callout, was — “6 x 8 Timber Post or W6 x 9 Steel Post (See Notes 1 & 5)” is revised to read; “6 x 8 Timber Post, or W6 x 8.5 or W6 x 9 Steel Post (See Notes 1 & 5)”
Isometric View, callout, was — “6 x 8 Timber Post or W6 x 9 Steel Post (Typ.)” is revised to read; “6 x 8 Timber Post, or W6 x 8.5 or W6 x 9 Steel Post (Typ)”
Isometric View, callout, was — “W6 x 9 x 6’ Long Steel Post (See Notes 1 & 5)” is revised to read; “W6 x 8.5 x 6’ (FT) or W6 x 9 x 6’ (FT) Long Steel Post (See Notes 1 & 5)”

C-20.40
Plan View, Elevation View and Span with Headwall Detail, callout, was — “6 x 8 Timber Post or W6x9 Steel Post (Typ.) (See Note 3)” is revised to read; “6 x 8 Timber Post, or W6 x 8.5 or W6 x 9 Steel Post (Typ.) (See Note 3)”

C-20.41
Plan View, Box Culvert Post detail and Section A, callout, was — “W6 x 9 Steel Post” is revised to read; “W6 x 8.5 or W6 x 9 Steel Post”

C-20.42
Case 22A-31 (Plan View), callout, was — “6 x 8 Timber Post or W6 x 9 Steel Post (Typ.)” is revised to read; “6 x 8 Timber Post, or W6 x 8.5 or W6 x 9 Steel Post (Typ.)”

C-22.14
Plan, callout, was — “Location of Post (Without Block) ~ W6 x 9 Steel Post Only” is revised to read; “Location of Post (Without Block) ~ W6 x 8.5 or W6 x 9 Steel Post Only”
Elevation, callout, was — “Location of Post (Without Block) ~ W6 x 9 Steel Post Only” is revised to read; “Location of Post (Without Block) ~ W6 x 8.5 or W6 x 9 Steel Post Only”

C-22.16
Plan, 2x callout, was – “W6 x 9 Steel Post Only (without Block)” are revised to read; “W6 x 8.5 or W6 x 9 Steel Post Only (without Block)”

Elevation, callout, was – “Location of Posts without Blocks ~ W6 x 9 Steel Posts Only” is revised to read; “Location of Posts without Blocks ~ W6 x 8.5 or W6 x 9 Steel Posts Only”

C-22.41
Note 4, Third sentence, Was – “A maximum flare rate of 25 : 1 or flatter over the length of the terminal is allowed for the SKT-MGS (TL-3).” Is revised to read; “A maximum flare rate of 25 : 1 or flatter over the length of the terminal is allowed for the SKT-MGS (TL-3), with a maximum offset of 7.4” (in) over 50’ (ft).”

Plan View, dimension callout, was – “(SEE NOTE 5)” is revised to read; “(SEE NOTE 4)”

C-25.18
General Note 6, was – “Posts 1 and 2 are 10 x 10 timber posts or W6 x 15 steel posts: 7’ – 6” long. Posts 3 through 9 are 6 x 8 timber posts or W6 x 9 steel posts: 6’ – 0” long.” Is revised to read; “Posts 1 and 2 are 10 x 10 timber posts or W6 x 15 steel posts: 7’ – 6” long. Posts 3 through 9 are 6 x 8 timber posts, or W6 x 8.5 or W6 x 9 steel posts: 6’ – 0” long.”

C-25.20
Elevation view, dimension, was – “"W6 x 9 ~ 6' - 0" Long Steel Post with 6 x 12 Block” is revised to read; “W6 x 8.5 or W6 x 9 ~ 6’ - 0” Long Steel Post with 6 x 12 Block”

C-25.22
Elevation view, dimension, was – “"W6 x 9 ~ 6' - 0" Long Steel Post with 6 x 12 Block” is revised to read; “W6 x 8.5 or W6 x 9 ~ 6’ - 0” Long Steel Post with 6 x 12 Block”

C-25.26
Elevation view, dimension, was – “"W6 x 9 ~ 6' - 0" Long Steel Post with 6 x 12 Block” is revised to read; “W6 x 8.5 or W6 x 9 ~ 6’ - 0” Long Steel Post with 6 x 12 Block”

F-10.12
Section Title, was – “Depressed Curb Section” is revised to read: “Depressed Curb and Gutter Section”

G-20.10
Multiple Sign Post Installation in Ditch Section, dimension “7’ MIN.” is revised to read; “3’ MIN.”, add dimension at third post on the right, add dimension from post and backslope junction vertically to under side of the sign, callout = “7’ MIN.”

G-50.10
Delete – Plan View (bottom center of sheet)
Delete – Mounting Bracket and Steel Strap Detail
Add Note 5, “5. For signs installed back to back on a single post no bracing is required.”

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 1/4” 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 1/4” (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
Key Note 4, “Test with (SPDT Snap Action, Positive close 15 Amp ~ 120/277 volt “T” rated). Is revised to read: “Test Switch (SPDT snap action, positive close 15 amp ~ 120/277 volt “T” rated).”

J-20.11
Sheet 2, Foundation Detail, Elevation, callout – “Type 1 Signal Pole” is revised to read: “Type PS or Type 1 Signal Pole”
Sheet 2, Foundation Detail, Elevation, add note below Title, “(Type 1 Signal Pole Shown)”

J-22.15
Ramp Meter Signal Standard, elevation, dimension 4’ - 6” is revised to read; 6’-0”

J-28.50
Section D, callout, was – Backup Strip (ref. to key note 3) is revised to read; “Continuous Backup Strip (ref. to key note 3)”
Key Note 3, was – ¼” Thick, or No thinner than pole wall thickness. Tack weld or seal weld to Base plate. Is revised to read; “1/4” Thick, or No thinner than Pole wall thickness. Tack weld in root or continuous seal weld to Base plate or Pole wall.”

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

L-20.10
Sheet 1, Type 3 elevation view, callout was “Knuckled Selvage (Typ.)” located at the top of the fence elevation, is revised to read; “Twisted and Braided (Typ.)”
Sheet 2, Type 3, elevation view, callout, was "End or Corner (Brace) Post" is revised to read; "End or Corner Post"
Sheet 2, Type 4, elevation view, callout, was "End or Corner (Brace) Post" is revised to read; "End or Corner Post"

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 |
| A-30.10-00... | 11/8/07 | A-40.20-02... | 5/29/13 | A-60.20-02... | 6/2/11 |
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| A-30.30-01... | 6/16/11 | A-50.10-00... | 11/17/08 | A-60.40-00... | 8/31/07 |

| B-5.20-01... | 6/16/11 | B-30.50-01... | 4/26/12 | B-75.20-01... | 6/10/08 |
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| B-5.60-01... | 6/16/11 | B-30.80-00... | 6/8/06 | B-75.60-00... | 6/8/06 |
| B-10.20-01... | 2/7/12 | B-30.90-01... | 9/20/07 | B-80.20-00... | 6/8/06 |
| B-10.40-00... | 6/1/06 | B-35.20-00... | 6/8/06 | B-80.40-00... | 6/1/06 |
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| C-1b... | 6/16/11 | C-6c... | 1/6/00 | C-25.18-04... | 6/11/14 |
| C-1c... | 5/30/97 | C-6d... | 5/30/97 | C-25.20-05... | 7/2/12 |
| C-1d... | 10/31/03 | C-6f... | 7/25/97 | C-25.22-04... | 7/2/12 |
| C-2... | 6/16/00 | C-7... | 6/16/11 | C-25.26-02... | 7/2/12 |
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| C-2f... | 3/14/97 | C-8f... | 6/30/04 | C-75.10-01... | 6/11/14 |
| C-2g... | 7/27/01 | C-10... | 6/3/10 | C-75.20-01... | 6/11/14 |
| C-2h... | 3/28/97 | C-16a... | 6/3/10 | C-75.30-01... | 6/11/14 |
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POSTMA ROAD IMPROVEMENTS
COUNTY PROJECT NO. C 3481

SPECIAL PROVISIONS
SP-46
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POSTMA ROAD IMPROVEMENTS
COUNTY PROJECT NO. C 3481

SPECIAL PROVISIONS
SP-47
APPENDIX A
PREVAILING WAGE RATES
# 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.

## Journey Level Prevailing Wage Rates for the Effective Date: 05/13/2015

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<tr>
<th>County</th>
<th>Trade</th>
<th>Job Classification</th>
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<td>$55.24</td>
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<td>Power Equipment Operators</td>
<td>Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure.</td>
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<td>7A 3C 8P</td>
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<td>Power Equipment Operators</td>
<td>Cranes: 20 Tons Through 44 Tons With Attachments</td>
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<td>7A 3C 8P</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Cranes: 100 Tons Through 199 Tons, Or 150' Of Boom (Including Jib With Attachments)</td>
<td>$55.79</td>
<td>7A 3C 8P</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Cranes: 200 Tons To 300 Tons, Or 250' Of Boom (including Jib With Attachments)</td>
<td>$56.36</td>
<td>7A 3C 8P</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Cranes: 45 Tons Through 99 Tons, Under 150' Of Boom (including Jib With</td>
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<td>7A 3C 8P</td>
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<td>Power Equipment Operators</td>
<td>Cranes: A-frame - 10 Tons And Under</td>
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<td>7A</td>
<td>3C</td>
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<td>Cranes: Over 300 Tons Or 30' Of Boom (including Jib With Attachments)</td>
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<td>Cranes: Through 19 Tons With Attachments A-frame Over 10 Tons</td>
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<td>Power Equipment Operators</td>
<td>Deck Engineer/Deck Winches (power)</td>
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<td>Dozers D-9 &amp; Under</td>
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<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
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<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
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<td>Elevator And Man-lift: Permanent And Shaft Type</td>
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<td>Power Equipment Operators</td>
<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
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<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Forklift: 3000 Lbs And Over With Attachments</td>
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<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Forklifts: Under 3000 Lbs. With Attachments</td>
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<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Grade Engineer: Using Blue Prints, Cut Sheets, Etc</td>
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<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Hard Tail End Dump Articulating Off- Road Equipment 45 Yards. &amp; Over</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Hard Tail End Dump Articulating Off-road Equipment Under 45 Yards</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Horizontal/directional Drill Locator</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Horizontal/directional Drill Operator</td>
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<td>7A</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Hydralifts/boom Trucks Over 10 Tons</td>
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<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Hydralifts/boom Trucks, 10 Tons And Under</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Loader, Overhead 8 Yards. &amp; Over</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Loader, Overhead, 6 Yards. But</td>
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<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Loaders, Overhead Under 6 Yards</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
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<td>Power Equipment Operators</td>
<td>Mechanics, All (leadmen - $0.50 Per Hour Over Mechanic)</td>
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<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Motor Patrol Grader - Non-finishing</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Motor Patrol Graders, Finishing</td>
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<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield</td>
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<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Oil Distributors, Blower Distribution &amp; Mulch Seeding Operator</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Outside Hoists (elevators And Manlifts), Air Tuggers, strato</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Overhead, Bridge Type Crane: 20 Tons Through 44 Tons</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
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<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Overhead, Bridge Type: 100 Tons And Over</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Overhead, Bridge Type: 45 Tons Through 99 Tons</td>
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<td>7A</td>
<td>3C</td>
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<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Plant Oilier - Asphalt, Crusher</td>
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<td>Power Equipment Operators</td>
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<td>3C</td>
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<td>7A</td>
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<td>Quad 9, Hd 41, D10 And Over</td>
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<td>3C</td>
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<tr>
<td>Yakima</td>
<td>Power Equipment Operators</td>
<td>Quick Tower - No Cab, Under 100 Feet In Height Based To Boom</td>
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<td>Remote Control Operator On Rubber Tired Earth Moving Equipment</td>
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<td>Roller, Other Than Plant Mix</td>
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<td>Roller, Plant Mix Or Multi-lift Materials</td>
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<td>Scapers - Concrete &amp; Carry All</td>
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<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons.</td>
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<td>Shovel, Excavator, Backhoe, Tractors: 15 To 30 Metric Tons</td>
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<td>Shovel, Excavator, Backhoe: Over 50 Metric Tons To 90 Metric Tons</td>
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<td>Shovel, Excavator, Backhoe: Over 90 Metric Tons</td>
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<td>Spreader, Topsider &amp; Screedman</td>
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<td>Tower Crane Up To 175' In Height Base To Boom</td>
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<td>Truck Crane Oiler/driver - 100 Tons And Over</td>
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<td>Truck Crane Oiler/driver Under 100 Tons</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.

M. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
Benefit Code Key – Effective 3-4-2015 thru 9-1-2015

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.

2. **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.

3. **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.

4. **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.

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

6. **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.

7. **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.

8. **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.

9. **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.

10. **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.

11. **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.

12. **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 times 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 twelve 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 40 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 work week has been established. On a four (4) day ten (10) hour work week 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.
Benefit Code Key – Effective 3-4-2015 thru 9-1-2015

4. D. 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 Saturday, Sundays and holidays shall be paid at double the hourly rate of pay. Rates include all members of the assigned crew.

EXCEPTION:
On all multipole structures and steel transmission lines, switching stations, regulating, capacitor stations, generating plants, industrial plants, associated installations and substations, except those substations whose primary function is to feed a distribution system, will be paid overtime under the following rates:

The first two (2) hours after eight (8) regular hours Monday through Friday of overtime on a regular workday, shall be paid at one and one-half times the hourly rate of wage. All hours in excess of ten (10) hours will be at two (2) times the hourly rate of wage. The first eight (8) hours worked on Saturday will be paid at one and one-half (1-1/2) times the hourly rate of wage. All hours worked in excess of eight (8) hours on Saturday, and all hours worked on Sundays and holidays will be at the double the hourly rate of wage.

All overtime eligible hours performed on the above described work that is energized, shall be paid at the 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.

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 Monday or Friday not utilized in the normal four-day, ten-hour work week, and Saturday shall be paid at one and one half (1½) times the regular shift rate for the first eight (8) hours. 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. 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 20% over the hourly rate of wage. 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 double the hourly rate of wage.

Holiday Codes


Benefit Code Key – Effective 3-4-2015 thru 9-1-2015


Holiday Codes Continued


6. 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.


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.

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.
7. 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.

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.

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

Note Codes
8. 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.

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.
Washington State Department of Labor and Industries
Policy Statement
(Regarding the Production of "Standard" or "Non-standard" Items)

Below is the department's (State L&I's) list of criteria to be used in determining whether a prefabricated item is "standard" or "non-standard". For items not appearing on WSDOT's predetermined list, these criteria shall be used by the Contractor (and the Contractor's subcontractors, agents to subcontractors, suppliers, manufacturers, and fabricators) to determine coverage under RCW 39.12. The production, in the State of Washington, of non-standard items is covered by RCW 39.12, and the production of standard items is not. The production of any item outside the State of Washington is not covered by RCW 39.12.

1. Is the item fabricated for a public works project? If not, it is not subject to RCW 39.12. If it is, go to question 2.

2. Is the item fabricated on the public works jobsite? If it is, the work is covered under RCW 39.12. If not, go to question 3.

3. Is the item fabricated in an assembly/fabrication plant set up for, and dedicated primarily to, the public works project? If it is, the work is covered by RCW 39.12. If not, go to question 4.

4. Does the item require any assembly, cutting, modification or other fabrication by the supplier? If not, the work is not covered by RCW 39.12. If yes, go to question 5.

5. Is the prefabricated item intended for the public works project typically an inventory item which could reasonably be sold on the general market? If not, the work is covered by RCW 39.12. If yes, go to question 6.

6. Does the specific prefabricated item, generally defined as standard, have any unusual characteristics such as shape, type of material, strength requirements, finish, etc? If yes, the work is covered under RCW 39.12.

Any firm with questions regarding the policy, WSDOT's Predetermined List, or for determinations of covered and non-covered workers shall be directed to State L&I at (360) 902-5330.

Supplemental to Wage Rates
03/04/2015 Edition, Published February 2nd, 2015
WSDOT's
Predetermined List for
Suppliers - Manufactures - Fabricator

Below is a list of potentially prefabricated items, originally furnished by WSDOT to Washington State Department of Labor and Industries, that may be considered non-standard and therefore covered by the prevailing wage law, RCW 39.12. Items marked with an X in the "YES" column should be considered to be non-standard and therefore covered by RCW 39.12. Items marked with an X in the "NO" column should be considered to be standard and therefore not covered. Of course, exceptions to this general list may occur, and in that case shall be evaluated according to the criteria described in State and L&I's policy statement.

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Metal rectangular frames, solid metal covers, herringbone grates, and bi-directional vaned grates for Catch Basin Types 1, 1L, 1P, and 2 and Concrete Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>2. Metal circular frames (rings) and covers, circular grates, and prefabricated ladders for Manhole Types 1, 2, and 3, Drywell Types 1, 2, and 3 and Catch Basin Type 2. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>3. Prefabricated steel grate supports and welded grates, metal frames and dual vaned grates, and Type 1, 2, and 3 structural tubing grates for Drop Inlets. See Std. Plans.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>4. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes smaller than 60 inch diameter.</td>
<td></td>
<td>X</td>
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<tr>
<td>5. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.</td>
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<td>X</td>
</tr>
<tr>
<td>6. Corrugated Steel Pipe - Steel lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, 1 thru 5.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>7. Corrugated Aluminum Pipe - Aluminum lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, #5.</td>
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<td>X</td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>8. Anchor Bolts &amp; Nuts - Anchor Bolts and Nuts, for mounting sign structures, luminaries and other items, shall be made from commercial bolt stock. See Contract Plans and Std. Plans for size and material type.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>9. Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type and material specifications set forth in the contract plans. Welding of aluminum shall be in accordance with Section 9-28.14(3).</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>10. Major Structural Steel Fabrication - Fabrication of major steel items such as trusses, beams, girders, etc., for bridges.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>11. Minor Structural Steel Fabrication - Fabrication of minor steel items such as special hangers, brackets, access doors for structures, access ladders for irrigation boxes, bridge expansion joint systems, etc., involving welding, cutting, punching and/or boring of holes. See Contact Plans for item description and shop drawings.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>12. Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the type and material specifications set forth in the Contract Plans. Welding of aluminum shall be in accordance with Section 9-28.14(3).</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>13. Concrete Piling—Precast-Prestressed concrete piling for use as 55 and 70 ton concrete piling. Concrete to conform to Section 9-19.1 of Std. Spec.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>14. Precast Manhole Types 1, 2, and 3 with cones, adjustment sections and flat top slabs. See Std. Plans.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>15. Precast Drywell Types 1, 2, and with cones and adjustment Sections. See Std. Plans.</td>
<td></td>
<td>X</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>17. Precast Concrete Inlet - with adjustment sections,</td>
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<td>X</td>
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<tr>
<td>See Std. Plans</td>
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<tr>
<td>18. Precast Drop Inlet Type 1 and 2 with metal grate supports.</td>
<td></td>
<td>X</td>
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<tr>
<td>See Std. Plans</td>
<td></td>
<td></td>
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<tr>
<td>19. Precast Grate Inlet Type 2 with extension and top units.</td>
<td></td>
<td>X</td>
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<tr>
<td>See Std. Plans</td>
<td></td>
<td></td>
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<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</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>sizes. Used for in ground storage of utility facilities and controls. See Contract</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plans for size and construction requirements. Shop drawings are to be provided for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>approval prior to casting</td>
<td></td>
<td></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.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Contract Plans for details.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24. Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier or</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>may also be used as Temporary Concrete Barrier. Only new state approved barrier may</td>
<td></td>
<td></td>
</tr>
<tr>
<td>be used as permanent barrier.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25. Reinforced Earth Wall Panels – Reinforced Earth Wall Panels in size and shape</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>as shown in the Plans. Fabrication plant has annual approval for methods and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>materials to be used. See Shop Drawing.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fabrication at other locations may be approved, after facilities inspection,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>contact HQ. Lab.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26. Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>and shape as shown in Plans. Fabrication plant has annual approval for methods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and materials to be used</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>27. Precast Railroad Crossings - Concrete Crossing Structure Slabs.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>28. 12, 18 and 26 inch Standard Precast Prestressed Girder - Standard Precast</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Prestressed Girder for use in structures. Fabricator plant has annual approval</td>
<td></td>
<td></td>
</tr>
<tr>
<td>of methods and materials to be used. Shop Drawing to be provided for approval</td>
<td></td>
<td></td>
</tr>
<tr>
<td>prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29. Prestressed Concrete Girder Series 4-14 - Prestressed Concrete Girders for</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>use in structures. Fabricator plant has annual approval of methods and materials</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to be used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30. Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girders for use in</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>structures. Fabricator plant has annual approval of methods and materials to be</td>
<td></td>
<td></td>
</tr>
<tr>
<td>used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31. Prestressed Precast Hollow-Core Slab - Precast Prestressed Hollow-core slab</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>for use in structures. Fabricator plant has annual approval of methods and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>materials to be used. Shop Drawing to be provided for approval prior to casting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32. Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>structures. Fabricator plant has annual approval of methods and materials to be</td>
<td></td>
<td></td>
</tr>
<tr>
<td>used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33. Monument Case and Cover</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM</td>
<td>DESCRIPTION</td>
<td>YES</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>-----</td>
</tr>
<tr>
<td>34.</td>
<td>Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel tubing meeting AASHTO-M-183. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.</td>
<td>X</td>
</tr>
<tr>
<td>35.</td>
<td>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>X</td>
</tr>
<tr>
<td>36.</td>
<td>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>X</td>
</tr>
<tr>
<td>37.</td>
<td>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>X</td>
</tr>
<tr>
<td>38.</td>
<td>Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.</td>
<td>X</td>
</tr>
<tr>
<td>39.</td>
<td>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>X</td>
</tr>
<tr>
<td>40.</td>
<td>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>X</td>
</tr>
<tr>
<td>41.</td>
<td>Precast Concrete Sloped Mountable Curb (Single and DualFaced) See Std. Plans.</td>
<td>X</td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>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. <strong>NOTE:</strong> Fabrication inspection required. Only signs tagged &quot;Fabrication Approved&quot; by WSDOT Sign Fabrication Inspector to be installed</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>43. Cutting &amp; bending reinforcing steel</td>
<td></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></td>
<td>Covered by WAC 296-127-016</td>
</tr>
<tr>
<td>46. Asphalt</td>
<td></td>
<td>Covered by WAC 296-127-016</td>
</tr>
<tr>
<td>47. Fiber fabrics</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>48. Electrical wiring/components</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>49. treated or untreated timber pile</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>50. Girder pads (elastomeric bearing)</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>51. Standard Dimension lumber</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>52. Irrigation components</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>53. Fencing materials</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>54. Guide Posts</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>55. Traffic Buttons</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>56. Epoxy</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>57. Cribbing</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>58. Water distribution materials</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>59. Steel &quot;H&quot; piles</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>60. Steel pipe for concrete pile casings</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>61. Steel pile tips, standard</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>62. Steel pile tips, custom</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

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 B
STANDARD PLANS
PIPE ALLOWANCES

<table>
<thead>
<tr>
<th>PIPE MATERIAL</th>
<th>MAXIMUM INSIDE DIAMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>REINFORCED OR PLAIN CONCRETE</td>
<td>18&quot;</td>
</tr>
<tr>
<td>ALL METAL PIPE</td>
<td>21&quot;</td>
</tr>
<tr>
<td>CFSDWide (STD. SPEC. 9-05.36)</td>
<td>18&quot;</td>
</tr>
<tr>
<td>SOLID WALL PVC (STD. SPEC. 9-05.12(1))</td>
<td>21&quot;</td>
</tr>
<tr>
<td>PROFILE WALL PVC (STD. SPEC. 9-05.12(3))</td>
<td>21&quot;</td>
</tr>
<tr>
<td>CORRUGATED POLYETHYLENE STORM SEWER PIPE</td>
<td></td>
</tr>
</tbody>
</table>

NOTES

1. As acceptable alternatives to the reinforcing 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 reinforcing shown in the ALTERNATIVE PRECAST BASE SECTION. Wire mesh shall not be placed in the knockouts.

2. The knockout shall not be greater than 26", in any direction. 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 Specifications 9-04.12.

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 down or integrally cast into the adjustment section with flange up.

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

6. The opening shall be measured at the top of the Precast Base Section.

7. All pickup holes shall be grouted full after the basin has been placed.
NOTES

1. 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.

2. Refer to Standard Specification 9-06.15(3) 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

Sheets of Washington Professional Engineers in Training

APPROVED FOR PUBLICATION
Pasco Bakolich III 04/26/12
Washington State Department of Transportation
1. See Standard Specifications Section 7-06.3(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.

### CONCRETE AND DUCTILE IRON PIPE

### THERMOPLASTIC PIPE

### METAL PIPE

### PIPE ARCHES

### CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS

<table>
<thead>
<tr>
<th>Pipe Type</th>
<th>Size</th>
<th>Minimum Distance Between Barrels</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCULAR PIPE</td>
<td>12&quot; to 24&quot;</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>30&quot; to 96&quot;</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>102&quot; to 180&quot;</td>
<td>45&quot;</td>
</tr>
<tr>
<td>PIPE ARCH (SPAN)</td>
<td>16&quot; to 35&quot;</td>
<td>12&quot;</td>
</tr>
<tr>
<td></td>
<td>42&quot; to 142&quot;</td>
<td>45&quot;</td>
</tr>
<tr>
<td>METAL ONLY</td>
<td>148&quot; to 200&quot;</td>
<td>45&quot;</td>
</tr>
</tbody>
</table>
NOTES

1. The culvert ends shall be beveled to match the embankment or ditch slope and shall not be beveled flatter than 4H: 1V. When slopes are between 4H: 1V and 6H: 1V, shape the slope in the vicinity of the culvert end to ensure that no part of the culvert protrudes more than 4" above the ground line.

2. Field cutting of culvert ends is permitted when approved by the Engineer. All field-cut culvert pipe shall be treated with a treatment as shown in the Standard Specifications or General Special Provisions.

FOR CULVERTS 20" DIAMETER OR LESS

BEVELED END SECTIONS

STANDARD PLAN B-70.20-00

Sheets 1 of 1 Sheet

APPROVED FOR PUBLICATION

Harold J. Peteresa 06-01-06

Washington State Department of Transportation
NOTES

1. Wood posts for all guardrail placement plans shall be 6 x 8 except where noted otherwise.

2. Lower hole is for Rub Rail of Type 2 and Type 3 Beam Guardrail.

3. WI=9 steel posts and timber blocks are alternates for 6 x 8 timber posts and blocks. WI=15 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 - FL 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.
NOTES
1. For post details see Standard Plan, "Beam Guardrail Posts and Blocks".

DETAIL A

\( \frac{3}{8} \)" DIA x 1-1/2" hex head bolt with hex nut and 1-3/4" square x .135" washer

DETAIL B

\( \frac{3}{8} \)" DIA x 1-1/2" hex head bolt with hex nut. Guardrail rests on top of bolt.
NOTES
1. This terminal is FHWA accepted at Test Level Three (TL-3) and may be used for all posted speeds.
2. An SKT-SP-MGS (TL-3) 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 the end piece is entirely off the shoulder. While this terminal does 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 the SKT-SP-MGS (TL-3), with a maximum offset of 24" (in) over 50' (ft).
6. For terminal details, see WSDOT approved manufacturer's drawings.
WOOD POST FASTENERS

<table>
<thead>
<tr>
<th>SUB./TYPE</th>
<th>QUANTITY</th>
<th>WASHERS</th>
<th>LOCKNUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/8&quot; DIA. x 3/4&quot; BOLT</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3/4&quot; DIA. x 3/4&quot; BOLT</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3/4&quot; DIA. x 1&quot; SCREW</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>

STEEL POST FASTENERS

<table>
<thead>
<tr>
<th>SUB./TYPE</th>
<th>QUANTITY</th>
<th>WASHERS</th>
<th>LOCKNUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8&quot; DIA. x 3/4&quot; BOLT</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>3/8&quot; DIA. x 2&quot; SCREW</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3/8&quot; DIA. x 1&quot; SCREW</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>

NOTES

1. A socket and wedge anchoring system that meets the NCHRP 350 crash test criteria may be substituted in lieu of the anti-twist plate designs shown. Anti-twist plates are not required for wood post installations.

2. The platform design shown on this plan features slots that accommodate several types of mailbox supports; only those slots necessary for assembling the type being installed are required. An adjustable platform may be used in lieu of this design, but it must fit the bracket design shown on this plan. Brackets are required for all single-post installations. Field drilling may be necessary.

3. Center the mailbox on the platform to ensure space for the mailbox door to open and to allow for installing the fasteners (see ALIGNMENT DETAIL, Sheet 2). Spacing of mailbox mounting holes varies among manufacturers. Attachment of the mailbox to the platform may require drilling additional holes through the mailbox to fit the platform.

4. Attach a newspaper box to a steel post with two 1 7/8" Muffler Clamps spaced 4" apart. Field drill 7/16" holes in the newspaper box to fit. Use 2 7/8" x 1/4" lag bolts to attach newspaper boxes to wood posts. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.

5. A Type 2 Support (Standard Plan H-70.20) is required when 2 or more mailboxes are to be installed on one support.

MAILBOX SUPPORT

TYPE 1

STANDARD PLAN H-70.10-01

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

Pasco Bakoditch III 02-07-12

Washington State Department of Transportation
NOTES

1. The anchoring system shall meet NCHRP 350 crash test criteria. Use a socket and wedge system or the anchoring system supplied by or recommended by the Type 2 Support manufacturer.

2. A maximum of five mailboxes may be installed on a Type 2 Support.

3. The Platform design shown in this plan is detailed in the PLATFORM DETAIL, Standard Plan H-70.16, Sheet 2. The design features slots that accommodate several types of mailbox supports; only those slots necessary for assembling the type being installed are required. An adjustable platform may be used in lieu of this platform design. Adjustable platforms must fit the 1 7/8" M-Clamp.

4. Center the mailbox on the platform to ensure space for the mailbox door to open and to allow space for installing the fasteners (see ALIGNMENT DETAIL). Spacing of mailbox mounting holes varies among manufacturers. Attachment of the mailbox to the platform may require drilling additional holes through the mailbox to fit the platform.

5. Attach a newspaper box to a Type 2 Support with two 1 7/8" Muffler Clamps spaced 4" apart. Field drill 7/16" holes in the newspaper box to fit. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.
NOTES

1. Install the ends of the silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.
2. Perform maintenance in accordance with Standard Specifications 8-01.3(9A) and 8-01.3(15).
3. Splices shall not be placed in low spots or sump locations. If splices are located in low or sump areas, the fence may need to be reinstalled unless the Project Engineer approves the installation.
4. Install silt fencing parallel to mapped contour lines.

TYPICAL INSTALLATION DETAIL

SEE NOTE 1

GEOTEXTILE

BACKFILLED & COMPACTED NATIVE SOIL

FLOW

SUREGEOTEXTILE IN TRENCH

SEE NOTE 1

DURING EXCAVATION, MINIMIZE DISTURBING THE GROUND AROUND TRENCH AS MUCH AS IS FEASIBLE, AND SMOOTH SURFACE FOLLOWING EXCAVATION TO AVOID CONCENTRATING FLOWS. COMPACTION MUST BE ADEQUATE TO PREVENT UNDERCUTTING FLOWS.

TYPICAL SILT FENCE

WITHOUT BACKUP SUPPORT

ISOMETRIC

(STEEL POSTS SHOWN)

SEE NOTE 1

POST - WOOD OR STEEL

(TYPICAL)

GEOTEXTILE FOR SILT FENCE - SEE STANDARD SPECIFICATION SECTION 9-33.3.15, TABLE 5

FASTEN TO POST EVERY 6’ O.C.

FASTEN GEOTEXTILE TO POST EVERY 6’ (14) O.C.

SELF-LOCKING NYLON 66 MIN. 1200# MIN. TENSILE STRENGTH, UV STABILIZED

SPliced fence sections shall be close enough together to prevent salt laden water from escaping through the fence at the overlap.

splice detail

(wood posts shown)
PLACE SAND BAGS AS REQUIRED AROUND CULVERT TO PROMOTE SUPPORT FOR SILT FENCE

SILT FENCE - SEE STD. PLAN E-30.10

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

NOTE
Perform maintenance in accordance with Standard Specification 6-01.3(4A) and 6-01.3(4C).

GEOTEXTILE FOR TEMPORARY SILT FENCE
- SEE STD. SPEC. 6-33.2(1), TABLE 6

POST - SEE STD. SPEC. 6-01.3(4A)

EMBED POSTS INTO SAND BAGS AS REQUIRED

FLOW

EDGE OF GEOTEXTILE

SECTION A

EROSION CONTROL
AT CULVERT ENDS

STANDARD PLAN E-30.20-00
SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Pasco Bakedich III 09-20-07
Washington State Department of Transportation
NOTES

1. Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.

2. The BIGD shall have a built-in high-flow relief system (overflow bypass).

3. The retrieval system must allow removal of the BIGD without spilling the collected material.

4. Perform maintenance in accordance with Standard Specification 5-01.3(15).
NOTES:
1) DIMENSIONS MAY VARY ACCORDING TO MANUFACTURER.
2) MACHINE BEARING FACES OF CASE AND COVER TO INSURE POSITIVE FIT.
3) CASTING SHALL BE GRAY IRON AASHTO M-105, CLASS 30.

CROSS SECTION VIEW

CRUSHED SURFACING TO BE REPLACED AFTER SETTING MONUMENT

6" MINIMUM DEPTH COMMERCIAL CONCRETE RING

MONUMENT CASE AND COVER

STANDARD PLAN
S-10

YAKIMA COUNTY

APPROVED BY:

County Engineer:________________________ DATE:

REVISION: DESCRIPTION: DATE:

FILE NAME:
IMPROVEMENT PLANS
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobilization</td>
<td>L.S.</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Clearing and grubbing</td>
<td>L.S.</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Removal of Structure and Obstruction</td>
<td>L.S.</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Removing Guardrail</td>
<td>L.F.</td>
<td>1,900</td>
</tr>
<tr>
<td>5</td>
<td>Removing Guardrail Anchor</td>
<td>EACH</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>Removing Wire Fence</td>
<td>L.F.</td>
<td>100</td>
</tr>
<tr>
<td>7</td>
<td>Roadway Excavation Incl. Haul</td>
<td>C.Y.</td>
<td>10,500</td>
</tr>
<tr>
<td>8</td>
<td>Subsurface Excavation Excavation Incl.</td>
<td>C.Y.</td>
<td>200</td>
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<tr>
<td>9</td>
<td>Ditch Excavation Incl. Haul</td>
<td>L.F.</td>
<td>1,704</td>
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<td>10</td>
<td>Quarry Spalls</td>
<td>C.Y.</td>
<td>12</td>
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<tr>
<td>11</td>
<td>Schedule a Culv. Pipe 12 in. Diam.</td>
<td>L.F.</td>
<td>126</td>
</tr>
<tr>
<td>12</td>
<td>Schedule a Culv. Pipe 18 in. Diam.</td>
<td>L.F.</td>
<td>16</td>
</tr>
<tr>
<td>13</td>
<td>Schedule a Culv. Pipe 24 in. Diam.</td>
<td>L.F.</td>
<td>12</td>
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<td>14</td>
<td>Schedule a Approach Pipe 12 in. Diam.</td>
<td>L.F.</td>
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<td>15</td>
<td>Catch Basin Type II</td>
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<td>16</td>
<td>Seawoming</td>
<td>TON</td>
<td>2,775</td>
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<tr>
<td>17</td>
<td>Crushed Surfacing Base Course</td>
<td>TON</td>
<td>3,800</td>
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<tr>
<td>18</td>
<td>Crushed Surfacing Top Course</td>
<td>TON</td>
<td>361</td>
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<tr>
<td>19</td>
<td>SMA Cl. 13 in. PG 64-16</td>
<td>TON</td>
<td>361</td>
</tr>
<tr>
<td>20</td>
<td>SMA for Approach</td>
<td>TON</td>
<td>361</td>
</tr>
<tr>
<td>21</td>
<td>Erosion Control and Planting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Scour Lead</td>
<td>DAY</td>
<td>7</td>
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<tr>
<td>23</td>
<td>Silt Fence</td>
<td>L.F.</td>
<td>1,000</td>
</tr>
<tr>
<td>24</td>
<td>Mulching with PM</td>
<td>ACRE</td>
<td>0.5</td>
</tr>
<tr>
<td>25</td>
<td>Mulching, Fertilizing, and Mulching</td>
<td>ACRE</td>
<td>0.5</td>
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<tr>
<td>26</td>
<td>Beam Guardrail Type 11-9 ft. Long Post</td>
<td>L.F.</td>
<td>625</td>
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<tr>
<td>27</td>
<td>Beam Guardrail Type 7/8 ft. Non-Flared Terminals</td>
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<td>4</td>
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<tr>
<td>28</td>
<td>Permanent Beaming</td>
<td>L.S.</td>
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<tr>
<td>29</td>
<td>Other Temporary Traffic Control</td>
<td>L.S.</td>
<td>1</td>
</tr>
<tr>
<td>30</td>
<td>Flaggers and Rovers</td>
<td>RMS</td>
<td>608</td>
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<tr>
<td>31</td>
<td>Traffic Control Supervisor</td>
<td>L.S.</td>
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<tr>
<td>32</td>
<td>Construction Beam Class A</td>
<td>A.F.</td>
<td>41</td>
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### Mailbox Support Schedule - Postma Road

<table>
<thead>
<tr>
<th>Station</th>
<th>Support Type</th>
<th>No. of Mailboxes</th>
<th>No. of Newspaper Tubes</th>
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</thead>
<tbody>
<tr>
<td>3-43 LT</td>
<td>1</td>
<td>1</td>
<td>1</td>
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</tbody>
</table>

### Mailbox Support Schedule - Beane Road

<table>
<thead>
<tr>
<th>Station</th>
<th>Support Type</th>
<th>No. of Mailboxes</th>
<th>No. of Newspaper Tubes</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-43 LT</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Monument Case & Cover Schedule

<table>
<thead>
<tr>
<th>Station</th>
<th>Offset</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-40-01</td>
<td>2.0</td>
</tr>
<tr>
<td>40-48-80</td>
<td>30.9</td>
</tr>
</tbody>
</table>
NOTE:
1. OVERFLOW DITCH TO BE PAID AS RED ITEM "DITCH EXCAVATION INCL. HAIL".
2. CONTRACTOR MUST CONTACT PROPERTY OWNERS TO VERIFY LOCATIONS OF EXISTING
   UNDERGROUND UTILITIES.
3. ABOVE GROUND WATER LINES MAY NEED TO BE REPOSITIONED TO ACCOMMODATE NEW OVERFLOW
   DITCH.
4. FIELD ADJUSTMENT TO OVERFLOW DITCH VERTICAL ALIGNMENT MAY BE REQUIRED DUE TO EXISTING
   UNDERGROUND UTILITIES.

CONSTRUCTION NOTES:
1. EXCAVATE (1 FT. CYL.) (LIGATION.
2. OVERFLOW DITCH (SEE OVERFLOW DITCH DETAILS).

SEE SHEET 17.

EXISTING
GROUND PROFILE

OVERFLOW DITCH PROFILE

PROJECT ENGINEER:

CHECKED BY:

DRAWN:

DATE:

COUNTY ENGINEER:

C 3481

POSTMA ROAD
IMPROVEMENT
PROJECT

BEANE ROAD
TO END OF ROAD

PREPARED UNDER
THE DIRECTION OF:

COUNTY ENGINEER:

REVISION:

OVERFLOW DITCH
PLAN AND PROFILE

SHEET 16 OF 33
# Quantity Tabulation - Driveways

<table>
<thead>
<tr>
<th>Station</th>
<th>C.V.</th>
<th>T.C.</th>
<th>T.T.</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>STA. 30+10.1 L. GRAVEL DRIVE</td>
<td>1.8</td>
<td>37.3</td>
<td>17.9</td>
<td>Construct Gravel Drive per Design; Match Point at 67.5' lt.</td>
</tr>
<tr>
<td>STA. 31+05.1 L. GRAVEL DRIVE</td>
<td>6.9</td>
<td>6.1</td>
<td>7.8</td>
<td>Construct Gravel Drive per Design; Match at B/W</td>
</tr>
<tr>
<td>STA. 32+50.1 L. (RELOCATED FIELD ENTRANCE)</td>
<td>16.4</td>
<td>13.3</td>
<td>11.3</td>
<td>Construct Field Entrance per Design; Matchpoint at 40' lt.</td>
</tr>
<tr>
<td>STA. 36+00.1 L. GRAVEL DRIVE</td>
<td>56.6</td>
<td>15.8</td>
<td>12.9</td>
<td>Construct Gravel Drive per Design; Matchpoint at 65' lt.</td>
</tr>
<tr>
<td>STA. 36+52.1 L. GRAVEL DRIVE</td>
<td>82.4</td>
<td>16.2</td>
<td>12.8</td>
<td>Construct Gravel Drive per Design; Matchpoint at 70' lt.</td>
</tr>
<tr>
<td>STA. 38+37.1 L. (RELOCATED FIELD ENTRANCE)</td>
<td>1.6</td>
<td>7.6</td>
<td>10.2</td>
<td>Construct Field Entrance per Design; Matchpoint at 38' lt.</td>
</tr>
<tr>
<td>STA. 18+69.1 L. GRAVEL DRIVE</td>
<td>1.6</td>
<td>1.2</td>
<td>7.2</td>
<td>Construct Gravel Drive per Design; Match at B/W</td>
</tr>
<tr>
<td>STA. 19+66.1 L. GRAVEL DRIVE</td>
<td>1.1</td>
<td>35.7</td>
<td>13.9</td>
<td>Construct Gravel Drive per Design; Matchpoint at 55' lt.</td>
</tr>
<tr>
<td>STA. 22+51.1 L. GRAVEL DRIVE</td>
<td>1.3</td>
<td>38.2</td>
<td>15.2</td>
<td>Construct Gravel Drive per Design; Matchpoint at 55' lt.</td>
</tr>
<tr>
<td>STA. 23+08.1 L. FIELD ENTRANCE</td>
<td>0.6</td>
<td>5.6</td>
<td>9.2</td>
<td>Construct Field Entrance per Design; Matchpoint at 40' lt.</td>
</tr>
<tr>
<td>STA. 23+25.1 L. GRAVEL DRIVE</td>
<td>5.9</td>
<td>10.9</td>
<td>10.9</td>
<td>Construct Gravel Drive per Design; Matchpoint at 30' lt.</td>
</tr>
<tr>
<td>STA. 23+80.1 L. FIELD ENTRANCE</td>
<td>18.8</td>
<td>0.2</td>
<td>12.1</td>
<td>Construct New Field Entrance per Design; Matchpoint at 40' lt.</td>
</tr>
<tr>
<td>STA. 25+42.1 L. GRAVEL DRIVE</td>
<td>337.3</td>
<td>30.6</td>
<td>30.6</td>
<td>Construct Gravel Drive per Design; Matchpoint at 120' lt.</td>
</tr>
<tr>
<td>STA. 25+88.1 L. FIELD ENTRANCE</td>
<td>20.0</td>
<td>6.5</td>
<td>6.5</td>
<td>Construct Field Entrance per Design; Matchpoint at 30' lt.</td>
</tr>
<tr>
<td>STA. 26+51.1 L. FIELD ENTRANCE</td>
<td>225</td>
<td>3.9</td>
<td>3.9</td>
<td>Construct Field Entrance per Design; Matchpoint at 38' lt.</td>
</tr>
<tr>
<td>STA. 26+77.1 L. FIELD ENTRANCE</td>
<td>0.6</td>
<td>37.6</td>
<td>25.5</td>
<td>Construct Field Entrance per Design; Matchpoint at 30' lt.</td>
</tr>
<tr>
<td>STA. 28+68.1 L. FIELD ENTRANCE</td>
<td>0.4</td>
<td>2.3</td>
<td>2.6</td>
<td>Construct Field Entrance per Design; Matchpoint at 15' lt.</td>
</tr>
<tr>
<td>STA. 32+68.1 L. GRAVEL DRIVE</td>
<td>23.2</td>
<td>10.0</td>
<td>10.0</td>
<td>Construct Gravel Drive per Design; Matchpoint at 30' lt.</td>
</tr>
<tr>
<td>STA. 36+10.1 L. FIELD ENTRANCE</td>
<td>4.4</td>
<td>0.5</td>
<td>9.4</td>
<td>Construct Field Entrance per Design; Match at B/W</td>
</tr>
<tr>
<td>STA. 38+74.1 L. GRAVEL DRIVE</td>
<td>1.7</td>
<td>19.1</td>
<td>18.4</td>
<td>Construct Gravel Drive per Design; Matchpoint at 60' lt.</td>
</tr>
<tr>
<td>STA. 38+90.1 L. ASPHALT DRIVE</td>
<td>105.9</td>
<td>15.8</td>
<td>16.1</td>
<td>Construct Asphalt Drive per Design; Matchpoint at 65' lt.; [22&quot; Width of Asphalt and 8&quot; Width of Gravel]</td>
</tr>
<tr>
<td>STA. 45+83.1 L. ASPHALT DRIVE</td>
<td>35.9</td>
<td>2.7</td>
<td>18.5</td>
<td>9.3</td>
</tr>
<tr>
<td>STA. 44+55.1 L. FIELD ENTRANCE</td>
<td>2.6</td>
<td>4.0</td>
<td>7.7</td>
<td>Construct Field Entrance per Design; Match at B/W</td>
</tr>
<tr>
<td>STA. 45+95.1 L. ASPHALT DRIVE</td>
<td>7.7</td>
<td>0.1</td>
<td>10.1</td>
<td>4.8</td>
</tr>
<tr>
<td>STA. 49+44.1 L. FIELD ENTRANCE</td>
<td>1.5</td>
<td>12.6</td>
<td>7.4</td>
<td>Construct New Field Entrance per Design; Matchpoint at 29' lt.; From Edge of Cul De Sac</td>
</tr>
<tr>
<td>STA. 49+47.1 L. GRAVEL DRIVE (PRIVATE)</td>
<td>3.6</td>
<td>3.1</td>
<td>8.2</td>
<td>Construct Gravel Drive per Design; Matchpoint at 27' lt.; From Edge of Cul De Sac</td>
</tr>
<tr>
<td>STA. 50+00.1 END NORTH GRAVEL DRIVE</td>
<td>16.7</td>
<td>0.2</td>
<td>16.3</td>
<td>Construct Gravel Drive per Design; Matchpoint at 45' lt.; North End From Edge of Cul De Sac</td>
</tr>
<tr>
<td>STA. 50+00.1 END SOUTH FIELD ENTRANCE</td>
<td>2.8</td>
<td>0.1</td>
<td>3.9</td>
<td>Construct Field Entrance per Design; Matchpoint at 35' South End From Edge of Cul De Sac</td>
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<td>BEANE ROAD STA. 2+08 L. GRAVEL DRIVE</td>
<td>1.0</td>
<td>8.2</td>
<td>10.3</td>
<td>Construct Gravel Drive per Design; Matchpoint at 45' lt.</td>
</tr>
</tbody>
</table>

**Totals for this sheet**: 730.3 253.2 384.9 33.3

---

*COUNTY ENGINEER*

*DATE: 4/27/15*

*PROJECT ENGINEER: KIM SPATTA*

*CHECKED BY: JAMIE MATHEWS*

*REVISION:* 1

---

QUALITY TABULATION - DRIVEWAYS

SHEET 25 OF 31
<table>
<thead>
<tr>
<th>Station</th>
<th>L.F.</th>
<th>L.F.</th>
<th>L.F.</th>
<th>EACH</th>
<th>C.Y.</th>
<th>S.F.</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-1 STA. 5+43.5, 26'AF RT.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>LOCATION IS A HELD FIT BASED ON CONTRACTOR LOCATING EXISTING DRAIN PIPE, TO BE CONNECTED TO NEW CATCH BASIN, RECTANGULAR HERRINGBONE GRAVE</td>
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<tr>
<td>4-2 STA. 10-60 LT.</td>
<td>126.0</td>
<td>33.3</td>
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<td>OVERFLOW CULVERT CROSSING</td>
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<td>4-3 STA. 10-60 LT.</td>
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<td>5-4 STA. 13-69 LT.</td>
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<tr>
<td>5-5 STA. 13-50 LT.</td>
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<td>7-13 STA. 22-01 LT.</td>
<td>36.0</td>
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<tr>
<td>7-14 STA. 22-08 LT.</td>
<td>32.0</td>
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<tr>
<td>7-15 STA. 23-25 LT.</td>
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<td>7-16 STA. 25-82 LT.</td>
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<tr>
<td>8-17 STA. 26-22 RT.</td>
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<tr>
<td>8-18 STA. 26-51 RT.</td>
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<tr>
<td>8-19 STA. 27-04</td>
<td>120.0</td>
<td>48.0</td>
<td>165.0</td>
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<td>CULVERT CROSSING</td>
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<tr>
<td>8-20 STA. 29-37 RT.</td>
<td>32.0</td>
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<tr>
<td>9-21 STA. 30-48 RT.</td>
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<td>10-22 STA. 36-10 LT.</td>
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<tr>
<td>10-23 STA. 38-74 RT.</td>
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<tr>
<td>10-24 STA. 39-90 LT.</td>
<td>50.0</td>
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<td></td>
<td>37' APPROACH 23&quot; OF WIDTH IS ASPHALT WITH REMAINDER 8&quot; WIDTH CSTC</td>
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<tr>
<td>11-25 STA. 41-59</td>
<td>60.0</td>
<td>28.0</td>
<td>114.0</td>
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<td>CULVERT CROSSING</td>
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<td>11-26 STA. 41-83 LT.</td>
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<td>12-27 STA. 44-65 RT.</td>
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<tr>
<td>12-28 STA. 45-06 LT.</td>
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<tr>
<td>12-29 STA. 49-49</td>
<td>126.0</td>
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<td>CULVERT CROSSING</td>
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<td>12-30 STA. 49-49 RT.</td>
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<tr>
<td>13-31 BEANE STA. 2+08 RT.</td>
<td>32.0</td>
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<tr>
<td>6-32 STA. 17-80 RT.</td>
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<td>OVERFLOW DITCH PIPE</td>
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<tr>
<td>6-33 STA. 20-00 RT.</td>
<td>10.0</td>
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<td>OVERFLOW DITCH PIPE</td>
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<tr>
<td>7-34 STA. 27-60 RT.</td>
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<td>OVERFLOW DITCH PIPE</td>
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<tr>
<td>6-35 STA. 18-75 RT.</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td>OVERFLOW DITCH PIPE</td>
</tr>
</tbody>
</table>

Totals for this sheet: 934.0 122.0 186.0 120.0 162.3 319.0
CONSTRUCTION NOTES:
1. REMOVE EXISTING GUARDRAIL
2. INSTALL BEAM GUARDRAIL TYPE 31, NON-FLARED TERMINAL STEEL POSTS (NDSOT STANDARD PLAN C-22.40-04)
3. INSTALL 300 L.F. OF BEAM GUARDRAIL TYPE 31 - 9 FT POSTS (NDSOT STANDARD PLAN C-20.10-02)
4. INSTALL 375 L.F. OF BEAM GUARDRAIL TYPE 31 - 9 FT POSTS (NDSOT STANDARD PLAN C-20.10-02)
5. REMOVE EXISTING GUARDRAIL ANCHOR

GUARDRAIL PLAN VIEW
STA. 4+31.25 LT. TO STA. 6+37.50 LT.
STA. 4+06.25 RT. TO STA. 6+87.50 RT.
## GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN N</th>
<th>LOCATION</th>
<th>SIGN SIZE</th>
<th>SHEETING TYPE/BRAND</th>
<th>POST MATERIAL</th>
<th>POST SIZE</th>
<th>POST LENGTH</th>
<th>CLEARANCE</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>W20-1</td>
<td>POSTMA RD, 925' WEST OF BEANE RD,</td>
<td>48° 45°</td>
<td>X</td>
<td>(A) 74&quot;</td>
<td>5-7&quot;</td>
<td>10'</td>
<td></td>
<td>NOTE: POST LENGTHS SHOWN ARE APPROXIMATE (14&quot;-16&quot;). FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR. WOOD OR TELESPAR</td>
</tr>
<tr>
<td>2</td>
<td>W20-2</td>
<td>POSTMA RD, 42' WEST OF BEANE RD,</td>
<td>36° 18°</td>
<td>X</td>
<td>(A) 74&quot;</td>
<td>5-7&quot;</td>
<td>10'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>W20-2</td>
<td>BEANE RD, 757' SOUTH OF POSTMA RD,</td>
<td>36° 18°</td>
<td>X</td>
<td>(A) 74&quot;</td>
<td>5-7&quot;</td>
<td>10'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>W20-1</td>
<td>BEANE RD, 757' SOUTH OF POSTMA RD,</td>
<td>48° 45°</td>
<td>X</td>
<td>(A) 74&quot;</td>
<td>5-7&quot;</td>
<td>10'</td>
<td></td>
<td></td>
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</tbody>
</table>

**NOTES:**
1. MUTCD (Manual on Uniform Traffic Control Devices).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES 6.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGNS MANUAL.
4. R- Distance from the existing shoulder, or face of curb, to the sign post.
5. All signs, posts and any other traffic control devices shall be supplied, erected and maintained by the contractor.
6. The posts shall not protrude above the signs.
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>R-1</td>
<td></td>
<td>BEANE RD, (110-227) SOUTH OF POSTMA ROAD</td>
<td>36&quot; x 36&quot;</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>REMOVE</td>
</tr>
<tr>
<td>D3-101</td>
<td>SAME AS ABOVE</td>
<td></td>
<td>42&quot; x 6&quot;</td>
<td>--</td>
<td>--</td>
<td>MOUNTED ABOVE SIGN NO. 1, &quot;BEANE RD&quot;</td>
</tr>
<tr>
<td>D2-101</td>
<td>SAME AS ABOVE</td>
<td></td>
<td>42&quot; x 6&quot;</td>
<td>--</td>
<td>--</td>
<td>MOUNTED ABOVE SIGN NO. 2, &quot;POSTMA RD&quot;</td>
</tr>
<tr>
<td>W1-7</td>
<td>POSTMA ROAD, (107-102) EAST OF BEANE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>REMOVE</td>
<td></td>
</tr>
<tr>
<td>W2-7</td>
<td>POSTMA ROAD, (107-203) NORTH OF BEANE RD.</td>
<td>40&quot; x 24&quot;</td>
<td>STEEL</td>
<td>7&quot;x7&quot;</td>
<td>REMOVE</td>
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</tr>
<tr>
<td>D2-101</td>
<td>POSTMA ROAD, 50' WEST OF BEANE RD.</td>
<td>30&quot; x 30&quot;</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>REMOVE</td>
<td></td>
</tr>
<tr>
<td>W6-3</td>
<td>POSTMA ROAD, 310' WEST OF BEANE RD.</td>
<td>36&quot; x 36&quot;</td>
<td>WOOD</td>
<td>4&quot;x4&quot;</td>
<td>REMOVE</td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE THE CURRENT STANDARD HIGHWAY SIGN BOOK.
3. THE SIGNS AND SIGNS SHALL BE DISASSEMBLED AND DELIVERED TO THE YAKIMA COUNTY PUBLIC WORKS DEPARTMENT MAINTENANCE SHOP AT 1216 S. 16TH ST., YAKIMA, WA. 98901. CONTACT CRAIG BLANKENSHIP AT (509) 574-2396.
POSTMA ROAD IMPROVEMENT PROJECT
BEANE ROAD TO END OF ROAD

C 3481

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER

TRAFFIC ENGINEER:

DRAWN: CHECKED BY:

STREET AND SIGNS PLANS

SHEET 32 OF 33
# Permanent Signing Specifications

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN NO.</th>
<th>LOCATION</th>
<th>SIGN SIZE (IN)</th>
<th>SHEET SIZE (IN)</th>
<th>POST TYPE</th>
<th>POST MATERIAL</th>
<th>POST SIZE (IN)</th>
<th>CLEARANCE DT.1</th>
<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>R1-3 (0000)</td>
<td>BEANE RD., 100-200 SOUTH OF POSTMA ROAD</td>
<td>36 x 36</td>
<td>8 x 8</td>
<td>METAL</td>
<td>2-1/2&quot;</td>
<td>X</td>
<td>1/2&quot;</td>
<td>10&quot;</td>
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<tr>
<td>2</td>
<td>D3-0400</td>
<td>SAME AS ABOVE</td>
<td>42 x 9&quot;</td>
<td>12 x 12</td>
<td>METAL</td>
<td>2-1/2&quot;</td>
<td>X</td>
<td>1/2&quot;</td>
<td>10&quot;</td>
</tr>
<tr>
<td>3</td>
<td>D3-0400</td>
<td>SAME AS ABOVE</td>
<td>42 x 9&quot;</td>
<td>12 x 12</td>
<td>METAL</td>
<td>2-1/2&quot;</td>
<td>X</td>
<td>1/2&quot;</td>
<td>10&quot;</td>
</tr>
<tr>
<td>4</td>
<td>4-W-1</td>
<td>POSTMA ROAD, 500-1000 EAST OF BEANE RD.</td>
<td>36 x 36</td>
<td>8 x 8</td>
<td>METAL</td>
<td>2-1/2&quot;</td>
<td>X</td>
<td>1/2&quot;</td>
<td>10&quot;</td>
</tr>
<tr>
<td>5</td>
<td>W2-2R</td>
<td>POSTMA ROAD, 500 WEST OF BEANE RD.</td>
<td>36 x 36</td>
<td>8 x 8</td>
<td>METAL</td>
<td>2-1/2&quot;</td>
<td>X</td>
<td>1/2&quot;</td>
<td>10&quot;</td>
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<tr>
<td>6</td>
<td>D3-0400</td>
<td>SAME AS ABOVE</td>
<td>42 x 9&quot;</td>
<td>12 x 12</td>
<td>METAL</td>
<td>2-1/2&quot;</td>
<td>X</td>
<td>1/2&quot;</td>
<td>10&quot;</td>
</tr>
<tr>
<td>7</td>
<td>W1-7</td>
<td>POSTMA ROAD, 100-200 NORTH OF BEANE RD.</td>
<td>46 x 24&quot;</td>
<td>12 x 12</td>
<td>METAL</td>
<td>2-1/2&quot;</td>
<td>X</td>
<td>1/2&quot;</td>
<td>10&quot;</td>
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</tbody>
</table>

**Notes:**
1. MUTCD MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES B.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE CURRENT STANDARD HIGHWAY SIGN 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 PROJECT ABOVE THE SIGNS.

---

**Sign Face**

**D3-1**

SIGN FABRICATION SHALL MEET THE CURRENT EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) HIGHWAY SIGN MANUAL.

**COLORS**

- LEGEND: WHITE (DOT1)
- BACKGROUND: GREEN (DOT1)

ALL LEGEND SHALL BE SERIES C Alphabet

**LEGEND**

- 3/8" UL-1/8" L.G.
- 3/8" UL-1/8" L.C.
- 3/8" UL-1/8" ABBREV (BO)

- 3/8" UL-1/8" C (AP) (Series I & II)

**STYLES**

- ALPHABET: A

- REFLECTIVE SIGN MATERIALS SHALL BE TYPE II EP OR TYPE IV BASED ON AVAILABILITY.

---

**Typical Sign Installation**

N75

- POST LENGTH SHOWN ARE APPROXIMATE.
- 12'-14'. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

---

**Permalink Signing Specifications and Details**

**Postma Road Improvement Project**

**Beane Road**

**C 3481**

PREPARED UNDER THE DIRECTION OF:

COUNTY ENGINEER

DATE: 4/5/70

TRAFFIC ENGINEER:

MALIK REHMAN

DRAWN: MATTHEWS CHECKED BY: KENT AKERLY

REVISION:

SHEET 33 OF 33