CONTRACT SPECIFICATIONS

DOUGLAS ROAD IMPROVEMENT PROJECT
(McAuley Road To Fisk Road)

FISK ROAD IMPROVEMENT PROJECT
(Rodgers Road To Douglas Road)

YAKIMA COUNTY PUBLIC SERVICES PROJECT NOS. C 2898 & C 2934
INFORMATIONAL
BID DOCUMENTS
CERTIFICATE

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

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

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

Office of the Board of County Commissioners of Yakima County, Room 232, Yakima County Courthouse, 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 July 12th, 2006.

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, 4th floor, Yakima County Courthouse, 128 N. 2nd Street, Yakima, Washington 98901.

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

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

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

YAKIMA COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER
PROPOSAL—Continued

This certifies that the undersigned has examined the location of

C 2898; DOUGLAS ROAD IMPROVEMENT PROJECT
(McAuley Road To Fisk Road)

C 2934; FISK ROAD IMPROVEMENT PROJECT
(Rodgers Road To Douglas Road)

And that the Plans, Specifications and Contract governing the work embraced in this improvement, 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 this improvement, 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>APPROX. QUANTITY</th>
<th>ITEM</th>
<th>PRICE PER UNIT (including sales Tax)</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>DOLLARS</td>
<td>DOLLARS</td>
</tr>
<tr>
<td>1</td>
<td>LUMP SUM</td>
<td>MOBILIZATION</td>
<td>AT PER LUMP SUM</td>
<td>$ .</td>
</tr>
<tr>
<td>2</td>
<td>LUMP SUM</td>
<td>CLEARING AND GRUBBING</td>
<td>AT PER LUMP SUM</td>
<td>$ .</td>
</tr>
<tr>
<td>3</td>
<td>LUMP SUM</td>
<td>REMOVAL OF STRUCTURES AND OBSTRUCTIONS</td>
<td>AT PER LUMP SUM</td>
<td>$ .</td>
</tr>
<tr>
<td>4</td>
<td>25,945 CY</td>
<td>ROADWAY EXCAVATION INCL. HAUL</td>
<td>AT PER CY</td>
<td>$ .</td>
</tr>
<tr>
<td>5</td>
<td>421 LF</td>
<td>SCHEDULE A CULVERT PIPE, 12 IN. DIAM.</td>
<td>AT PER LF</td>
<td>$ .</td>
</tr>
<tr>
<td>6</td>
<td>50 LF</td>
<td>SCHEDULE A CULVERT PIPE, 18 IN. DIAM.</td>
<td>AT PER LF</td>
<td>$ .</td>
</tr>
<tr>
<td>7</td>
<td>315 LF</td>
<td>SCHEDULE A CULVERT PIPE, 24 IN. DIAM.</td>
<td>AT PER LF</td>
<td>$ .</td>
</tr>
<tr>
<td>8</td>
<td>1,309 LF</td>
<td>SCHEDULE A APPROACH PIPE, 12 IN. DIAM.</td>
<td>AT PER LF</td>
<td>$ .</td>
</tr>
<tr>
<td>9</td>
<td>14,300 TONS</td>
<td>CRUSHED SURFACING BASE COURSE</td>
<td>AT PER TON</td>
<td>$ .</td>
</tr>
</tbody>
</table>

C 2898 & C 2934

Page 3

Informational Bid Documents
<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Unit</th>
<th>AT</th>
<th>PER</th>
<th>TOTAL BID AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>5,850 TONS CRUSHED SURFACING TOP COURSE (COUNTY SUPPLIED - SUMMITVIEW QUARRY)</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>11</td>
<td>300 TONS HMA FOR APPROACHES</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>12</td>
<td>LUMP SUM PROJECT TEMPORARY TRAFFIC CONTROL</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>13</td>
<td>12 EACH ADJUST IRRIGATION VALVE</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>14</td>
<td>1,625 LF BEAM GUARDRAIL TYPE 1- 8' LONG POSTS</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>15</td>
<td>11 EACH BEAM GUARDRAIL FLARED TERMINAL</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>16</td>
<td>5 EACH GUARDRAIL ANCHOR TYPE 1</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>17</td>
<td>ESTIMATE MINOR CHANGES</td>
<td></td>
<td></td>
<td></td>
<td>$ 5,000.00</td>
</tr>
<tr>
<td>18</td>
<td>8 EACH MAILBOX SUPPORT, TYPE 1</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>19</td>
<td>14 EACH MAILBOX SUPPORT, TYPE 2</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>20</td>
<td>30 TONS QUARRY SPALLS</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>21</td>
<td>2 EACH DROP INLET TYPE 1</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
</tbody>
</table>
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 Addendum’s:

No. Date

The undersigned has telephoned the Office of the Yakima County Engineer for verification of the number of Addendum’s 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 ____________________________

State of __________________ County of __________________ (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.

(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 2898 & C 2934.
LETTER OF RESPONSIBILITY

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

Dear Sirs:

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

a. My permanent place of business is _____________________________________________,
   which I have maintained for __________ years.

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

DESCRIPTION OF WORK:

C 2898: DOUGLAS ROAD IMPROVEMENT PROJECT – (MCAULEY ROAD TO FISK ROAD)

C 2934: FISK ROAD IMPROVEMENT PROJECT – (FISK ROAD TO DOUGLAS ROAD)

I have the following equipment available for this work:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

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

________________________________________________________________________

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

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

Very truly yours,

________________________________________
Contractor

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

In interpreting these specifications, the following definitions shall prevail:


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

BOARD: The Board of County Commissioners of Yakima County.

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

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

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

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

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

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

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

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

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

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

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

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

NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1-800-424-9071

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

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

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

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

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

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

Name and Title of Authorized Representative

______________________________    ____________________
Signature                        Date
CONTRACT

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

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

I. The CONTRACTOR shall do all work and furnish all tools, materials and equipment for C 2898: DOUGLAS ROAD IMPROVEMENT PROJECT - (From McAuley Road To Fisk Road) and C 2934: FISK ROAD IMPROVEMENT PROJECT - (From Rodgers Road To Douglas Road) and shall perform any changes in the work in accordance with the Contract Documents. "Contract Documents" are this Contract, the attached Plans and Specifications and the current edition of the Standard Specifications of the Washington State Department of Transportation and American Public Works Association which are by this reference incorporated herein and made a part hereof. In using said Standard Specifications and Amendments thereto, "Secretary of Transportation", "Engineer" and like terms used therein will be construed to mean Yakima County Engineer and "State" or "Thurston County" shall mean Yakima County.

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 herein to be furnished by Yakima County.

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

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

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

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

Executed by the CONTRACTOR_______, 20__.

BOARD OF YAKIMA COUNTY COMMISSIONERS

CONTRACTOR

Signature

Print or Type Name of Person Signing

Title

Foregoing Contract approved and ratified

______ _________, 20__.

Surety

Attorney-in-fact

Chair

Commissioner

Commissioner

ATTEST: Clerk of the Board

Jennifer Adams

Approved as to form:

Deputy Prosecuting Attorney
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 2898: DOUGLAS ROAD IMPROVEMENT PROJECT - (McAuley Road To Fisk Road) and C 2934: FISK ROAD IMPROVEMENT PROJECT - (Rodgers Road To Douglas 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 ______________________, 20____

PRINCIPAL

By: ____________________________

Title: ____________________________

SURETY

By: ____________________________

Attorney-in-Fact

Approved as to form:

Deputy Prosecuting Attorney

Name of Local Office of Agent

Address of Local Office Agent

BOND NUMBER

YAKIMA COUNTY CONTRACT NUMBER

C 2898 & C 2934
AMENDMENTS TO THE
STANDARD SPECIFICATIONS
AMENDMENTS TO THE STANDARD SPECIFICATIONS

C 2898 - DOUGLAS ROAD IMPROVEMENT PROJECT
(McAuley Road To Fisk Road)

C 2934 - FISK ROAD IMPROVEMENT PROJECT
(Rodgers Road To Douglas Road)

YAKIMA COUNTY, WASHINGTON

INTRODUCTION

The following Amendments and Special Provisions shall be used in conjunction with the 2006 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.

SECTION 1-04, SCOPE OF THE WORK

April 3, 2006

1-04.6 Variation in Estimated Quantities
The third paragraph beginning with “If the adjusted final quantity of any items”, is revised to read:

If the adjusted final quantity of any item does not vary from the quantity shown in the proposal by more than 25%, then the Contractor and the Contracting Agency agree that all work under that item will be performed at the original contract unit price.

SECTION 1-06, CONTROL OF MATERIAL

April 3, 2006

1-06.1 Approval of Materials Prior To Use
The second sentence in the first paragraph is revised to read:

The Contractor shall use the Qualified Product List (QPL), the Aggregate Source Approval (ASA) Database, or the Request for Approval of Material (RAM) form.

Number 1 under the second paragraph is revised to read:

1. Shall be new, unless the Special Provisions or Standard Specifications permit otherwise;

1-06.1(1) Qualified Products List (QPL)
This section is supplemented with the following:

The current QPL can be accessed on-line at www.wsdot.wa.gov/biz/mats/QPL/QPL.cfm.
The following new sub-section is inserted to follow 1-06.1(2).

**1-06.1(3) Aggregate Source Approval (ASA) Database**

The ASA is a database containing the results of WSDOT preliminary testing of aggregate sources. This database is used by the Contracting Agency to indicate the approval status of these aggregate sources for applications that require preliminary testing as defined in the contract. The ASA 'Aggregate Source Approval Report' identifies the currently approved applications for each aggregate source listed. The acceptance and use of these aggregates is contingent upon additional job sampling and/or documentation.

Aggregates approved for applications on the ASA 'Aggregate Source Approval Report' not conforming to the specifications, not fulfilling the acceptance requirements, or improperly handled or installed, shall be replaced at the Contractor's expense.

For questions regarding the approval status of an aggregate source, contact the WSDOT Regional Materials Engineer for the Region the source is located in. The Contracting Agency reserves the right to make revisions to the ASA database at anytime.

If there is a conflict between the ASA database and the contract, then the contract shall take precedence over the ASA database in accordance with Section 1-04.2. The ASA database can be accessed on-line at www.wsdot.wa.gov/biz/mats/ASA.

**1-06.2(2)D Quality Level Analysis**

Item 9 under the first paragraph is revised to read:

9. Determine the Composite Pay Factor (CPF) for each lot.

\[
CPF = \frac{f_1(PF_1) + f_2(PF_2) + \ldots + f_i(PF_i)}{L^n}
\]

\[\text{i = 1 to j}\]

where: \(f_i = \text{price adjustment factor listed in these Specifications for the applicable material}\)

\[j = \text{number of constituents being evaluated}\]

**SECTION 1-07, LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC**

January 3, 2006

**1-07.10 Worker's Benefits**

The fourth paragraph is revised to read:

The Public Works Contract Division of the Washington State Department of Labor and Industries will provide the Contractor with applicable industrial insurance and medical aid classification and premium rates. After receipt of Revenue Release from the Washington State Department of Revenue, the contracting agency will verify through the Department of Labor and Industries that the Contractor is current with respect to the payments of industrial insurance and medical aid premiums.

**1-07.15 Temporary Water Pollution/Erosion Control**

The first paragraph is revised to read:

In an effort to prevent, control, and stop water pollution and erosion within the project, thereby protecting the work, nearby land, streams, and other bodies of water, the Contractor shall perform all
work in strict accordance with all Federal, State, and local laws and regulations governing waters of the State, as well as permits acquired for the project.

SECTION 1-08, PROSECUTION AND PROGRESS
April 3, 2006

1-08.3 Progress Schedule
Section 1-08.3 and all subsections are deleted in their entirety and replaced with the following:

1-08.3 Progress Schedule

1-08.3(1) General Requirements
The Contractor shall submit Type A or Type B Progress Schedules and Schedule Updates to the Engineer for approval. Schedules shall show work that complies with all time and order of work requirements in the contract. Scheduling terms and practices shall conform to the standards established in Construction Planning and Scheduling, Second Edition, published by the Associated General Contractors of America. Except for Weekly Look-Ahead Schedules, all schedules shall meet these General Requirements, and provide the following information:

1. Include all activities necessary to physically complete the project.

2. Show the planned order of work activities in a logical sequence.

3. Show durations of work activities in working days as defined in Section 1-08.5.

4. Show activities in durations that are reasonable for the intended work.

5. Define activity durations in sufficient detail to evaluate the progress of individual activities on a daily basis.

6. Show the physical completion of all work within the authorized contract time.

The Contracting Agency allocates its resources to a contract based on the total time allowed in the contract. The Contracting Agency may accept a Progress Schedule indicating an early physical completion date but cannot guarantee the Contracting Agency's resources will be available to meet an accelerated schedule. No additional compensation will be allowed if the Contractor is not able to meet their accelerated schedule due to the unavailability of Contracting Agency’s resources or for other reasons beyond the Contracting Agency’s control.

If the Engineer determines that the Progress Schedule or any necessary Schedule Update does not provide the required information, then the schedule will be returned to the Contractor for correction and resubmittal.

The Engineer's approval of any schedule shall not transfer any of the Contractor's responsibilities to the Contracting Agency. The Contractor alone shall remain responsible for adjusting forces, equipment, and work schedules to ensure completion of the work within the time(s) specified in the contract.

1-08.3(2) Progress Schedule Types
Type A Progress Schedules are required on all projects that do not contain the bid item for Type B Progress Schedule. Type B Progress Schedules are required on all projects that contain the bid item for Type B Progress Schedule. Weekly Look-Ahead Schedules and Schedule Updates are required on all projects.

1-08.3(2)A Type A Progress Schedule
The Contractor shall submit five copies of a Type A Progress Schedule no later than the first working day of the contract as defined in Section 1-08.5. The schedule may be a critical path method (CPM) schedule, bar chart, or other standard schedule format. The Engineer will evaluate the Type A Progress Schedule and approve or return the schedule for corrections within 15 calendar days of receiving the submittal.
1-08.3(2)B Type B Progress Schedule

The Contractor shall submit a preliminary Type B Progress Schedule no later than five calendar days after the date the contract is executed. The preliminary Type B Progress Schedule shall comply with all of these requirements and the requirements of Section 1-08.3(1), except that it may be limited to only those activities occurring within the first 60 working days of the project.

The Contractor shall submit five copies of a Type B Progress Schedule no later than 30 calendar days after the date the contract is executed. The schedule shall be a critical path method (CPM) schedule developed by the Precedence Diagramming Method (PDM). Restraints may be utilized, but may not serve to change the logic of the network or the critical path. The schedule shall display at least the following information:

- Contract Number and Title
- Construction Start Date
- Critical Path
- Activity Description
- Milestone Description
- Activity Duration
- Predecessor Activities
- Successor Activities
- Early Start (ES) and Early Finish (EF) for each activity
- Late Start (LS) and Late Finish (LF) for each activity
- Total Float (TF) and Free Float (FF) for each activity
- Physical Completion Date
- Data Date

The Engineer will evaluate the Type B Progress Schedule and approve or return the schedule for corrections within 15 calendar days of receiving the submittal.

1-08.3(2)C Vacant

1-08.3(2)D Weekly Look-Ahead Schedule

Each week that work will be performed, the Contractor shall submit a Weekly Look-Ahead Schedule showing the Contractor’s and all subcontractors’ proposed work activities for the next two weeks. The Weekly Look-Ahead Schedule shall include the description, duration and sequence of work, along with the planned hours of work. This schedule may be a network schedule, bar chart, or other standard schedule format. The Weekly Look-Ahead Schedule shall be submitted to the Engineer by the midpoint of the week preceding the scheduled work or some other mutually agreed upon submittal time.

1-08.3(3) Schedule Updates

The Engineer may request a Schedule Update when any of the following events occur:

1. The project has experienced a change that affects the critical path.
2. The sequence of work is changed from that in the approved schedule.
3. The project is significantly delayed.
4. Upon receiving an extension of contract time.

The Contractor shall submit five copies of a Type A or Type B Schedule Update within 15 calendar days of receiving a written request, or when an update is required by any other provision of the contract. A “significant” delay in time is defined as 10 working days or 10 percent of the original contract time, whichever is greater.

In addition to the other requirements of this Section, Schedule Updates shall reflect the following information:
1. The actual duration and sequence of as-constructed work activities, including changed work.

2. Approved time extensions.

3. Any construction delays or other conditions that affect the progress of the work.

4. Any modifications to the as-planned sequence or duration of remaining activities.

5. The physical completion of all remaining work in the remaining contract time.

Unresolved requests for time extensions shall be reflected in the Schedule Update by assuming no time extension will be granted, and by showing the effects to follow-on activities necessary to physically complete the project within the currently authorized time for completion.

1-08.3(4) Measurement
No specific unit of measurement shall apply to the lump sum item for Type B Progress Schedule.

1-08.3(5) Payment
Payment will be made in accordance with Section 1-04.1, for the following bid item when it is included in the proposal:

"Type B Progress Schedule", lump sum.

The Lump Sum price shall be full pay for all costs for furnishing the Type B Progress Schedule and preliminary Type B Progress Schedule.

Payment of 80 percent of the lump sum price will be made upon approval of the Progress Schedule.

Payment will be increased to 100 percent of the lump sum price upon completion of 80 percent of the original total contract award amount.

All costs for providing Type A Progress Schedules and Weekly Look-Ahead Schedules are considered incidental to other items of work in the contract.

No payment will be made for Schedule Updates that are required due to the Contractors operations. Schedule Updates required by events that are attributed to the actions of the Contracting Agency will be paid for in accordance with Section 1-09.4.

1-08.4 Prosecution of Work
The first sentence is revised to read:

The Contractor shall begin work within 21 calendar days from the date of execution of the contract by the Contracting Agency, unless otherwise approved in writing.

1-08.5 Time for Completion
This section is revised to read:

The Contractor shall complete all physical contract work within the number of "working days" stated in the Contract Provisions or as extended by the Engineer in accordance with Section 1-08.8. Every day will be counted as a "working day" unless it is a nonworking day or an Engineer determined unworkable day. A nonworking day is defined as a Saturday, a Sunday, a day on which the contract specifically suspends work, or one of these holidays: January 1, the third Monday of January, the third Monday of February, Memorial Day, July 4, Labor Day, November 11, Thanksgiving Day, the day after Thanksgiving, and Christmas Day. When any of these holidays fall on a Sunday, the following Monday shall be counted a nonworking day. When the holiday falls on a Saturday, the preceding Friday shall be counted a nonworking day. The days between December 25 and January 1 will be classified as nonworking days.
An unworkable day is defined as a half or whole day the Engineer declares to be unworkable because of weather or conditions caused by the weather that prevents satisfactory and timely performance of the work shown on the critical path of the Contractor’s approved progress schedule. Other conditions beyond the control of the Contractor may qualify for an extension of time in accordance with Section 1-08.8.

Contract time shall begin on the first working day following the 21st calendar day after the date the Contracting Agency executes the contract. If the Contractor starts work on the project at an earlier date, then contract time shall begin on the first working day when onsite work begins. The contract provisions may specify another starting date for contract time, in which case, time will begin on the starting date specified.

Each working day shall be charged to the contract as it occurs, 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 half 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.

The Engineer will give the Contractor written notice of the physical completion date for all work the contract requires. That date shall constitute the physical completion date of the contract, but shall not imply the Secretary’s acceptance of the work or the contract.

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

1. The physical work on the project must be complete; and
2. The Contractor must furnish all documentation required by the contract and required by law, to allow the Contracting Agency to process final acceptance of the contract. The following documents must be received by the Project Engineer prior to establishing a completion date:
   a. Certified Payrolls (Federal-aid Projects)
   b. Material Acceptance Certification Documents
   d. FHWA 47 (Federal-aid Projects)
   e. Final Contract Voucher Certification

1-08.8 Extensions of Time

Section 1-08.8 is revised to read:

The Contractor shall submit any requests for time extensions to the Engineer in writing no later than 10 working days after the delay occurs. The requests for time extension shall be limited to the affect on the critical path of the Contractor’s approved schedule attributable to the change or event giving rise to the request.

To be considered by the Engineer, the request shall be in sufficient detail (as determined by the Engineer) to enable the Engineer to ascertain the basis and amount of the time requested. The request shall include an updated schedule that supports the request and demonstrates that the change or event: (1) had a specific impact on the critical path, and except in cases of concurrent delay, was the sole cause of such impact, and (2) could not have been avoided by resequencing of the work or by using other reasonable alternatives. If a request combined with previous extension requests, equals 20
percent or more of the original contract time then the Contractor’s letter of request must bear consent of Surety. In evaluating any request, the Engineer will consider how well the Contractor used the time from contract execution up to the point of the delay and the effect the delay has on any completion times included in the special provisions. The Engineer will evaluate and respond within 15 calendar days of receiving the request.

The authorized time for physical completion will be extended for a period equal to the time the Engineer determines the work was delayed because of:

1. Adverse weather causing the time requested to be unworkable, provided that the Engineer had not already declared the time to be unworkable and the Contractor has filed a written protest according to Section 1-08.5.

2. Any action, neglect, or default of the Contracting Agency, its officers, or employees, or of any other contractor employed by the Contracting Agency.

3. Fire or other casualty for which the Contractor is not responsible.

4. Strikes.

5. Any other conditions for which these Specifications permit time extensions such as:
   a. In Section 1-04.4 if a change increases the time to do any of the work including unchanged work.
   b. In Section 1-04.5 if increased time is part of a protest that is found to be a valid protest.
   c. In Section 1-04.7 if a changed condition is determined to exist that caused a delay in completing the contract.
   d. In Section 1-05.3 if the Contracting Agency does not approve properly prepared and acceptable drawings within 30 calendar days.
   e. In Section 1-07.13 if the performance of the work is delayed as a result of damage by others.
   f. In Section 1-07.17 if the removal or the relocation of any utility by forces other than the Contractor caused a delay.
   g. In Section 1-07.24 if a delay results from all the right of way necessary for the construction not being purchased and the special provisions does not make specific provisions regarding unpurchased right of way.
   h. In Section 1-08.6 if the performance of the work is suspended, delayed, or interrupted for an unreasonable period of time that proves to be the responsibility of the Contracting Agency.
   i. In Section 1-09.11 if a dispute or claim also involves a delay in completing the contract and the dispute or claim proves to be valid.
   j. In Section 1-09.6 for work performed on a force account basis.

6. If the actual quantity of work performed for a bid item was more than the original plan quantity and increased the duration of a critical activity. Extensions of time will be limited to only that quantity exceeding the original plan quantity.

7. Exceptional causes not specifically identified in items 1 through 6, provided the request letter proves the Contractor had no control over the cause of the delay and could have done nothing to avoid or shorten it.
Working days added to the contract by time extensions, when time has overran, shall only apply to
days on which liquidated damages or direct engineering have been charged, such as the following:

If substantial completion has been granted prior to all of the authorized working days being used,
then the number of days in the time extension will eliminate an equal number of days on which
direct engineering charges have accrued. If the substantial completion date is established after all
of the authorized working days have been used, then the number of days in the time extension
will eliminate an equal number of days on which liquidated damages or direct engineering
charges have accrued.
The Engineer will not allow a time extension for any cause listed above if it resulted from the
Contractor's default, collusion, action or inaction, or failure to comply with the contract.
The Contracting Agency considers the time specified in the special provisions as sufficient to do all
the work. For this reason, the Contracting Agency will not grant a time extension for:

- Failure to obtain all materials and workers unless the failure was the result of exceptional
  causes as provided above in subsection 7;
- Changes, protests, increased quantities, or changed conditions (Section 1-04) that do not
  delay the completion of the contract or prove to be an invalid or inappropriate time
  extension request;
- Delays caused by nonapproval of drawings or plans as provided in Section 1-05.3;
- Rejection of faulty or inappropriate equipment as provided in Section 1-05.9;
- Correction of thickness deficiency as provided in Section 5-05.5(1)B.

The Engineer will determine whether the time extension should be granted, the reasons for the
extension, and the duration of the extension, if any. Such determination will be final as provided in
Section 1-05.1.

SECTION 1-09, MEASUREMENT AND PAYMENT

January 3, 2006

1-09.9(1) Retainage
The fourth paragraph is revised to read:

Release of the retainage will be made 60 days following the Completion Date (pursuant to RCW
39.12, and RCW 60.28) provided the following conditions are met:

1. On contracts totaling more than $20,000, 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
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 is current with payments of industrial insurance and medical aid premiums.
5. All claims, as provided by law, filed against the retainage have been resolved. In the event
   claims are filed and provided the conditions of 1, 2, 3 and 4 are met, the Contractor will be
   paid such retained percentage less an amount sufficient to pay any such claims together with
   a sum determined by the Contracting Agency sufficient to pay the cost of foreclosing on
   claims and to cover attorney's fees.
SECTION 2-09, STRUCTURE EXCAVATION

January 3, 2006

2-09.3(1E) Backfilling
Item 1 of the first paragraph under Compaction is revised to read:

1. Backfill supporting roadbed, roadway embankments, or structures, including backfill providing
lateral support for noise barrier wall foundations, luminaire poles, traffic signal standards, and
roadside and overhead sign structure foundations — placed in horizontal layers no more than
6 inches thick with each layer compacted to 95 percent of the maximum density determined by
the Compaction Control Test, Section 2-03.3(14)D.

SECTION 5-01, CEMENT CONCRETE PAVEMENT REHABILITATION

April 3, 2006

5-01.3(2B) Portland Cement Concrete
The third paragraph beginning with “Acceptance testing” is supplemented with the following:

The Contractor shall provide cure boxes in accordance with Section 6-02.3(5)H, and protect concrete
cylinders in cure boxes from excessive vibration and shock waves during the curing period in
accordance with Section 6-02.3(6)D. Payment for cure boxes shall be in accordance with Section 6-
02.5.

5-01.3(6) Dowel Bar Retrofit
The sixth paragraph is revised to read:

All slot surfaces shall be cleaned to bare concrete by sand blasting. The cleaning shall remove all
slurry, parting compound, and other foreign materials prior to installation of the dowel. Any damage
to the concrete shall be repaired by the Contractor at no cost to the Contracting Agency. Traffic shall
not be allowed on slots where concrete has been removed.

5-01.3(10) Pavement Smoothness
This section is revised to read:

Perform the work described in Section 5-05.3(12), and the following:

Where the pavement is ground, calculation of the profile index shall exclude dips and depressions
in the existing roadway. The profilograph generated reports shall be provided to the Engineer
prior to payment.

5-01.5 Payment
This section is revised to read:

In the 15th paragraph for Sealing Transverse and Longitudinal Joints, delete "Cement Concrete
Pavement Grinding", per square yard.

At the top of the 16th paragraph add "Cement Concrete Pavement Grinding", per square yard.

The second sentence in the 16th paragraph is revised to read:

The costs of any additional pavement grinding and profiling required to complete the work as
specified is also included in this payment.

The 18th paragraph for Replace Uncompactable Material is supplemented with the following:

All costs associated with the containment, collection and disposal of concrete slurry and grinding
residue shall be included in the applicable concrete grinding or cutting items of work.
SECTION 5-05, CEMENT CONCRETE PAVEMENT

April 3, 2006

5-05.3(4)A Acceptance of Portland Cement Concrete Pavement
The ninth paragraph beginning with “Acceptance testing for compliance” is supplemented with the following:

The Contractor shall provide cure boxes in accordance with Section 6-02.3(5)H, and protect concrete cylinders in cure boxes from excessive vibration and shock waves during the curing period in accordance with Section 6-02.3(6)D. Payment for cure boxes shall be in accordance with Section 6-02.5.

5-05.3(7) Placing, Spreading, and Compacting Concrete
The second paragraph is revised to read:

The average density of the cores shall be at least 97 percent of the approved mix design density or the actual concrete density when determined by the Contractor using AASHTO T 121 with no cores having a density of less than 96 percent.

SECTION 6-02, CONCRETE STRUCTURES

June 5, 2006

6-02.3(2) Proportioning Materials
The third paragraph is revised to read:

The use of fly ash is required for Class 4000D and 4000P concrete, except that ground granulated blast furnace slag may be substituted for fly ash at a 1:1 ratio. The use of fly ash and ground granulated blast furnace slag is optional for all other classes of concrete.

6-02.3(2)A Contractor Mix Design
The first paragraph is revised to read:

The Contractor shall provide a mix design in writing to the Engineer for all classes of concrete specified in the Plans except for those accepted based on a Certificate of Compliance. No concrete shall be placed until the Engineer has reviewed the mix design. The required average 28 day compressive strength shall be selected per ACI 318, Chapter 5, Section 5.3.2. ACI 211.1 and ACI 318 shall be used to determine proportions. The proposed mix for Class 4000P shall provide a minimum fly ash or ground granulated blast furnace slag content per cubic yard of 100 pounds, and a minimum cement content per cubic yard of 600 pounds. The proposed mix for Class 4000D shall provide a minimum fly ash or ground granulated blast furnace slag content per cubic yard of 75 pounds, and a minimum cement content per cubic yard of 660 pounds. All other concrete mix designs, except those for lean concrete and commercial concrete, shall have a minimum cementitious material content of 564 pounds per cubic yard of concrete.

The following new sentence is inserted after the first sentence in the fourth paragraph.

An alternate combined aggregate gradation conforming to Section 9-03.1(5) may also be used.

6-02.3(4)A Qualification of Concrete Suppliers
The first paragraph and the entire second paragraph (1 through 4) are deleted and replaced with the following:

Batch Plant Prequalification may be obtained through one of the following methods:
1. Certification by the National Ready Mix Concrete Association (NRMCA). Information concerning NRMCA certification may be obtained from the NRMCA at 900 Spring Street, Silver Springs, MD 20910 or online at www.nrmca.org. The NRMCA certification shall be good for a two year period. When this method of certification is used the following documentation shall be submitted to the project engineer.

   a. A copy of the current NRMCA Certificate of Conformance, the concrete mix design(s) (WSDOT Form 350-040), along with copies of the truck list, batch plant scale certification, admixture dispensing certification, and volumetric water batching devices (including water meters) verification.

2. Independent evaluation certified by a Professional Engineer using NRMCA checklist. The Professional Engineer shall be licensed under title 18 RCW, state of Washington, qualified in civil engineering. The independent certification using the NRMCA checklist shall be good for a two year period. When this method of certification is used the following documentation shall be submitted to the engineer.

   a. A copy of the Professional Engineer’s stamped and sealed NRMCA Verification of Inspection and Application for Certificate page from the NRMCA checklist, the concrete mix design(s) (WSDOT Form 350-040), along with copies of the truck list, batch plant scale certification, admixture dispensing certification, and volumetric water batching devices (including water meters) verification.

3. Inspection conducted by the Plant Manager, defined as the person directly responsible for the daily plant operation, using the NRMCA Plant Certification checklist. The Plant Manager certification shall be done prior to the start of a project, and every six months throughout the life of the project, and meet the following requirements:

   a. The Agreement to Regularly Check Scales and Volumetric Batching Dispensers page in the NRMCA Plant Certification checklist shall be signed by the Plant Manager and notarized.

   b. The signed and notarized Agreement to Regularly Check Scales and Volumetric Batching Dispensers page and a copy of the NRMCA Plant Certification checklist cover page showing the plant designation, address and Company operating plant shall all be submitted to the Project Engineer with the concrete mix design (WSDOT Form 350-040), along with copies of the truck list, batch plant scale certification, admixture dispensing certification, and volumetric water batching devices (including water meters) verification.

   c. The NRMCA Plant Certification checklists shall be maintained by the Plant Manager and are subject to review at any time by the Contracting Agency.

   e. Volumetric water batching devices (including water meters) shall be verified every 90 days.

6-02.3(5)C Conformance to Mix Design

Item 2 under the first paragraph is revised to read:

2. Fly ash and ground granulated blast furnace slag weight plus or minus 5 percent of that specified in the mix design.
6-02.3(5)H Sampling and Testing for Compressive Strength

This section including title is revised to read:

6-02.3(5)H Sampling and Testing for Compressive Strength and Initial Curing

Acceptance testing for compressive strength shall be conducted at the same frequency as the acceptance tests for temperature, consistency, and air content.

The Contractor shall provide, and maintain cure boxes for curing concrete cylinders. The Contractor shall also provide, maintain and operate all necessary power sources and connections needed to operate the curing box. Concrete cylinders shall be cured in a cure box in accordance with WSDOT FOP for AASHTO T 23. The cure boxes shall maintain a temperature between 60°F and 80°F for concrete with specified strengths less than 6000 psi and between 68°F and 78°F for concrete with specified strengths of 6000 psi and higher. A minimum/maximum thermometer shall be installed to measure the internal temperature of the cure box. The thermometer shall be readable from outside of the box and be capable of recording the high and low temperatures in a 24-hour period. The cure boxes shall create an environment that prevents moisture loss from the concrete specimens. The top shall have a working lock and the interior shall be rustproof. A moisture-proof seal shall be provided between the lid and the box. The cure box shall be the appropriate size to accommodate the number of concrete acceptance cylinders necessary or the Contractor shall provide additional cure boxes. Once concrete cylinders are placed in the cure box, the cure box shall not be moved until the cylinders have been cured in accordance with these specifications. When concrete is placed at more than one location simultaneously, multiple cure boxes shall be provided.

The Contractor shall protect concrete cylinders in cure boxes from excessive vibration and shock waves during the curing period in accordance with Section 6-02.3(6)D.

6-02.3(16) Plans for Falsework and Formwork

The address for FEDEX delivery following the fourth paragraph is revised to read:

Washington State Department of Transportation
Bridge and Structures Engineer
7345 Linderson Way SW
Tumwater, WA 98501-6504

6-02.3(16)A Nonpreapproved Falsework and Formwork Plans

The address for FEDEX delivery following the first paragraph is revised to read:

Washington State Department of Transportation
Bridge and Structures Engineer
7345 Linderson Way SW
Tumwater, WA 98501-6504

6-02.3(16)B Preapproved Formwork Plans

The address for FEDEX delivery following the second paragraph is revised to read:

Washington State Department of Transportation
Bridge and Structures Engineer
7345 Linderson Way SW
Tumwater, WA 98501-6504
6-02.3(26)A Shop Drawings
The address for FEDEX delivery under Item 1 in the first paragraph is revised to read:

Washington State Department of Transportation
Bridge and Structures Engineer
7345 Linderson Way SW
Tumwater, WA 98501-6504

6-02.3(28)A Shop Drawings
The first paragraph is revised to read:

Before casting the structural elements, the Contractor shall submit:

1. Seven sets of shop drawings for approval by the Department of Transportation Bridge and Structures Engineer, Construction Support, addressed as follows:

   US Postal Service
   P. O. Box 47340
   Olympia, WA 98504-7340

   FedEx
   7345 Linderson Way SW
   Tumwater, WA 98501-6504; and

2. Two sets of shop drawings to the Project Engineer.

6-02.4 Measurement
This section is supplemented with the following:

No specific unit of measure will apply to the lump sum item for cure box.

6-02.5 Payment
This section is supplemented with the following:

"Cure Box", lump sum.
The lump sum contract price for "Cure Box" shall be full pay for all costs for providing, operating, maintaining, moving and removing the cure boxes and providing, maintaining and operating all necessary power sources and connections needed to operate the curing boxes.

SECTION 6-03, STEEL STRUCTURES
April 3, 2006

6-03.3(7) Shop Plans
The first two sentences in the first paragraph are revised to read:

The Contractor shall submit for approval all shop detail plans for fabricating the steel. These shall be sent to the Department of Transportation Bridge and Structures Engineer, Construction Support, addressed as follows:

   US Postal Service
   P. O. Box 47340
   Olympia, WA 98504-7340
6-03.3(33) Bolted Connections
The first sentence in the second paragraph is revised to read:

All bolted connections are slip critical.

SECTION 6-11, PRECAST CONCRETE RETAINING WALL STEMS
January 3, 2006

This section including title is revised to read:

SECTION 6-11, REINFORCED CONCRETE WALLS

6-11.1 Description
This work consists of constructing reinforced concrete retaining walls, including those shown in the Standard Plans, "L" walls, and counterfort walls.

6-11.2 Materials
Materials shall meet the requirements of the following sections:

Cement 9-01
Aggregates for Portland Cement Concrete 9-03.1
Gravel Backfill 9-03.12
Premolded Joint Filler 9-04.1(2)
Steel Reinforcing Bar 9-07.2
Epoxy-Coated Steel Reinforcing Bar 9-07.3
Concrete Curing Materials and Admixtures 9-23
Fly Ash 9-23.9
Water 9-25

Other materials required shall be as specified in the Special Provisions.

6-11.3 Construction Requirements

6-11.3(1) Submittals
The Contractor shall submit all excavation shoring plans to the Engineer for approval in accordance with Section 2-09.3(3)D.

The Contractor shall submit all falsework and formwork plans to the Engineer for approval in accordance with Sections 6-02.3(16) and 6-02.3(17).

If the Contractor elects to fabricate and erect precast concrete wall stem panels, the following information shall be submitted to the Engineer for approval in accordance with Sections 6-01.9 and 6-02.3(28)A:

1. Working drawings for fabrication of the wall stem panels, showing dimensions, steel reinforcing bars, joint and joint filler details, surface finish details, lifting devices with the manufacturer's recommended safe working capacity, and material specifications.

2. Working drawings and design calculations for the erection of the wall stem panels showing dimensions, support points, support footing sizes, erection blockouts, member sizes, connections, and material specifications.

3. Design calculations for the precast wall stem panels, the connection between the precast panels and the cast-in-place footing, and all modifications to the cast-in-place footing details as shown in the Plans or Standard Plans.
The Contractor shall not begin excavation and construction operations for the retaining walls until receiving the Engineer's approval of the above submittals.

6-11.3(2) Excavation and Foundation Preparation
Excavation shall conform to Section 2-09.3(3), and to the limits and construction stages shown in the Plans. Foundation soils found to be unsuitable shall be removed and replaced in accordance with Section 2-09.3(1)C.

6-11.3(3) Precast Concrete Wall Stem Panels
The Contractor may fabricate precast concrete wall stem panels for construction of Standard Plan Retaining Wall Types I through 6 and 1SW through 6SW. Precast concrete wall stem panels may be used for construction of non-Standard Plan retaining walls if allowed by the Plans or Special Provisions. Precast concrete wall stem panels shall conform to Section 6-02.3(28), and shall be cast with Class 4000 concrete.

The precast concrete wall stem panels shall be designed in accordance with the requirements for Load Factor Design in the following codes:

1. For all loads except as otherwise noted - AASHTO Standard Specifications for Highway Bridges, latest edition and current interims. The seismic design shall use the acceleration coefficient and soil profile type as specified in the Plans.


The precast concrete wall stem panels shall be fabricated in accordance with the dimensions and details shown in the Plans, except as modified in the shop drawings as approved by the Engineer.

The precast concrete wall stem panels shall be fabricated full height, and shall be fabricated in widths of 8 feet, 16 feet, and 24 feet.

The construction tolerances for the precast concrete wall stem panels shall be as follows:

<table>
<thead>
<tr>
<th>Height</th>
<th>±1/4 inch</th>
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<tbody>
<tr>
<td>Width</td>
<td>±1/4 inch</td>
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<tr>
<td>Thickness</td>
<td>±1/4 inch</td>
</tr>
<tr>
<td>Concrete cover for steel reinforcing bar</td>
<td>±3/8 inch</td>
</tr>
<tr>
<td>Width of precast concrete wall stem panel joints</td>
<td>±1/4 inch</td>
</tr>
<tr>
<td>Offset of precast concrete wall stem panels</td>
<td>±1/4 inch</td>
</tr>
<tr>
<td>(Deviations from a straight line extending 5 feet on each side of the panel joint)</td>
<td></td>
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</tbody>
</table>

The precast concrete wall stem panels shall be constructed with a mating shear key between adjacent panels. The shear key shall have beveled corners and shall be 1-1/2 inches in thickness. The width of the shear key shall be 3-1/2 inches minimum and 5-1/2 inches maximum. The shear key shall be continuous and shall be of uniform width over the entire height of the wall stem.

The Contractor shall provide the specified surface finish as noted, and to the limits shown, in the Plans to the exterior concrete surfaces. Special surface finishes achieved with form liners shall conform to Sections 6-02.2 and 6-02.3(14) as supplemented in the Special Provisions. Rolled on textured finished shall not be used. Precast concrete wall stem panels shall be cast in a vertical position if the Plans call for a form liner texture on both sides of the wall stem panel.

The precast concrete wall stem panel shall be rigidly held in place during placement and curing of the footing concrete.
The precast concrete wall stem panels shall be placed a minimum of one inch into the footing to provide a shear key. The base of the precast concrete wall stem panel shall be sloped ½ inch per foot to facilitate proper concrete placement.

To ensure an even flow of concrete under and against the base of the wall panel, a form shall be placed parallel to the precast concrete wall stem panel, above the footing, to allow a minimum one foot head to develop in the concrete during concrete placement.

The steel reinforcing bars shall be shifted to clear the erection blockouts in the precast concrete wall stem panel by 1-1/2 inches minimum.

All precast concrete wall stem panel joints shall be constructed with joint filler installed on the rear (backfill) side of the wall. The joint filler material shall extend from two feet below the final ground level in front of the wall to the top of the wall. The joint filler shall be a nonorganic flexible material and shall be installed to create a waterproof seal at panel joints.

The soil bearing pressure beneath the falsework supports for the precast concrete wall stem panels shall not exceed the maximum design soil pressure shown in the Plans for the retaining wall.

6-11.3(4) Cast-In-Place Concrete Construction
Cast-in-place concrete for concrete retaining walls shall be formed, reinforced, cast, cured, and finished in accordance with Section 6-02, and the details shown in the Plans and Standard Plans. All cast-in-place concrete shall be Class 4000.

The Contractor shall provide the specified surface finish as noted, and to the limits shown, in the Plans to the exterior concrete surfaces. Special surface finishes achieved with formliners shall conform to Sections 6-02.2 and 6-02.3(14) as supplemented in the Special Provisions.

Cast-in-place concrete for adjacent wall stem sections (between vertical expansion joints) shall be formed and placed separately, with a minimum 12 hour time period between concrete placement operations.

Premolded joint filler, 1/2” thick, shall be placed full height of all vertical wall stem expansion joints in accordance with Section 6-01.14.

6-11.3(5) Backfill, Weepholes and Gutters
Unless the Plans specify otherwise, backfill and weepholes shall be placed in accordance with Standard Plan D-4 and Section 6-02.3(22). Gravel backfill for drain shall be compacted in accordance with Section 2-09.3(1)E. Backfill within the zone defined as bridge approach embankment in Section 1-01.3 shall be compacted in accordance with Method C of Section 2-03.3(14)C. All other backfill shall be compacted in accordance with Method B of Section 2-03.3(14)C, unless otherwise specified.

Cement concrete gutter shall be constructed as shown in the Standard Plans.

6-11.3(6) Traffic Barrier and Pedestrian Barrier
When shown in the Plans, traffic barrier and pedestrian barrier shall be constructed in accordance with Sections 6-02.3(11)A and 6-10.3(2), and the details shown in the Plans and Standard Plans.

6-11.4 Measurement
Concrete Class 4000 for retaining wall will be measured as specified in Section 6-02.4.

Steel reinforcing bar for retaining wall and epoxy-coated steel reinforcing bar for retaining wall will be measured as specified in Section 6-02.4.

Traffic barrier and pedestrian barrier will be measured as specified in Section 6-10.4 for cast-in-place concrete barrier.

6-11.5 Payment
Payment will be made in accordance with Section 1-04.1 for each of the following bid items when they are included in the proposal:
“Conc. Class 4000 For Retaining Wall”, per cubic yard.
All costs in connection with furnishing and installing weep holes and premolded joint filler shall be included in the unit contract price per cubic yard for “Conc. Class 4000 for Retaining Wall”.

“St. Reinf. Bar For Retaining Wall”, per pound.
“Epoxy-Coated St. Reinf. Bar For Retaining Wall”, per pound.

“Traffic Barrier”, per linear foot.
“Pedestrian Barrier”, per linear foot.
The unit contract price per linear foot for “___ Barrier” shall be full pay for constructing the barrier on top of the retaining wall, except that when these bid items are not included in the proposal, all costs in connection with performing the work as specified shall be included in the unit contract price per cubic yard for “Conc. Class 4000 For Retaining Wall”, and the unit contract price per pound for “___ Bar For Retaining Wall”.

SECTION 6-12, NOISE BARRIER WALLS
January 3, 2006

6-12.3(6) Precast Concrete Panel Fabrication and Erection
Item 5 following the first paragraph of Section 6-12.3(6) is renumbered to item 6.

The below new item 5 is inserted ahead of renumbered item 6:

5. Precast concrete panels shall not be erected until the foundations for the panels have attained a minimum compressive strength of 3,400 psi.

SECTION 6-13, STRUCTURAL EARTH WALLS
April 3, 2006

6-13.3(6) Welded Wire Faced Structural Earth Wall Erection
This section is supplemented with the following:

Geosynthetic reinforcing, when used, shall be placed in accordance with Sections 2-12.3 and 6-13.3(5).

6-13.3(9) SEW Traffic Barrier and SEW Pedestrian Barrier
This Section is revised to read:

The Contractor, in conjunction with the structural earth wall manufacturer, shall design and detail the SEW traffic barrier and SEW pedestrian barrier in accordance with Section 6-13.3(2) and the above ground geometry details shown in the Plans. The barrier working drawings and supporting calculations shall include, but not be limited to, the following:

1. Complete details of barrier cross section geometry, including the portion below ground, and accommodations necessary for bridge approach slabs, PCCP, drainage facilities, underground utilities, and sign support, luminaire pole, traffic signal standard, and other barrier attachments.

2. Details of the steel reinforcement of the barrier, including a bar list and bending diagram in accordance with Section 6-02.3(24), and including additional reinforcement required at sign support, luminaire pole, traffic signal standard, and other barrier attachment locations.

3. Details of the interface of, and the interaction between, the barrier and the top layers of structural earth wall reinforcement and facing.

4. When the Plans specify placement of conduit pipes through the barrier, details of conduit pipe and junction box placement.
SEW traffic barrier and SEW pedestrian barrier shall be constructed in accordance with Sections 6-02.3(11)A and 6-10.3(2), and the details in the Plans and in the structural earth wall working drawings as approved by the Engineer.

SECTION 7-02, CULVERTS
January 3, 2006

7-02.2 Materials
The fifth and seventh paragraphs are deleted.

SECTION 7-04, STORM SEWERS
January 3, 2006

7-04.2 Materials
The fourth and sixth paragraphs are deleted.

SECTION 8-01, EROSION CONTROL AND WATER POLLUTION CONTROL
April 3, 2006

8-01.3(1) General
The eighth paragraph beginning with "In western Washington, erodible soil", is deleted and replaced with the following:

Erodible soil not being worked, whether at final grade or not, shall be covered within the following time period, using an approved soil covering practice, unless authorized otherwise by the Engineer:

In western Washington (west of the Cascade Mountain crest):

- October 1 through April 30   2 days maximum
- May 1 to September 30       7 days maximum

In eastern Washington (east of the Cascade Mountain crest):

- October 1 through June 30    5 days maximum
- July 1 through September 30  10 days maximum

8-01.3(2)F Dates for Application of Final Seed, Fertilizer, and Mulch
The third paragraph under East of the summit of the Cascade Range is deleted.

8-01.4 Measurement
This section is supplemented with the following:

Coir log will be measured by the linear foot along the ground line of the completed installation.

8-01.5 Payment
The following bid item is inserted after "Compost Sock", per linear foot:

"Coir Log", per linear foot

SECTION 8-02, ROADSIDE RESTORATION
April 3, 2006

8-02.3(8) Planting
The seventh and eighth paragraphs are deleted and replaced with the following:
All burlap, baskets, string, wire and other such materials shall be removed from the hole when planting balled and burlapped plants. The plant material shall be handled in such a manner that the root systems are kept covered and damp at all times. The root systems of all bare root plant material shall be dipped in a slurry of silt and water immediately prior to planting. The root systems of container plant material shall be moist at the time of planting. In their final position, all plants shall have their top true root (not adventitious root) no more than 1" below the soil surface, no matter where that root was located in the original root ball or container. After planting, the backfill material and root ball shall be thoroughly watered in within 24 hours.

8-02.3(9) Pruning, Staking, Guying, and Wrapping

The first paragraph is revised to read:

Plants shall be pruned at the time of planting, only to remove minor broken or damaged twigs, branches or roots. Pruning shall be done with a sharp tool and shall be done in such a manner as to retain or to encourage natural growth characteristics of the plants. All other pruning shall be performed only after the plants have been in the ground at least one year.

SECTION 8-04, CURBS, GUTTERS, AND SPILLWAYS

January 3, 2006

8-04.4 Measurement

The first paragraph is revised to read:

All curbs, gutters, and spillways will be measured by the linear foot along the line and slope of the completed curbs, gutters, or spillways, including bends. Measurement of cement concrete curb and cement concrete curb and gutter, when constructed across driveways or sidewalk ramps, will include the width of the driveway or sidewalk ramp.

SECTION 8-08, RUMBLE STRIPS

April 3, 2006

8-08.1 Description

The first sentence is revised to read:

This work consists of constructing centerline and shoulder rumble strips by grinding hot mix asphalt.

8-08.3 Construction Requirements

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

The equipment shall have a rotary type cutting head or series of cutting heads capable of grinding one or more recesses in the hot mix asphalt as detailed in the Standard Plans.

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

All cuttings and other debris shall become the property of the Contractor and be disposed of outside the project limits.

SECTION 8-09, RAISED PAVEMENT MARKERS

April 3, 2006

8-09.3(5) Recessed Pavement Marker

This section is revised to read:

Construct recesses for pavement markers by grinding the pavement in accordance with the dimensions shown in the Standard Plans. This work shall include cleanup and disposal of cuttings and other resultant debris. Prepare the surface in accordance with Section 8-09.3(1). Install Type 2 markers in the recess in accordance with the Standard Plans and Section 8-09.3(4).
SECTION 8-11, GUARDRAIL
April 3, 2006

8-11.3(4) Removing Guardrail
This section including title is revised to read:

8-11.3(4) Removing Guardrail and Guardrail Anchor
Removal of the various types of guardrail shall include removal of the rail, cable elements, hardware, and posts, including transition sections, expansion sections and terminal sections. Removal of the various types of guardrail anchors shall include removal of the anchor assembly in its entirety, including concrete bases, rebar, and steel tubes and any other appurtenances in the anchor assembly. All holes resulting from the removal of the guardrail posts and anchors shall be backfilled with granular material in layers no more than 6-inches thick and compacted to a density similar to that of the adjacent material. The removed guardrail items shall become the property of the Contractor.

SECTION 8-20, ILLUMINATION, TRAFFIC SIGNAL SYSTEMS, AND ELECTRICAL
April 3, 2006

8-20.3(2) Excavating and Backfilling
The third paragraph is revised to read:

The excavations shall be backfilled in conformance with the requirements of Section 2-09.3(1)E, Structure Excavation.

8-20.3(4) Foundations
The second paragraph is revised to read:

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

The thirteenth paragraph is revised to read:

Both forms and ground which will be in contact with the concrete shall be thoroughly moistened before placing concrete; however, excess water in the foundation excavation will not be permitted. Foundations shall have set at least 72 hours prior to the removal of the forms. All forms shall be removed, except when the Plans or Special Provisions specifically allow or require the forms or casing to remain.

8-20.3(14)E Signal Standards
The second paragraph is revised to read:

Signal standards shall not be erected on concrete foundations until the foundations have attained 2400 psi or 14 days after concrete placement. Signal standards without mast arms may be erected after 72 hours. Type IV and V strain pole standards may be erected but the messenger cable (span wire) shall not be placed until the foundation has attained 2400 psi or 14 days after concrete placement.

SECTION 8-21, PERMANENT SIGNING
January 3, 2006

8-21.3(9)F Bases
The second paragraph is revised to read:

The excavation and backfill shall be in conformance with the requirements of Section 2-09.3(1)E.
The fifth paragraph is revised to read:

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

The fourteenth paragraph is revised to read:

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

SECTION 8-22, PAVEMENT MARKING
April 3, 2006

8-22.3(2) Preparation of Roadway Surfaces
The following new sentence is inserted after the first sentence in the second paragraph:

The temperature requirement may be superseded by the material manufacturers written installation instructions.

8-22.3(3) Marking Application
The following two new paragraphs are inserted following the first paragraph:

Centerlines on two lane highways with skip patterns, paint or plastic, shall be applied in the increasing mile post direction so they are in cycle with existing skip pattern lines at the beginning of the project. Skip patterns applied to multi-lane or divided roadways shall be applied in cycle in the direction of travel.

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

The second paragraph beginning with “Where paint is applied”, is deleted.

The fourth paragraph beginning with “Lines with skip patterns”, is deleted.

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

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

In the chart Marking Material Application in the sixth paragraph, the requirements for Type D - inset/long line (extruded) are revised as follows:

<table>
<thead>
<tr>
<th>Material</th>
<th>Thickness Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>HMA</td>
<td>from 260 to 230</td>
</tr>
<tr>
<td>PCC</td>
<td>from 260 to 230</td>
</tr>
<tr>
<td>BST</td>
<td>from 260 to 230</td>
</tr>
</tbody>
</table>

In the chart for Liquid pavement marking material yield per gallon in the seventh paragraph, the measurement for Mils thickness is revised from 260 to 230 and the Feet of 4” line/gallon is revised from 19 to 21.
In the chart for Solid pavement marking material (Type A) in the eighth paragraph, the following is revised:

<table>
<thead>
<tr>
<th>Mils thickness</th>
<th>from 260 flat set to 230 flat inset</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feet of 4&quot; line/50# bag</td>
<td>from 42 to 47</td>
</tr>
<tr>
<td>Square feet/50# bag</td>
<td>from 14 to 15</td>
</tr>
</tbody>
</table>

The third, fourth, fifth and sixth sentences in the eleventh paragraph are revised to read:

For Type C material the slot shall be cut with equipment to produce a smooth square slot with a width in accordance with the material manufacturer's recommendation. The slot depth for Type C material shall be 100 mils, plus or minus 10 mils. The slot depth for Type A or D material shall be 250 mils minimum. Slots for Type A or D material shall be filled with material so that the top of the material with glass beads is 20 mils, +/- 10 mils, below the pavement surface.

This section is supplemented with the following:

When two or more spray applications are required to meet thickness requirements for Type A and Type D materials, top dressing with glass beads is only allowed on the last application. The cure period between successive applications shall be in accordance with the manufacturer's recommendations. Any loose beads, dirt or other debris shall be swept or blown off the line prior to application of each successive application. Successive applications shall be applied squarely on top of the preceding application.

8-22.3(5) Installation Instructions

This section including title is revised to read:

8-22.3(5) Plastic Installation Instructions

Installation instructions for plastic markings shall be provided for the Engineer. All materials including glass beads shall be installed according to the manufacturer’s recommendations. A manufacturer’s technical representative shall be present at the initial installation of plastic material to approve the installation procedure or the material manufacturer shall certify that the Contractor will install the plastic material in accordance with their recommended procedure.

8-22.4 Measurement

The following is inserted after the fifth paragraph:

Diagonal and chevron-shaped lines used to delineate medians, gore areas, and parking stalls are constructed of painted or plastic 4 inch and 8 inch wide lines in the color and pattern shown in the Standard Plans. These lines will be measured as painted or plastic line or wide line by the linear foot of line installed. Crosswalk line will be measured by the square foot of marking installed.

Traffic arrows, traffic letters, access parking space symbols, HOV symbols, railroad crossing symbols, drainage markings, bicycle lane symbols, aerial surveillance full, and 1/2 markers, yield line symbols, yield ahead symbols, and speed bump symbols will be measured per each. Type 1 through 6 traffic arrows will be measured as one unit each, regardless of the number of arrow heads.

The last paragraph is revised to read:

Removal of traffic arrows, traffic letters, access parking space symbol, HOV lane symbol, railroad crossing symbol, bicycle lane symbols, drainage markings, aerial surveillance full and 1/2 markers, yield line symbol, yield ahead symbol, and speed bump symbol will be measured per each. Removal of crosswalk lines will be measured by the square foot of lines removed.

8-22.5 Payment

The following items are deleted:

"Painted HOV Lane Symbol Type _____"
"Plastic HOV Lane Symbol Type _____"
SECTION 9-00, DEFINITIONS AND TESTS
January 3, 2006

9-00.8 Sand Equivalent
The second paragraph is revised to read:
For acceptance, there must be a clear line of demarcation. If no clear line of demarcation has formed at
the end of a 30 minute sedimentation period, the material will be considered as failing to meet the
minimum specified sand equivalent.

SECTION 9-02, BITUMINOUS MATERIALS
January 3, 2006

9-02.1(4) Asphalt Binders
This section including title is revised to read:

9-02.1(4) Performance Graded Asphalt Binder (PGAB)
PGAB meeting the requirements of AASHTO M 320 Table 1 of the grades specified in the contract
shall be used in the production of HMA. The Direct Tension Test (AASHTO T 314) of M 320 is not a
specification requirement.

9-02.1(4)A Performance Graded Asphalt Binder
This section including title is revised to read:

9-02.1(4)A Quality Control Plan
The Asphalt Supplier of PGAB shall have a Quality Control Plan (QCP) in accordance with WSDOT
QC 2 "Standard Practice for Asphalt Suppliers That Certify Performance Graded Asphalts". The
Asphalt Supplier’s QCP shall be submitted and approved by the WSDOT State Materials Laboratory.
Any change to the QCP will require a new QCP to be submitted. The Asphalt Supplier of PGAB shall
certify through the Bill of Lading that PGAB meets the specification requirements of the contract.

9-02.1(6)A Polymerized Cationic Emulsified Asphalt CRS-2P
This section is revised to read:
The asphalt CRS-2P shall be a polymerized cationic emulsified asphalt. The polymer shall be milled
into the asphalt or emulsion during the manufacturing of the emulsion. The asphalt CRS-2P shall meet
the following specifications:

<table>
<thead>
<tr>
<th></th>
<th>AASHTO Test Method</th>
<th>Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minimum</td>
</tr>
<tr>
<td>Viscosity @122°F, SFS</td>
<td>T 59</td>
<td>100</td>
</tr>
<tr>
<td>Storage Stability 1 day %</td>
<td>T 59</td>
<td>---</td>
</tr>
<tr>
<td>Demulsibility 35 ml. 0.8% Dioctyl Sodium Sulfosuccinate</td>
<td>T 59</td>
<td>40</td>
</tr>
<tr>
<td>Particle Charge</td>
<td>T 59</td>
<td>positive</td>
</tr>
<tr>
<td>Sieve Test %</td>
<td>T 59</td>
<td>---</td>
</tr>
<tr>
<td>Distillation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil distillate by vol. of emulsion %</td>
<td>T 59 note 1</td>
<td>0</td>
</tr>
<tr>
<td>Residue</td>
<td>T 59 note 1</td>
<td>65</td>
</tr>
<tr>
<td>Test on the Residue From Distillation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penetration @ 77°F</td>
<td>T 49</td>
<td>100</td>
</tr>
<tr>
<td>-------------------</td>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td>Torsional Recovery %</td>
<td>note 2</td>
<td>18</td>
</tr>
<tr>
<td>or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toughness/Tenacity in-lbs</td>
<td>note 3</td>
<td>50/25</td>
</tr>
</tbody>
</table>

1. Distillation modified to use 300 grams of emulsion heated to 350°F ± 9°F and maintained for 20 minutes.
2. The Torsional Recovery test shall be conducted according to the California Department of Transportation Test Method No. 332. The residue material for this test shall come from California Department of Transportation Test Method No. 331.
3. Benson method of toughness and tenacity; Scott tester, inch-pounds at 77°F, 20 in. per minute pull. Tension head 1/8 in. diameter.

At the option of the supplier the Benson Toughness/Tenacity test can be used in lieu of Torsional Recovery based on type of modifier used. If the Benson Toughness/Tenacity method is used for acceptance the supplier must supply all test data verifying specification conformance.

SECTION 9-09, TIMBER AND LUMBER
January 3, 2006

9-09.2(3) Inspection
This section is revised to read:

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

West Coast Lumber Inspection Bureau (WCLIB)
Western Wood Products Association (WWPA)
Pacific Lumber Inspection Bureau (PLIB)
Any lumber grading bureau certified by the American Lumber Standards Committee

Timber and Lumber requiring a grading certificate shall have a certificate that was issued by either the grading bureau whose stamp is shown on the material, or by the lumber mill, which must be under the supervision of one of the grading bureaus listed above. The certificate shall include the following:

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

For Structures:
All material delivered to the project shall bear a grade stamp and have a grading certificate. The grade stamp and grading certificate shall not constitute final acceptance of the material. The Engineer may reject any or all of the timber or lumber that does not comply with the specifications or has been damaged during shipping or upon delivery.

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

SECTION 9-14, EROSION CONTROL AND ROADSIDE PLANTING
January 3, 2006

9-14.2 Seed
This section is revised to read:

Grasses, legumes, or cover crop seed of the type specified shall conform to the standards for “Certified” grade seed or better as outlined by the State of Washington Department of Agriculture “Rules for Seed Certification,” latest edition. Seed shall be furnished in standard containers on which shall be shown the following information:

(1) Common and botanical names of seed,
(2) Lot number,
(3) Net weight,
(4) Pure live seed

All seed installers and vendors must have a business license issued by the Washington State Department of Licensing with a “seed dealer” endorsement. Upon request, the contractor shall furnish the Engineer with copies of the applicable licenses and endorsements.

Upon request, the Contractor shall furnish to the Engineer duplicate copies of a statement signed by the vendor certifying that each lot of seed has been tested by a recognized seed testing laboratory within six months before the date of delivery on the project. Seed which has become wet, moldy, or otherwise damaged in transit or storage will not be accepted.

9-14.4(1) Straw
This section is revised to read:

All straw material shall be in an air dried condition free of noxious weeds and other materials detrimental to plant life. Straw mulch so provided shall be suitable for spreading with mulch blower equipment.

9-14.4(3) Bark or Wood Chips
This section is supplemented with the following:

Sawdust shall not be used as mulch.

9-14.4(4) Sawdust
This section including title is revised to read:

9-14.4(4) Vacant

9-14.4(7) Tackifier
The first sentence in the first paragraph is deleted.

9-14.4(8) Compost
This section is revised to read:

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

Compost production and quality shall comply with Chapter 173-350 WAC.
Compost products shall meet the following physical criteria:

1. Compost material shall be tested in accordance with Testing Methods for the Examination of Compost and Composting (TMECC) Test Method 02.02-B, "Sample Sieving for Aggregate Size Classification".

Fine Compost shall meet the following:

<table>
<thead>
<tr>
<th></th>
<th>Min.</th>
<th>Max.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent passing 2&quot;</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Percent passing 1&quot;</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent passing 1/2&quot;</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent passing 1/4&quot;</td>
<td>75%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Maximum particle length of 6 inches

Coarse Compost shall meet the following:

<table>
<thead>
<tr>
<th></th>
<th>Min.</th>
<th>Max.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent passing 3&quot;</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Percent passing 1&quot;</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent passing 1/2&quot;</td>
<td>70%</td>
<td>100%</td>
</tr>
<tr>
<td>Percent passing 1/4&quot;</td>
<td>40%</td>
<td>60%</td>
</tr>
</tbody>
</table>

Maximum particle length of 6 inches

2. The pH shall be between 6.0 and 8.5 when tested in accordance with TMECC 04.11-A, "1:5 Slurry pH".

3. Manufactured inert material (plastic, concrete, ceramics, metal, etc.) shall be less than 0.5 percent on a dry weight or volume basis, whichever provides for the least amount of foreign material.

4. Minimum organic matter shall be 40 percent dry weight basis as determined by TMECC 05.07A, "Loss-On-Ignition Organic Matter Method".

5. Soluble salt contents shall be less than 3.0mmhos/cm tested in accordance with TMECC 04.10-A, "1:5 Slurry Method, Mass Basis".

6. Maturity shall be greater than 80% in accordance with TMECC 05.05A, "Germination and Root Elongation".

7. Stability shall be 7 or below in accordance with TMECC 05.08-B, Carbon Dioxide Evolution Rate.

8. The compost product must originate a minimum of 65 percent by volume from recycled plant waste as defined in WAC 173-350 as "Type 1 Feedstocks." A maximum of 35 percent by volume of other approved organic waste and/or biosolids may be substituted for recycled plant waste. The supplier shall provide written verification of feedstock sources.

9. Samples may be tested using the Solvita Compost Maturity Test by the Contracting Agency at the Engineer’s discretion. Fine Compost shall score a number 6 or above on the Solvita Compost Maturity Test. Coarse Compost shall score a 5 or above on the Solvita Compost Maturity Test.

The compost supplier will test all compost products within 90 calendar days prior to initial application. Samples will be taken using the Seal of Testing Assurance (STA) sample collection protocol. (The sample collection protocol can be obtained from the U.S. Composting Council, 4250 Veterans Memorial Highway, Suite 275, Holbrook, NY 11741)

Phone: 631-737-4931, www.compostingcouncil.org). The sample shall be sent to an independent STA Program approved lab. The compost supplier will pay for the test. A copy of the approved independent
STA Program laboratory test report shall be submitted to the Contracting Agency prior to initial application of the compost. Seven days prior to application, the Contractor shall submit a sample of each type compost to be used on the project to the Engineer.

Compost not conforming to the above requirements or taken from a source other than those tested and accepted shall be immediately removed from the project and replaced at no cost to the Contracting Agency.

The contractor shall either select a compost supplier from the Qualified Products List, or submit the following information to the Engineer for approval:

1. A Request for Approval of Material Source.

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

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

4. A list of the feedstock by percentage present in the final compost product.

5. A copy of the producer's Seal of Testing Assurance certification as issued by the U.S. Composting Council.

Acceptance will be based upon a satisfactory Test Report from an independent STA program certified laboratory and the sample(s) submitted to the Engineer.

9-14.5(5) Wattles

This section is revised to read:

Wattles shall consist of cylinders of biodegradable plant material such as straw, coir, compost, or wood shavings encased within biodegradable or photodegradable netting. Wattles shall be at least 5 inches in diameter, unless otherwise specified. Encasing material shall be clean, evenly woven, and free of encrusted concrete or other contaminating materials such as preservatives. Encasing material shall be free from cuts, tears, or weak places and shall have a lifespan greater than 6 months.

Compost filler shall meet the material requirements as specified in Section 9-14.4(8), and shall be Coarse Compost.

9-14.5(6) Compost Sock

This section is revised to read:

Biodegradable fabric for compost sock and compost wattle shall be clean, evenly woven, and free of encrusted concrete or other contaminating materials and shall be free from cuts, tears, broken or missing yarns and thin, open, or weak places. Fabric for compost sock shall consist of extra heavy weight biodegradable fiber which has not been treated with any type of preservative. Compost for compost socks shall meet the material requirements as specified in Section 9-14.4(8), and shall be Coarse Compost

Wood stakes for compost sock and wattles shall be made from Douglas-fir, hemlock, or pine species. Wood stakes shall be 2 inch by 2 inch nominal dimension and 36 inches in length, unless otherwise indicated in the Plans.

Section 9-14.5 is supplemented with the following new section.
9-14.5(7) Coir Log
Coir log: Logs shall be made of 100% durable coconut (coir) fiber uniformly compacted within an outer
netting. Log segments shall have a maximum length of 20 feet, with a minimum diameter as shown in the
Plans. Logs shall have a density of 7 lbs/cf or greater.

Coir logs shall be manufactured with a woven wrapping netting made of bristle coir twine with minimum
strength of 80 lbs tensile strength. The netting shall have nominal 2 inch by 2 inch openings.

Stakes shall conform to the requirements of Section 9-09. Cedar wood stakes shall have a notch to secure
the rope ties. Rope ties shall be one-quarter inch diameter commercially available hemp rope.

9-14.6(1) Description
This section is revised to read:

Bareroot plants are grown in the ground and harvested without soil or growing medium around their
roots.

Container plants are grown in pots or flats that prevent root growth beyond the sides and bottom of the
container.

Balled and burlapped plants are grown in the ground and harvested with soil around a core of
undisturbed roots. This rootball is wrapped in burlap and tied or placed in a wire basket or other
supportive structure.

Cuttings are live plant material without a previously developed root system. Source plants for cuttings
shall be dormant when cuttings are taken. All cuts shall be made with a sharp instrument. Written
permission shall be obtained from property owners and provided to the Engineer before cuttings are
collected. The Contractor shall collect cuttings in accordance with applicable sensitive area
ordinances. For cuttings, the requirement to be nursery grown or held in nursery conditions does not
apply. Cuttings include the following forms:

A. Live branch cuttings shall have flexible top growth with terminal buds and may have side
branches. The rooting end shall be cut at an approximate 45 degree angle.

B. Live stake cuttings shall have a straight top cut immediately above a bud. The lower, rooting
end shall be cut at an approximate 45 degree angle. Live stakes are cut from one to two year
old wood. Live stake cuttings shall be cut and installed with the bark intact with no branches
or stems attached, and be ½ to 1 ½ inch in diameter.

C. Live pole cuttings shall have a minimum 2 inch diameter and no more than three branches
which shall be pruned back to the first bud from the main stem.

D. Rhizomes shall be a prostrate or subterranean stem, usually rooting at the nodes and
becoming erect at the apex. Rhizomes shall have a minimum of two growth points.

E. Tubers shall be a thickened and short subterranean branch having numerous buds or eyes.

9-14.6(2) Quality
This section is revised to read:

All plant material furnished shall meet the grades established by the latest edition of the American
Standard for Nursery Stock, (ASNS) ANSI Z60.1 shall conform to the size and acceptable conditions
as listed in the contract, and shall be free of all foreign plant material.

All plant material shall comply with State and Federal laws with respect to inspection for plant
diseases and insect infestation.

All plant material shall be purchased from a nursery licensed to sell plants in Washington State.
Live woody or herbaceous plant material, except cuttings, rhizomes, and tubers, shall be vigorous, well formed, with well developed fibrous root systems, free from dead branches, and from damage caused by an absence or an excess of heat or moisture, insects, disease, mechanical or other causes detrimental to good plant development. Evergreen plants shall be well foliated and of good color. Deciduous trees that have solitary leaders shall have only the lateral branches thinned by pruning. All conifer trees shall have only one leader (growing apex) and one terminal bud, and shall not be sheared or shaped. Trees having a damaged or missing leader, multiple leaders, or Y-crotches shall be rejected.

Root balls of plant materials shall be solidly held together by a fibrous root system and shall be composed only of the soil in which the plant has been actually growing. Balled and burlapped rootballs shall be securely wrapped with jute burlap or other packing material not injurious to the plant life. Root balls shall be free of weed or foreign plant growth.

Plant materials shall be nursery grown stock. Plant material, with the exception of cuttings, gathered from native stands shall be held under nursery conditions for a minimum of one full growing season, shall be free of all foreign plant material, and meet all of the requirements of these Specifications, the Plans, and the Special Provisions.

Container grown plants must be plants transplanted into a container and grown in that container sufficiently long for new fibrous roots to have developed so that the root mass will retain its shape and hold together when removed from the container, without having roots that circle the pot. Plant material which is root bound, as determined by the Engineer, shall be rejected. Container plants shall be free of weed or foreign plant growth.

Container sizes for plant material of a larger grade than provided for in the container grown specifications of the ASNS shall be determined by the volume of the root ball specified in the ASNS for the same size plant material.

All bare root plant materials shall have a heavy fibrous root system and must be dormant at the time of planting.

Average height to spread proportions and branching shall be in accordance with the applicable sections, illustrations, and accompanying notes of the ASNS.

Plants specified or identified as "Street Tree Grade" shall be trees with straight trunks, full and symmetrical branching, central leader, and be developed, grown, and propagated with a full branching crown. A "Street Tree Grade" designation requires the highest grade of nursery shade or ornamental tree production which shall be supplied.

Trees with improperly pruned, broken, or damaged branches, trunk, or root structure shall be rejected. In all cases, whether supplied balled and burlapped or in a container, the root crown (top of root structure) of the tree shall be at the top of the finish soil level. Trees supplied and delivered in a nursery fabric bag will not be accepted.

Plants, which have been determined by the Engineer to have suffered damage as the result of girdling of the roots, stem, or a major branch; have deformities of the stem or major branches; have a lack of symmetry; have dead or defoliated tops or branches; or have any defect, injury, or condition which renders the plant unsuitable for its intended use, shall be rejected.

Plants that are grafted shall have roots of the same genus as the specified plant.

9-14.6(3) Handling and Shipping
The last sentence in the sixth paragraph is deleted.

9-14.6(6) Substitution of Plants
The second paragraph is revised to read:

Container or balled and burlapped plant material may be substituted for bare root plant material.
Container grown plant material may be substituted for balled and burlapped plant materials. When substitution is allowed, use current ASNS standards to determine the correct rootball volume.
(container or bailed and burlapped) of the substituted material that corresponds to that of the specified material. These substitutions shall be approved by the Engineer and be at no cost to the Contracting Agency.

9-14.6(7) Temporary Storage
The third paragraph is revised to read:

Cuttings shall continually be shaded and protected from wind. Cuttings must be protected from drying at all times and shall be heeled into moist soil or other insulating material or placed in water if not installed within 8 hours of cutting. Cuttings to be stored for later installation shall be bundled, laid horizontally, and completely buried under 6 inches of water, moist soil or placed in cold storage at a temperature of 34°F and 90% humidity. Cuttings that are not planted within 24 hours of cutting shall be soaked in water for 24 hours prior to planting. Cuttings taken when the temperature is higher than 50°F shall not be stored for later use. Cuttings that already have developed roots shall not be used.

The fourth paragraph is deleted.

SECTION 9-16, FENCE AND GUARDRAIL
April 3, 2006

9-16.1(1)A Post Material for Chain Link Fence
The two references in the second paragraph to “Standard Plan L 2” are revised to “ASTM F1043”.

Under Roll Form Material, the reference in the third paragraph to “Standard Plan L 2” is revised to “ASTM F1043”.

SECTION 9-29, ILLUMINATION, SIGNAL, ELECTRICAL
January 3, 2006

9-29.2(1) Standard Junction Box
This section including title is revised to read:

9-29.2(1) Standard Duty and Heavy Duty Junction Box
Concrete junction boxes shall have a minimum compressive strength of 6000 psi when reinforced with a welded wire hoop and 4000 psi when reinforced with welded wire fabric or fiber reinforcement. The frame shall be anchored to the box by welding the wire fabric to the frame or by welding headed studs 3/8 inch x 3 inches long, as specified in section 9-06.15, to the frame. The wire fabric shall be attached to the studs and frame with standard tie practices. The box shall contain ten studs located near the centerline of the frame and box wall. The studs shall be placed one anchor in each corner, one at the middle of each width and two equally spaced on each length of the box. For Standard Duty Junction boxes the steel frame, lid support, and lid shall be painted with a black paint containing rust inhibitors or painted with a shop applied, inorganic zinc primer in accordance with Section 6-07.3 or hot dip galvanized in accordance with ASTM A111. For Heavy Duty Junction Boxes the steel frame, lid support and lid shall be painted with a shop applied, inorganic zinc primer in accordance with Section 6-07.3.

Non-concrete junction boxes shall be gray in color and shall have an open bottom design with approximately the same inside dimensions as concrete junction boxes. Non-concrete junction box lids shall include a pull slot and shall be secured with two ½ inch stainless steel hex-head bolts factory coated with anti-seize compound and recessed into the cover. The tapped holes for the securing bolts shall extend completely through the box to prevent accumulation of debris. Bolts shall conform to ASTM F593, stainless steel.

This section is supplemented with the following new sections:
9-29.2(1)A Standard Duty Junction Boxes
Standard Duty Junction Boxes are defined as Type 1, 2, 3, 7 and 8 concrete and non-concrete junction boxes and shall have a minimum load rating of 22,500 pounds, applied through a 10 inch x 10 inch x 1 inch steel plate centered on the lid.

Type 1 non-concrete junction boxes with the same approximate interior dimensions are considered to be equivalent to any Type 1 concrete junction box. The Type 2 and 3 non-concrete junction boxes respectively are considered as equivalent to the type 2 and 3 concrete junction boxes with the approximate same interior dimensions.

Currently approved Type 1, 2, and 3 junction boxes shall remain approved, unless the design is modified. Any modification to approved junction boxes will require review or retesting for acceptance. The non-concrete junction boxes require testing by an independent testing lab, as described below.

Material for Type 1, 2, 3, 7 and 8 concrete junction boxes shall conform to the following:

<table>
<thead>
<tr>
<th>Material</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td>Section 6-02</td>
</tr>
<tr>
<td>Reinforcing Steel</td>
<td>Section 9-07</td>
</tr>
<tr>
<td>Fiber Reinforcing</td>
<td>ASTM C 1116, Type III</td>
</tr>
<tr>
<td>Lid</td>
<td>ASTM A786 diamond plate steel</td>
</tr>
<tr>
<td>Frame</td>
<td>ASTM A786 diamond plate steel or ASTM A36 flat steel</td>
</tr>
<tr>
<td>Lid Support &amp; Handle</td>
<td>ASTM A36 steel</td>
</tr>
<tr>
<td>Anchors (studs)</td>
<td>Section 9-06.15</td>
</tr>
</tbody>
</table>

9-29.2(1)B Heavy Duty Junction Boxes
Heavy Duty Junction Boxes are defined as Type 4, 5, and 6 junction boxes and lids shall have a minimum vertical load rating of 46,000 pounds without permanent deformation and 60,000 pounds without failure.

Material for type 4, 5, and 6 concrete junction boxes shall conform to the following:

<table>
<thead>
<tr>
<th>Material</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td>Section 6-02</td>
</tr>
<tr>
<td>Reinforcing Steel</td>
<td>Section 9-07</td>
</tr>
<tr>
<td>Lid</td>
<td>ASTM A786 diamond plate steel, rolled from plate complying with ASTM A572, grade 50 or ASTM A588 with min. CVN toughness of 20 ft-lb at 40 degrees F</td>
</tr>
<tr>
<td>Frame and stiffener plates</td>
<td>ASTM A572 grade 50 or ASTM A588, both with min. CVN toughness of 20 ft-lb at 40 degrees F</td>
</tr>
<tr>
<td>Handle</td>
<td>ASTM A36 steel</td>
</tr>
<tr>
<td>Anchors (studs)</td>
<td>Section 9-06.15</td>
</tr>
<tr>
<td>Bolts, Nuts, Washers</td>
<td>ASTM F 593 or A 193, type 304 or 316</td>
</tr>
</tbody>
</table>

The lid stiffener plates shall bear on the frame. Mill so that there is full even contact, around the perimeter, between the bearing seat and lid stiffener plates, after fabrication of the frame and lid. The bearing seat and lid perimeter bar shall be free from burrs, dirt and other foreign debris that would prevent solid seating. Bolts and nuts shall be liberally coated with anti-seize compound. Bolts shall be installed snug tight. The bearing seat and lid perimeter bar shall be machined to allow a minimum of 75% of the bearing areas to be seated with a tolerance of 0.0 to 0.005 inches measured with a feeler gage. The bearing area percentage will be measured for each side of the lid as it bears on the frame.

9-29.2(1)C Testing Requirements
For fabrication approval by the Contracting Agency, junction boxes shall be tested, and a test report from an independent materials testing facility shall be provided showing compliance with the load test.
The test report shall certify that the box and cover meet or exceed the loading requirements and shall document the results of the load test. Three copies of the test report shall be furnished to the Contracting Agency. The report shall include the following information:

1. Product identification.
2. Date of testing.
3. Description of testing apparatus and procedure.
4. All load, deflection and failure data.
5. Weight of box and cover tested.
6. A brief description of type and location of failure.
7. Upon completion of the required test(s) the box shall be loaded to failure.
8. A brief description of type and location of failure.

Prior to installation of junction boxes, the contractor shall provide a certified test report, prepared by an independent testing lab which documents results of testing done by the independent testing lab for the manufacturer. The test report shall certify that the boxes meet or exceed the loading requirements and shall document the results of the load test listed below. The independent testing lab shall meet the requirements of AASHTO R 18. Representatives of the State Materials Lab shall witness the test and sign the test report. The Contractor shall give the Engineer 30 days notice prior to testing.

**Testing for Standard Duty Junction Boxes**

Standard Duty Junction Boxes shall be load tested to 22,500 pounds. At each interval the test box shall be inspected for lid deformation, failure of the lid/ frame welds, vertical and horizontal displacement of the lid/ frame, cracks, and concrete spalling. The test load shall be applied uniformly through a 10 inch x 10 inch x 1 inch steel plate centered on the lid.

Concrete junction boxes will be considered to have withstood the test if none of the following conditions are exhibited:

1. Permanent deformation of the lid or any impairment to the function of the lid.
2. Vertical or horizontal displacement of the lid frame.
3. Cracks wider than 0.012 inches that extend 12 inches or more.
4. Fracture or cracks passing through the entire thickness of the concrete.
5. Spalling of the concrete.

Non concrete junction boxes will be considered to have withstood the test if none of the following conditions are exhibited:

1. Permanent deformation of the lid or lid frame or any impairment to the function of the lid.
2. Vertical or horizontal displacement of the lid frame.
3. Fracturing of the sidewall or lid.
4. Displacement of lid or junction box side.

**Testing for Heavy Duty Junction Boxes**

Heavy duty junction boxes shall be load tested to 46,000 pounds and then to 60,000 pounds. The test load shall be applied in both longitudinal and transverse orientations. At each interval the test box shall be inspected for lid deformation, failure of the lid/ frame welds, vertical and horizontal displacement of the lid frame, cracks, and concrete spalling. The test load shall be applied uniformly through a 10-inch x 20-inch x 1-inch steel plate centered on the lid.

Heavy duty junction boxes will be considered to have withstood the 46,000 pounds test if none of the following conditions are exhibited:

1. Permanent deformation of the lid or any impairment to the function of the lid.
2. Vertical or horizontal displacement of the lid frame.
3. Cracks wider than 0.012-inches that extend 12-inches or more.
4. Fracture or cracks passing through the entire thickness of the concrete.
5. Spalling of the concrete.
Heavy duty junction boxes will be considered to have withstood the 60,000 pounds test if none of the following conditions are exhibited:

1. The lid is operational.
2. The lid is securely fastened.
3. The welds have not failed.
4. Permanent dishing or deformation of the lid is 1/4 inch or less.
5. No buckling or collapse of the box.

9-29.6(2) Slip Base Hardware
The last sentence in the first paragraph is revised to read:
Plate washers shall conform to ASTM A 36, and also shall conform to the flatness tolerances specified in AASHTO M 293 for circular washers.

SECTION 9-33, CONSTRUCTION GEOTEXTILE
April 3, 2006

9-33.2(3) Prefabricated Drainage Mat
The final line of Table 8 is revised to read as follows:

Geotextile – Grab Strength ASTM D 4632 Nonwoven – 100 lb. min.

SECTION 9-34, PAVEMENT MARKING MATERIAL
April 3, 2006

9-34.2 Paint
This section is revised to read:
White and yellow paint shall comply with the specifications for high volatile organic compound (VOC) solvent based paint, low VOC solvent based paint or low VOC waterborne paint. Blue paint for “Access Parking Space Symbol with Background” shall be chosen from a WSDOT QPL listed Manufacturer. The blue color shall match Fed Standard 595, color 15090 and the tolerance of variation shall match that shown in the FHWA “Highway Blue Color Tolerance Chart.”

9-34.3 Plastic
This section is revised to read:
White and yellow plastic pavement marking materials shall comply with the specifications for:

Type A – Liquid hot applied thermoplastic
Type B – Pre-formed fused thermoplastic
Type C – Cold applied pre-formed tape
Type D – Liquid cold applied methyl methacrylate

Blue plastic pavement marking material for “Access Parking Space Symbol with Background” shall be chosen from a WSDOT QPL listed Manufacturer. The blue color shall match Fed Standard 595, color 15090 and the tolerance of variation shall match that shown in the FHWA “Highway Blue Color Tolerance Chart.”

9-34.4 Glass Beads
In the first sentence the reference to AASHTO M 247-81, Type 1 is revised to AASHTO M 247, Type 1.
SECTION 9-35, TEMPORARY TRAFFIC CONTROL MATERIALS

April 3, 2006

9-35.2 Construction Signs

The first paragraph is supplemented with the following:

Post mounted Class A construction signs shall conform to the requirements of this section and additionally shall conform to the requirements stated in section 9-28.

The second paragraph is revised to read:

Aluminum sheeting shall be used to fabricate all construction signs. The signs shall have a minimum thickness of 0.080-inches and a maximum thickness of 0.125-inches.

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

The use of plywood, composite, fiberglass reinforced plastic, new fabric rollup signs, and any other previously approved sign materials except aluminum is prohibited. Any sign which otherwise meets the requirements of this section and was purchased prior to July 1, 2004, may be utilized until December 31, 2007. If a fabric sign is used, it shall have been fabricated with Type VI reflective sheeting.
SPECIAL PROVISIONS
SPECIAL PROVISIONS

C 2898- DOUGLAS ROAD IMPROVEMENT PROJECT
(MCAULEY ROAD TO FISK ROAD)

C 2934 - FISK ROAD IMPROVEMENT PROJECT
(FISK ROAD TO DOUGLAS ROAD)

Yakima County, Washington

The English version of the 2006 Standard Specifications for Road, Bridge and Municipal Construction as prepared by the Washington State Department of Transportation and the American Public Works Association, Washington State Chapter are hereby incorporated into this contract as Standard Specifications.

The following Special Provisions are made a part of this contract and supersede any conflicting provisions of the 2006 Standard Specifications for Road, Bridge and Municipal Construction, and the foregoing Amendments to the Standard Specifications.

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

(date) General Special Provision
(******) Notes a revision to a General Special Provision
         and also notes a Project Specific Special Provision.
(Regions\(^1\) date) Region Special Provision
(BSP date) Bridges and Structures Special Provision

General Special Provisions are commonly applicable statewide.

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

\(^1\) Regions

- ER Eastern Region
- NCR North Central Region
- NWR Northwest Region
- OR Olympic Region
- SCR South Central Region
- SWR Southwest Region
- WSF Washington State Ferries Division

Bridges and Structures Special Provisions are commonly applicable statewide.

Project Specific Special Provisions normally appear only in the contract for which they were developed.
DIVISION 1
GENERAL REQUIREMENTS

DESCRIPTION OF WORK

(March 13, 1995)

This contract provides for the improvement of approximately 1.1 miles of Douglas Road, from McAuley Road To Fisk Road, and approximately 0.28 miles of Fisk Rd., from Rodgers Rd. to Douglas Rd. These improvements consist of grading, compacting subgrade, placement of crushed surfacing base course and top course, drainage systems, hot mix asphalt, and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

Funds

(******)

Yakima County Road Funds and Public Works Trust funds are involved in the construction of these improvements.

1-01.3 DEFINITIONS

(May 25, 2006 APWA GSP)

This Section is supplemented with the following:

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

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

The venue of all causes of action arising from the advertisement, award, execution, and performance of the contract shall be in the Superior Court of the County where the Contracting Agency’s headquarters are located.

Additive

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

Alternate

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

Contract Documents

See definition for “Contract”.

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

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

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

Contract Execution Date
The date the Contracting Agency officially binds the agency to the contract.

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

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

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

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

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

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

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

Traffic
Both vehicular and non-vehicular traffic, such as pedestrians, bicyclists, wheelchairs, and equestrian traffic.
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
(October 1, 2005 APWA GSP)

Bidders shall be qualified by experience, financing, equipment, and organization to do the work called for in the Contract Documents. The Contracting Agency reserves the right to take whatever action it deems necessary to ascertain the ability of the bidder to perform the work satisfactorily.

1-02.2 Plans and Specifications
(October 1, 2005 APWA GSP)

Delete this section and replace it with the following:

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

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

<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;) and Contract Provisions</td>
<td>10</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Large plans (22&quot; x 34&quot;) and Contract Provisions</td>
<td>0</td>
<td>Furnished only upon request.</td>
</tr>
</tbody>
</table>

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

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

Delete this section and replace it with the following:

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

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

Any correction to a bid made by interlineation, alteration, or erasure, shall be initialed by the signer of the bid. The bidder shall make no stipulation on the Bid Form, nor qualify the bid in any manner.

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

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

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

1-02.6 PREPARATION OF PROPOSAL
(January 23, 2006 APWA GSP)

Supplement the second paragraph with the following:

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

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

Supplement this section with the following:

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

If so stated in the Contract Provisions, bidder must use the bond form included in the Contract Provisions.
1-02.9 Delivery of Proposal  
(October 1, 2005 APWA GSP)

Revise the first paragraph to read:

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

1-02.13 Irregular Proposals  
(October 1, 2005 APWA GSP)

Revise item 1 to read:

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

1-02.14 Disqualification of Bidders  
(October 1, 2005 APWA GSP)

Revise this section to read:

A bidder may be deemed not responsible and the proposal rejected if:

1. More than one proposal is submitted for the same project from a bidder under the same or different names;
2. Evidence of collusion exists with any other bidder or potential bidder. Participants in collusion will be restricted from submitting further bids;
3. The bidder, in the opinion of the Contracting Agency, is not qualified for the work or to the full extent of the bid, or to the extent that the bid exceeds the authorized prequalification amount as may have been determined by a prequalification of the bidder;
4. An unsatisfactory performance record exists based on past or current Contracting Agency work or for work done for others, as judged from the standpoint of conduct of the work; workmanship; progress; affirmative action; equal employment opportunity practices; or Disadvantaged Business Enterprise, Minority Business Enterprise, or Women’s Business Enterprise utilization;
5. There is uncompleted work (Contracting Agency or otherwise) which might hinder or prevent the prompt completion of the work bid upon;
6. The bidder failed to settle bills for labor or materials on past or current contracts;
7. The bidder has failed to complete a written public contract or has been convicted of a crime arising from a previous public contract;
8. The bidder is unable, financially or otherwise, to perform the work;
9. A bidder is not authorized to do business in the State of Washington (not registered in accordance with RCW 18.27);
10. There are any other reasons deemed proper by the Contracting Agency.

SECTION 1-03, AWARD AND EXECUTION OF CONTRACT

1-03.1 Consideration of Bids
(October 1, 2005 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. The total of extensions, corrected where necessary, including sales taxes where applicable and such additives and/or alternates as selected by the Contracting Agency, will be used by the Contracting Agency for award purposes and to fix the Awarded Contract Price amount and the amount of the contract bond.

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

Revise this section to read:

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

Within 10 calendar days after the award date, the successful bidder shall return the signed Contracting Agency-prepared contract, an insurance certification as required by Section 1-07.18, and a satisfactory bond as required by law and Section 1-03.4. Before execution of the contract by the Contracting Agency, the successful bidder shall provide any pre-award information the Contracting Agency may require under Section 1-02.15.

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

If the bidder experiences circumstances beyond their control that prevents return of the contract documents within the calendar days after the award date stated above, the Contracting Agency may grant up to a maximum of 10 additional calendar days for return of the documents, provided the Contracting Agency deems the circumstances warrant it.
1-03.4 Contract Bond

(October 1, 2005 APWA GSP)

Revise the first paragraph to read:

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

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

(October 1, 2005 APWA GSP)

Revise the second paragraph to read:

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

SECTION 1-05, CONTROL OF WORK
1-05.7  Removal of Defective and Unauthorized Work  

(October 1, 2005 APWA GSP)

Supplement this section with the following:

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

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

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

No adjustment in contract time or compensation will be allowed because of the delay in the performance of the work attributable to the exercise of the Contracting Agency’s rights provided by this Section.

The rights exercised under the provisions of this section shall not diminish the Contracting Agency’s right to pursue any other avenue for additional remedy or damages with respect to the Contractor’s failure to perform the work as required.

1-05.13  Superintendents, Labor and Equipment of Contractor  

(May 25, 2006 APWA GSP)

Revise the seventh paragraph to read:

Whenever the Contracting Agency evaluates the Contractor’s qualifications pursuant to Section 1-02.1, it will take these performance reports into account.

Add the following new section:

1-05.16 Water and Power  

(October 1, 2005 APWA GSP)

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

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

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

SECTION 1-06, CONTROL OF MATERIAL

Statistical Evaluation of Materials for Acceptance

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

(******)
The major quantities of steel and iron construction material that is permanently incorporated into the project shall consist of American-made materials only.

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

American-made material is defined as material having all manufacturing processes occur in the United States. The action of applying a coating to steel or iron is deemed a manufacturing process. Coating includes epoxy coating, galvanizing, aluminizing, painting, and any other coating that protects or enhances the value of steel or iron. Any process from the original reduction from ore to the finished product constitutes a manufacturing process for iron. The following are considered to be steel manufacturing processes:

1. Production of steel by any of the following processes:
   a. Open hearth furnace.
   b. Basic oxygen.
   c. Electric furnace.
   d. Direct reduction.

2. Rolling, heat treating, and any other similar processing.

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

A certification of materials origin will be required for any items comprised of, or containing, steel or iron construction materials prior to such items being incorporated into the permanent work. The certification shall be on DOT Form 350-109 provided by the Engineer, or such other form the Contractor chooses, provided it contains the same information as DOT Form 350-109.
SECTION 1-07, LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

1-07.2 State Sales Tax

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

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

1-07.2(1) General

The Washington State Department of Revenue has issued special rules on the State sales tax. Sections 1-07.2(1) through 1-07.2(4) are meant to clarify those rules. The Contractor should contact the Washington State Department of Revenue for answers to questions in this area. The Contracting Agency will not adjust its payment if the Contractor bases a bid on a misunderstood tax liability.

The Contractor shall include all Contractor-paid taxes in the unit bid prices or other contract amounts. In some cases, however, state retail sales tax will not be included. Section 1-07.2(3) describes this exception.

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

1-07.2(2) State Sales Tax — Rule 171

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

1-07.2(3) State Sales Tax — Rule 170

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

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

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

1-07.2(4) Services

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

Permits And Licenses

Section 1-07.6 is supplemented with the following:

March 13, 1995

Corps Of Engineers Permits For Construction

Yakima County has applied for a Construction Stormwater General Permit for the Douglas Road and Fisk Road projects. All contacts with the DOE concerning this permit shall be through the Engineer. A copy of the permit is available at the Engineer's Office. The Contractor shall, at no expense to the Contracting Agency, comply with all requirements of the DOE in the construction of this project and shall secure additional permits as are necessary.

Section 1-07.6 is also supplemented with the following:

*******

In addition to the expenses that may be incurred by the Contractor for procuring permits and licenses, as specified herein, the Contractor shall be required to submit payment to the Department of Labor and Industries for processing of "Statement of Intent to Pay Prevailing Wages" and "Affidavit of Wages Paid". All costs incurred by the Contractor shall be included in his various Unit Bid Prices, and no further Payment shall be made.

Any material hauled from the project will be subject to the requirements of the Yakima County Excavation and Grading Ordinance. All costs incurred by the Contractor to obtain a Grading Permit shall be included in the various Unit Bid Prices, and no further Payment shall be made.

The Yakima County Excavation and Grading Ordinance may be reviewed in Room 400 of the Yakima County Courthouse.

Load Limits

Section 1-07.7 is supplemented with the following:

*******

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

Wages

General

Section 1-07.9(1) is supplemented with the following:
The Engineer shall conduct a minimum of one wage rate interview of the prime Contractor and each Subcontractor during the project.

The Contractor and his Subcontractors shall supply Yakima County with Weekly Certified Payrolls for this Project.

1-07.17 UTILITIES AND SIMILAR FACILITIES

(February 5, 2001)
Utilities And Similar Facilities
Section 1-07.17 is supplemented with the following:

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

Public and private utilities, or their contractors, will furnish all work necessary to adjust, relocate, replace, or construct their facilities unless otherwise provided for in the Plans or these Special Provisions. Such adjustment, relocation, replacement, or construction will be done during the prosecution of the work for this project.

The following addresses and telephone numbers of utility companies known or suspected of having facilities within the project limits are supplied for the Contractor's convenience:

Call Before You Dig One Call Center 1-800-424-5555
Pacific Power & Light Co., 500 N. Keys Road, Yakima, WA 98901 (509) 575-3158
Charter Communication, 1005 N. 16th Ave., Yakima, WA 98902 (509) 575-1698
YTID, 470 Camp 4 Road, Yakima, WA 98908 (509) 678-4101

Coordination will be required with YTID irrigation, in allowing them construction time (estimated at 3 working days) to replace their irrigation lines after the roadway has been cut to subgrade. The area for the irrigation line replacement is primarily between Station 13+00 and Station 23+00. Contact John Dickman at 678-4101 prior to completion of the subgrade in this area to coordinate this irrigation relocation.

There are several YTID irrigation valves (see Valve Adjustment Table on sheet 3 of 29 of the Improvement plans) located within the roadway that will need to worked around and adjusted. Adjustments in height will be required resetting the valves to approximately 6” below the finish grade of the Crushed Surfacing Top Course. See the plans for exact location of the valves for both Douglas Road and Fisk Road.

1-07.18 Public Liability And Property Damage Insurance

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

1-07.18 Insurance
(May 10, 2006 APWA GSP)

1-07.18(1) General Requirements
A. The Contractor shall obtain the insurance described in this section from insurers approved by the State Insurance Commissioner pursuant to RCW Title 48. The insurance must be provided by an insurer with a rating of A: VII or higher in the A.M. Best’s Key Rating Guide, which is licensed to do business in the state of Washington (or issued as a surplus line by a Washington Surplus lines broker).
The Contracting Agency reserves the right to approve or reject the insurance provided, based on the insurer (including financial condition), terms and coverage, the Certificate of Insurance, and/or endorsements.

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

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

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

G. Upon request, the Contractor shall forward to the Contracting Agency a full and certified copy of the insurance policy(s).

H. The Contractor shall not begin work under the contract until the required insurance has been obtained and approved by the Contracting Agency.
I. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Contracting Agency may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Contracting Agency on demand, or at the sole discretion of the Contracting Agency, offset against funds due the Contractor from the Contracting Agency.

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

1-07.18(2) Additional Insured

All insurance policies, with the exception of Professional Liability and Workers Compensation, shall name the following listed entities as additional insured(s):
- the Contracting Agency and its officers, elected officials, employees, agents, and volunteers
- Yakima County Public Services

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

1-07.18(5)B  Automobile Liability

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

$1,000,000  combined single limit

1-07.18(5)C  Workers’ Compensation

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

1-07.23 PUBLIC CONVENIENCE AND SAFETY

1-07.23(1) Construction Under Traffic

(October 1, 2005 APWA GSP)

Revise the second paragraph to read:

To disrupt public traffic as little as possible, the Contractor shall permit traffic to pass through the work with the least possible inconvenience or delay. The Contractor shall maintain existing roads, streets, sidewalks, and paths within the project limits, keeping them open, and in good, clean, safe condition at all times. Deficiencies caused by the Contractor’s operations shall be repaired at the Contractor’s expense. Deficiencies not caused by the Contractor’s operations shall be repaired by the Contractor.
when directed by the Engineer, at the Contracting Agency’s expense. The Contractor shall also maintain roads, streets, sidewalks, and paths adjacent to the project limits when affected by the Contractor’s operations. Snow and ice control will be performed by the Contracting Agency on all projects. Cleanup of snow and ice control debris will be at the Contracting Agency’s expense. The Contractor shall perform the following:

1. Remove or repair any condition resulting from the work that might impede traffic or create a hazard.
2. Keep existing traffic signal and highway lighting systems in operation as the work proceeds. (The Contracting Agency will continue the route maintenance on such system.)
3. Maintain the striping on the roadway at the Contracting Agency’s expense. The Contractor shall be responsible for scheduling when to renew striping, subject to the approval of the Engineer. When the scope of the project does not require work on the roadway, the Contracting Agency will be responsible for maintaining the striping.
4. Maintain existing permanent signing. Repair of signs will be at the Contracting Agency’s expense, except those damaged due to the Contractor’s operations.
5. Keep drainage structures clean to allow for free flow of water. Cleaning of existing drainage structures will be at the Contracting Agency’s expense when approved by the Engineer, except when flow is impaired due to the Contractor’s operations.

1-07.23(2) Construction and Maintenance of Detours
(October 1, 2005 APWA GSP)

Revise the first paragraph to read:

Unless otherwise approved, the Contractor shall maintain two-way traffic during construction. The Contractor shall build, maintain in a safe condition, keep open to traffic, and remove when no longer needed:

1. Detours and detour bridges that will accommodate traffic diverted from the roadway, bridge, sidewalk, or path during construction,
2. Detour crossings of intersecting highway, and
3. Temporary approaches.

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, it obtaining easements, rights of entry or right of way, the Contractor will be entitled to an extension of time. The Contractor agrees that such delay shall not be a breach of contract.

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

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

SECTION 1-08, PROSECUTION AND PROGRESS

1-08 Prosecution and Progress

Add the following new section:

1-08.0 Preliminary Matters

(May 25, 2006 APWA GSP)

Add the following new section:

1-08.0(1) Preconstruction Conference

(May 25, 2006 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 meeting the following:
1. A breakdown of all lump sum items;
2. A preliminary schedule of working drawing submittals; and
3. A list of material sources for approval if applicable.

1-08.3 Progress Schedule

Section 1-08.3 of the Standard Specifications is deleted and replaced with the following:

Following Contract award and satisfactory provision of execution of all required Contract Documents, the Engineer shall schedule a preconstruction conference at a time mutually agreeable to all concerned.

At this conference several points concerning the Contract Specifications shall be discussed including order and coordination of work, equipment lead time required, means and methods of construction, inspection and reporting procedures, etc. The Contractor shall satisfy himself that all Contract Provisions and intentions are fully understood.

The Contractor shall prepare and submit to the Engineer at the beginning of the Preconstruction Conference a Construction Progress and Completion Schedule developed by a critical path, bar graph, or similar type method. Items in the Schedule shall be arranged in the order and sequence in which they shall be performed. The Schedule shall conform to the working time and time of completion established under the terms of the Contract and shall be subject to modification by the Engineer. The schedule shall be drawn to a time scale, shown along the base of the diagram, using appropriate measurement per day with weekends and holidays indicated. The contractor shall submit five copies of the progress schedule (total working days) to the engineer at the preconstruction conference.

Because of the possible conflicts with utilities at several locations, the Contractor shall provide adequate advance notice to the Engineer or the Inspector of the date and time and particular project location where he shall be working next. Notice shall be given even if the Contractor perceives that utilities conflicts will not be a problem. The Contractor should be aware that in some cases, a representative of the utility company may want to be on site, so advanced notice is important. The County shall not be responsible for delays caused because of utilities, and time extensions shall not be granted.

The Contractor shall submit, along with the progress schedule, a shift schedule detailing his normal daily working hours, which shall also be made available to the Engineer at the beginning of the preconstruction conference. The Contractor shall restrict his operations to weekday (exclusive of holidays), daylight hours, except for emergencies or as approved by the Engineer. The Engineer shall be notified at least five (5) days prior to any schedule changes.

The Contractor shall submit supplemental progress schedules when requested by the Project Engineer or as required by any provision of the contract. These supplemental schedules shall reflect any changes in the proposed order of the work, any construction delays, or other conditions that may affect the progress of the work. The Contractor shall provide the Project Engineer with the supplemental progress schedules within ten calendar days of receiving notice of the request.

1-08.4 Notice to Proceed and Prosecution of the Work

(October 1, 2005 APWA GSP)

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

1.08.5 Time For Completion

(March 13, 1995)
Section 1-08.5 is supplemented with the following:
Both the Douglas Road project and Fisk Road Project shall be physically completed in 40 working
days.

1-08.5 Time For Completion

(October 1, 2005 APWA GSP)

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

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

Revise the seventh paragraph to read:
The Engineer will give the Contractor written notice of the completion date of the contract after all the
Contractor’s obligations under the contract have been performed by the Contractor. The following events
must occur before the Completion Date can be established:
1. The physical work on the project must be complete; and
2. The Contractor must furnish all documentation required by the contract and required by law, to
allow the Contracting Agency to process final acceptance of the contract. The following documents must
be received by the Project Engineer prior to establishing a completion date:
   a. Certified Payrolls (Federal-aid Projects)
   b. Material Acceptance Certification Documents
   c. Annual Report of Amounts Paid as MBE/WBE Participants or Quarterly Report of
   Amounts Credited as DBE Participation, as required by the Contract Provisions.
   d. FHWA 47 (Federal-aid Projects)
   e. Final Contract Voucher Certification
   f. Property owner releases per Section 1-07.24
SECTION 1-09 MEASUREMENT AND PAYMENT

1-09.2 Weighing Equipment

(August 6, 2001)

General Requirements for Weighing Equipment

Section 1-09.2(1) is revised to read as follows:

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

An agent of the scale manufacturer shall test and service any scale before its use at each new site and then at 6-month intervals. The Contractor shall provide the Engineer a copy of the final results after each test.

All initial weighing at the dispatch site or at another site approved by the Engineer shall be performed by a Contractor employee or by another person designated by the Contractor. The designated weigher shall prepare a weigh or load ticket to accompany each load. Each ticket shall contain the truck identification number, the date and time of weighing the load, a description of the material being weighed and the signature or initials of the weigher.

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

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

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

1-09.6 Force Account
(October 1, 2005 APWA GSP; may be used on FHWA-funded projects)

Supplement this Section with the following:

Owner 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, Owner 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 the Engineer.

1-09.8 Payment For Material On Hand

(April 28, 1997)

The last paragraph of Section 1-09.8 is revised to read:

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

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

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

Delete this Section and replace it with the following:

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

1-09.13(3)A Administration of Arbitration

(October 1, 2005 APWA GSP)

Revise the third paragraph to read:

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

SECTION 1-10, TEMPORARY TRAFFIC CONTROL
1-10.2 Traffic Control Management

1-10.2(1) General

(August 2, 2004)
Section 1-10.2(1) is supplemented with the following:

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

1-10.2(2) Traffic Control Plans (TCP's)

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

(******)
Site specific traffic control plans will be required for all operations not covered by the traffic control plans included in these Bid Documents. The Contractor shall submit to the Engineer for review and approval individual site specific traffic control plans two (2) weeks prior to implementation.

1-10.4 Measurement

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

(******)
Flaggers and Spotters will be 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.
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.

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.

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

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 Specifications:

Douglas Road & Fisk Road

1. Remove all existing pipe listed for removal or replacement on the plans or that interferes with the new pipe installation.
2. Sawcut and remove all pavement at match line on all existing paved roads, driveways and connections.
3. Remove any abandoned pipes or Drain fields, Septic tank, septic systems shown on the plans as abandoned.
4. Contractor shall remove existing fencing in right-of-way, which is in conflict with the proposed improvements if not relocated by property owners. The Contractor shall field verify the amount of fencing to be removed prior to bidding the project.
5. Remove any landscape items within the work limits, unless shown to remain.
6. Remove all existing approach pipes listed for removal on the plans.

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

C 2898 & C 2934

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Special Provisions
Section 2-02.3 is supplemented with the following:

(******)
Written permission shall be provided to the County from property owners of any waste site prior to its use.

SECTION 2-03, ROADWAY EXCAVATION AND EMBANKMENT

2-03.1 Description

Section 2-03.1 of the Standard Specifications is deleted and replaced with the following:

(******)
Any material hauled from the project will be subject to the requirements of the Yakima County Excavation and Grading Ordinance. All costs incurred by the Contractor to obtain a Grading Permit shall be included in the various Unit Bid Prices, and no further Payment shall be made.

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

2-03.3(14) Embankment Construction

2-03.3(14)C Compacting Earth Embankments

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

2-03.4 Measurement

Section 2-03.4 is supplemented with the following:

(******)
Only one determination of the original ground elevation will be made on this project. Measurement for roadway excavation and embankment will be based on the original ground elevations recorded previous to the award of this contract. Control stakes will 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 quantities will be adjusted accordingly.

Earthwork quantities will be computed, either manually or by means of electronic data processing equipment, by use of the average end area method or by the finite element analysis method utilizing digital terrain modeling techniques.

Copies of the ground cross-section notes will be available for the bidder's inspection, before the opening of bids, at the Project Engineer's office and at the Region office.

Upon award of the contract, copies of the original ground cross-sections will be furnished to the successful bidder on request to the Project Engineer.

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

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

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

Section 2-07, WATERING

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

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

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

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

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

SECTION 2-09, STRUCTURE EXCAVATION

2-09.4 Measurement

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

(*****)
Structure Excavation Class B shall not be measured for payment.

2-09.5 Payment

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

(*****)
There shall be no separate payment for Structure Excavation Class B. All costs associated with excavation backfill and compaction of new storm sewer and culvert trenches shall be included in the linear foot price of the pipe.
DIVISION 3
PRODUCTION FROM QUARRY AND PIT SITES AND STOCKPILING

SECTION 3-01, PRODUCTION FROM QUARRY AND PIT SITES

3-01.3 State Furnished Material Sources

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

(********)

County Furnished Material Sources

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

The provisions of WAC 458-20-178 shall apply for all County-owned crushed surfacing materials used on this project.

The Contractor shall use Yakima County supplied Crushed Surfacing Base Course and Crushed Surfacing Top Course located at Yakima County's Summitview Quarry on this project. Summitview Quarry is located in the South Half of Section 11, Township 13 North, Range 17 E., W.M, approximately 9 road miles from the project. The Contractor shall use the Yakima County's Crushed Rock Materials, and he shall provide, set up, and maintain scales as per Section 1-09.2 of the Standard Specifications.

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

DIVISION 5
SURFACE TREATMENTS AND PAVEMENTS

SECTION 5-04, HOT MIX ASPHALT

Construction Requirements

5-04.3(8) Mixing

5-04.3(8)A Acceptance Sampling and Testing—HMA Mixture
(October 1, 2005 APWA GSP)

Item 1 is deleted and replaced with:

1. General. Acceptance of HMA shall be as provided under nonstatistical or commercial evaluation.

Commercial evaluation will be used for Commercial HMA and for other classes of HMA in the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores and other nonstructural applications as approved by the Engineer. Sampling and testing of HMA accepted by commercial evaluation will be at the option of the Engineer. The proposal quantity of HMA that is accepted by commercial evaluation will be excluded from the quantities used in the determination of statistical and nonstatistical evaluation.

5-04.3(10) Compaction
5-04.3(10)B Control

*****

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

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

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

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

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

**FACTORS INVOLVED:**

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

**Percent compaction** (from Compaction Control Report)

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

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

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

**Unit Contract Price** (from Contract Proposal)
CALCULATION PROCEDURE:

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

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

EXAMPLE:

Q = 200 tons  
Percent compaction = 90.5  
LAU = 5.0%  
UCP = $25.00/ton  
PLA = $200.00/ton f.o.b. job site  
PAF = 0.05  
RLAU = LAU/100  
= 5.0/100  
RLAU = 0.05 ton/ton  
VLA = PLA x RLAU  
= $200.00/ton x 0.05 ton/ton  
VLA = $10.00/ton  
AUCP = UCP - VLA  
= $25.00/ton - $10.00/ton  
AUCP = $15.00/ton  
PA = Q x AUCP x PAF  
= 200 ton x $15.00/ton x 0.05  
PA = $150.00  
UCPA = PA/Q  
= $150.00/200 ton  
UCPA = $0.75/ton

PAY ADJUSTMENT FACTOR

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5-04.3(15) HMA Road Approaches

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

(******)

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

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

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

SAWCUTTING PAVEMENT

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

5-04.4 Measurement

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

5-04.5 Payment

Section 5-04.5 is supplemented with the following:

(******)

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

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

5-04.5(1) Quality Assurance Price Adjustments

Section 5-04.5(1) shall be deleted.
5-04.5(1) A Price Adjustment for Quality of HMA

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

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

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

DIVISION 6
STRUCTURES

SECTION 6-02 CONCRETE STRUCTURES

6-02.3(2)A Contractor Mix Design

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

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

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

6-02.3(2)B Commercial Concrete

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

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

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

(******)
In the first sentence of the second paragraph, the terms "luminaire bases, sidewalks, curbs, and gutters," shall be deleted.

6-02.3(4) Ready-Mix Concrete

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

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

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

6-02.3(4)B Jobsite Mixing

Section 6-02.3(4)B of the Standard Specifications shall be amended as follows:
(******)
The first sentence of Section 6-02.3(4) is revised to read as follows:
For small quantities of concrete, less than ½ cubic yard, the Contractor may mix concrete on the job site, provided the Contractor has requested in writing and received written permission from the Engineer.

6-02.3(5) Acceptance of Concrete

6-02.3(5)A General

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

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

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

SECTION 7-02, CULVERTS

7-02.2 Materials

Section 7-02.2 is supplemented with the following:

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

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:

(******)
Crushed surfacing top course used for pipe bedding shall be included in the Bid Item "Crushed Surfacing Top Course" per Ton and no further payment shall be made.
All pipe fittings including elbows, tees, gaskets, bands, etc., are considered incidental to individual pipe Bid Items involved, and no further payment shall be made.

Payment for the Bid Items "Schedule ‘A’ Culvert Pipe, __ In. Diam." per Lineal Foot and "Schedule A Approach Pipe, ____In. Diam, Per linear foot, shall include all costs associated with labor, materials, equipment, etc. necessary to complete the items as specified and no further payment shall be made.

SECTION 7-04 STORM SEWERS

7-04.2 Materials

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

Pipe bedding shall be crushed gravel, placed and compacted in layers as designated by the Engineer.

The crushed gravel backfill shall conform to Crushed Surfacing Top Course meeting the requirements of Section 9-03.9(3) of the Standard Specifications.

7-04.3 Construction Requirements

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

(******)
When directed by the Engineer, street crossing trenches and other locations shall be backfilled as to the depth specified by the Engineer with Crushed Surfacing Top Course.

Section 7-04.3(1)E is deleted

Section 7-04.3(1)F is deleted

7-04.5 Payment

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

(******)
Crushed surfacing top course used for pipe bedding shall be included in the Bid Item "Crushed Surfacing Top Course" per Ton and no further payment shall be made.

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

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

When the Engineer directs the Contractor to backfill trenches with 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.
SECTION 7-05 MANHOLES, INLETS, CATCH BASINS, AND DRYWELLS

7-05.3(1) Adjusting Manholes and Catch Basins to Grade

Section 7-05.3.1 of the Standard Specifications is supplemented with the following:

(******)
If in the opinion of the Engineer, the manhole ring and lid are damaged due to the actions of the Contractor prior to and during the grade adjustment process and are not useable, the Contractor shall replace it with a new manhole frame and grate of the same size and type at no cost to Yakima County.

SECTION 7-08 GENERAL PIPE INSTALLATION REQUIREMENTS

7-08.2 Materials

Section 7-08.2 is supplemented with the following:

(******)
Crushed Surfacing Top Course 9-03.9(3).

7-08.3(3) Backfilling

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

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

7-08.4 Measurement

Section 7-08.4 is supplemented with the following:

(******)
"Crushed Surfacing Top Course for " shall be measured by the Ton.

The first sentence of paragraph 4 is deleted and replaced with the following:


7-08.5 Payment

Section 7-08.5 is supplemented with the following:

(******)
When the Engineer directs the Contractor to backfill trenches with Crushed Surfacing Top Course, payment shall be made by the Contract Bid Item "Crushed Surfacing Top Course" per Ton, which shall include all costs associated with labor, equipment, materials, etc., and no further payment shall be made.
All costs associated with Structure Excavation Class B, and Structure Excavation Class B, Incl. Haul for the storm sewer shall be included in the unit contract price for the type and size of pipe installed.

SECTION 7-12 VALVES FOR WATER MAINS

7-12.1 Description

Section 7-12.1 is supplemented with the following:

(******)
Yakima Tieton Irrigation District has irrigation water delivery facilities within the limits of this project. There are several locations where their existing valve boxes need to be adjusted so that the top of the valve box is 6" below the finish roadway rock grade.

The Contractor shall raise the boxes as discussed above, and also place a 1' diameter wood disk, or approved filter fabric over the top of the box to help prevent shall rocks from falling into the valve box shaft.

7-12.4 Measurement

Section 7-12.4 is supplemented with the following:

(******)
Adjustment of existing water valve boxes to 6" below the finish roadway rock grade at the locations specified in the plans, or as directed by the Engineer, will be measured per Each.

7-12.5 Payment

Section 7-12.5 is supplemented with the following:

(******)
Payment for adjusting existing Yakima Tieton Irrigation District water valve boxes to 6" below the finish roadway rock grade shall be paid for by the Contract Bid Item "Adjust Irrigation Valve Box" per Each, which shall include all costs associated with labor, equipment, materials, etc., to complete the work and no further payment shall be made.

DIVISION 8

MISCELLANEOUS CONSTRUCTION

The following new section is added to Division 8.

SECTION 8-05 DRIVEWAY APPROACHES

8-05.1 Description

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

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

8-05.3 Construction Requirements

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

8-05.5 Payment

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

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

SECTION 8-18, MAILBOX SUPPORT

8-18.3 Construction Requirements

Section 8-18.3 is supplemented with the following:

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

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

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

Mailbox List

See the appropriate Construction Plan Sheet for the mailbox Schedule.

8-18.5 Payment

Section 8-18.5 is supplemented with the following:

(*****)

C 2898 & C 2934
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.

SIGNING MATERIALS AND FABRICATION
April 10, 2006

Sign Support Structures
Section 9-28.14 is supplemented with the following:

Manufacturers for Steel Sign Supports
The Standard Plans lists several steel sign support types. These supports are patented devices and many are sole-source. All of the sign support types listed below are acceptable when shown in the plans.

<table>
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<th>Steel Sign Support Type</th>
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STANDARD PLANS
January 3, 2006

The State of Washington Standard Plans for Road, Bridge and Municipal Construction M21-01 transmitted under Publications Transmittal No. PT 06-001, effective January 3, 2006 is made a part of this contract.

The Standard Plans are revised as follows:

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

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

C-1 Sheet 2
The SNOW LOAD RAIL WASHER dimensions are revised to 1 3/4" from 2", and to 7/8" from 1".

C-11b Sheets 1 and 2
In the PRECAST FOOTING, ELEVATION view (Sheet 1) and in the CAST-IN-PLACE FOOTING, ELEVATION view (Sheet 2), COMMERCIAL CONCRETE is revised to CONCRETE CLASS 4000.

In the BREAKAWAY ANCHOR ANGLE, ELEVATION view (Sheet 2), the welding symbols are revised to indicate that the 1/4" Inside Gussets have 1/4" fillet weld joints, and the 1/2" End Gussets have 1/2" fillet weld joints.

C-14h
In the TABLE, in column “B”: 3’-0”, 3’-2 ¼”, and 3’-4 ½” are revised to 2’-0”, 2’-2 ¼”, and 2’-4 ½” respectively.

In the TABLE, in column “C”: 2’-4”, 2’-6 ¼”, and 2’-8 ½” are revised to 3’-4”, 3’-6 ⅛”, and 3’-8 ⅛” respectively.

G-8g Sheet 1
In the ELEVATION views, in the labels LOWER SIGN POST SUPPORT: the parenthetical specification “12 GAGE” is revised to “7 GAGE”.

K-1 through K-27

These plans shall not be used on projects administered by WSDOT.

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.

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PREVAILING WAGE RATES
Washington State Prevailing Wage Rates For Public Works Contracts

The PREVAILING WAGES listed here include both the hourly wage rate and the hourly rate of fringe benefits. On public works projects, workers' wage and benefit rates must add to not less than this total. A brief description of overtime calculation requirements is provided on the Benefit Code Key.

YAKIMA COUNTY
Effective 03-03-06

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<td>ELECTRONIC TECHNICIANS JOURNEY LEVEL</td>
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<td>HEAT &amp; FROST INSULATORS AND ASBESTOS WORKERS</td>
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<td>BACKHOE, EXCAVATOR, SHOVEL (OVER 3 YD &amp; UNDER 6 YD)</td>
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<td>BACKHOE, EXCAVATOR, SHOVEL (6 YD AND OVER WITH</td>
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<td>BELLOWS, (75 HP &amp; UNDER)</td>
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<td>BROOMS</td>
<td>$41.12</td>
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<td>CABLEWAYS</td>
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<td>CHIPPER</td>
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<td>CONCRETE FINISH MACHINE - LASER SCREED</td>
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<td>CONCRETE PUMPS</td>
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<td>CONCRETE PUMP-TRUCK MOUNT WITH BOOM ATTACHMENT</td>
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<td>CONVEYORS</td>
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<td>CRANES, THRU 19 TONS, WITH ATTACHMENTS</td>
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<td>CRANES, 20 - 44 TONS, WITH ATTACHMENTS</td>
<td>$41.12</td>
<td>1T</td>
<td>5D</td>
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<tr>
<td>CRANES, 45 TONS - 99 TONS, UNDER 150 FT OF BOOM</td>
<td>$41.12</td>
<td>1T</td>
<td>5D</td>
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<td>CRANES, 100 TONS - 199 TONS, OR 150 FT OF BOOM</td>
<td>$42.13</td>
<td>1T</td>
<td>5D</td>
<td>8L</td>
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<tr>
<td>CRANES, 200 TONS TO 300 TONS, OR 250 FT OF BOOM</td>
<td>$42.68</td>
<td>1T</td>
<td>5D</td>
<td>8L</td>
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<td>Classification</td>
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<td>Over Time Code</td>
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<tr>
<td>WITH ATTACHMENTS)</td>
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<tr>
<td>CRANES, A-FRAME, 10 TON AND UNDER</td>
<td>$38.42</td>
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<td>5D</td>
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<tr>
<td>CRANES, A-FRAME, OVER 10 TON</td>
<td>$40.71</td>
<td>1T</td>
<td>5D</td>
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<tr>
<td>CRANES, OVER 300 TONS, OR 300' OF BOOM INCLUDING JIB WITH ATTACHMENTS</td>
<td>$43.22</td>
<td>1T</td>
<td>5D</td>
<td>8L</td>
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<td>CRANES, OVERHEAD, BRIDGE TYPE (20 - 44 TONS)</td>
<td>$41.12</td>
<td>1T</td>
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<tr>
<td>CRANES, OVERHEAD, BRIDGE TYPE (45 - 99 TONS)</td>
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<td>5D</td>
<td>8L</td>
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<tr>
<td>CRANES, OVERHEAD, BRIDGE TYPE (100 TONS &amp; OVER)</td>
<td>$42.13</td>
<td>1T</td>
<td>5D</td>
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<tr>
<td>CRANES, TOWER CRANE, UP TO 175' IN HEIGHT, BASE TO BOOM</td>
<td>$42.13</td>
<td>1T</td>
<td>5D</td>
<td>8L</td>
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<td>CRANES, TOWER CRANE OVER 175' IN HEIGHT, BASE TO BOOM</td>
<td>$42.68</td>
<td>1T</td>
<td>5D</td>
<td>8L</td>
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<td>CRUSHERS</td>
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<tr>
<td>DECK ENGINEER/DECK WINCHES (POWER)</td>
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<td>DERRICK, BUILDING</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>DRILLING MACHINE</td>
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<td>8L</td>
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<tr>
<td>ELEVATOR AND MANLIFT, PERMANENT AND SHAFT-TYPE</td>
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<td>EQUIPMENT SERVICE ENGINEER (OILER)</td>
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<td>5D</td>
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<td>FINISHING MACHINE/BIODWELL GAMACO AND SIMILAR EQUIP</td>
<td>$41.12</td>
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<tr>
<td>FORK LIFTS, (3000 LBS AND OVER)</td>
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<td>FORK LIFTS, (UNDER 3000 LBS)</td>
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<td>1T</td>
<td>5D</td>
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<td>GRADE ENGINEER</td>
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<td>5D</td>
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<td>GRADECHECKER AND STAKEMAN</td>
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<td>1T</td>
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<td>8L</td>
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<td>GUARDRAIL PUNCH</td>
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<td>1T</td>
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<td>HOISTS, OUTSIDE (ELEVATORS AND MANLIFTS), AIR TUGGERS</td>
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<td>HORIZONTAL/DIRECTIONAL DRILL LOCATOR</td>
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<td>HYDRAULIC HOISTS/BOOM TRUCKS (10 TON &amp; UNDER)</td>
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<td>5D</td>
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<td>HYDRAULIC HOISTS/BOOM TRUCKS (OVER 10 TON)</td>
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<td>LOADERS, OVERHEAD (6 YD UP TO 8 YD)</td>
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<td>LOADERS, OVERHEAD (UNDER 6 YD), PLANT FEED</td>
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<td>MIXERS, ASPHALT PLANT</td>
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<tr>
<td>MOTOR PATROL GRADER (FINISHING)</td>
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<td>MUCKING MACHINE, MOLE, TUNNEL DRILL AND/OR SHIELD</td>
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<td>OIL DISTRIBUTORS, BLOWER DISTRIBUTION AND MULCH SEEDING</td>
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<td>OPERATOR</td>
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<tr>
<td>PAVEMENT BREAKER</td>
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<td>PILEDRAINER (OTHER THAN CRANE MOUNT)</td>
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<td>POSTHOLE DIGGER, MECHANICAL</td>
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<td>POWER PLANT</td>
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<td>PUMPS, WATER</td>
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<td>QUAD 9, D-10, AND HD-41</td>
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<td>REMOTE CONTROL OPERATOR ON RUBBER TIRED EARTH MOVING EQUIP</td>
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<td>RIGGER AND BELLMAN</td>
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<td>ROLLAGON</td>
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<tr>
<td>ROLLER, OTHER THAN PLANT ROAD MIX</td>
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<td>ROLLERS, PLANTMIX OR MULTILIFT MATERIALS</td>
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<td>ROTO-MILL, ROTO-GRINDER</td>
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<td>SAWS, CONCRETE</td>
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<tr>
<td>SCRAPERS - SELF PROPELLED, HARD TAIL END DUMP, ARTICULATING</td>
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<td>OFF-ROAD EQUIPMENT (UNDER 45 YD)</td>
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<td>SCRAPERS - SELF PROPELLED, HARD TAIL END DUMP, ARTICULATING</td>
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<td>8L</td>
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<td>Classification</td>
<td>PREVAILING WAGE</td>
<td>Over Time Code</td>
<td>Holiday Code</td>
<td>Note Code</td>
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<tr>
<td>OFF-ROAD EQUIPMENT (45 YD AND OVER)</td>
<td>$40.71</td>
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<tr>
<td>SCRAPERS, CONCRETE AND CARRY ALL</td>
<td>$41.12</td>
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<tr>
<td>SCREED MAN</td>
<td>$38.42</td>
<td>T</td>
<td>5D</td>
<td>L</td>
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<tr>
<td>SHOTCRETE GUNITE</td>
<td>$41.59</td>
<td>T</td>
<td>5D</td>
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<td>SLIPFORM PAVERS</td>
<td>$41.12</td>
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<td>5D</td>
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<tr>
<td>SPREADER, TOPSIDE OPERATOR - BLAW KNOX</td>
<td>$41.12</td>
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<td>5D</td>
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<tr>
<td>SUBGRADE TRIMMER</td>
<td>$40.71</td>
<td>T</td>
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<tr>
<td>TOWER BUCKET ELEVATORS</td>
<td>$40.71</td>
<td>T</td>
<td>5D</td>
<td>L</td>
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<tr>
<td>TRACTORS, (75 HP &amp; UNDER)</td>
<td>$40.71</td>
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<td>5D</td>
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<td>TRACTORS, (OVER 75 HP)</td>
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<td>TRANSFER MATERIAL SERVICE MACHINE</td>
<td>$41.12</td>
<td>T</td>
<td>5D</td>
<td>L</td>
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<tr>
<td>TRANSPORTERS, ALL TRACK OR TRUCK TYPE</td>
<td>$41.59</td>
<td>T</td>
<td>5D</td>
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<td>TRENCHING MACHINES</td>
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<td>5D</td>
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<tr>
<td>TRUCK CRANE OILER/DRIVER (UNDER 100 TON)</td>
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<tr>
<td>TRUCK CRANE OILER/DRIVER (100 TON &amp; OVER)</td>
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<td>T</td>
<td>5D</td>
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# YAKIMA COUNTY

Effective 03-03-06

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<th>Holiday Code</th>
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OVERTIME CODES

OVERTIME CALCULATIONS ARE BASED ON THE HOURLY RATE ACTUALLY PAID TO THE WORKER. ON PUBLIC WORKS PROJECTS, THE HOURLY RATE MUST BE NOT LESS THAN THE PREVAILING RATE OF WAGE MINUS THE HOURLY RATE OF THE COST OF FRINGE BENEFITS ACTUALLY PROVIDED FOR THE WORKER.

1. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

   A. ALL HOURS WORKED ON SATURDAYS, SUNDAYS AND HOLIDAYS SHALL ALSO BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

   B. ALL HOURS WORKED ON SATURDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   C. THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND THE FIRST TEN (10) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL OTHER OVERTIME HOURS WORKED SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   D. THE FIRST TWO (2) HOURS BEFORE OR AFTER A FIVE - EIGHT (8) HOUR WORK WEEK DAY OR A FOUR - TEN (10) HOUR WORK WEEK DAY AND THE FIRST EIGHT (8) HOURS WORKED THE NEXT DAY AFTER EITHER WORK WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL ADDITIONAL HOURS WORKED AND ALL WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   E. THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND THE FIRST EIGHT (8) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL OTHER 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 WORK DAY 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.

   J. THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND ALL HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL OTHER OVERTIME HOURS OVER TEN (10) HOURS ON THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND THE FIRST TEN (10) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL OTHER OVERTIME HOURS WORKED SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE. MONDAY THROUGH FRIDAY, SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   K. ALL HOURS WORKED ON SATURDAYS AND SUNDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   L. ALL HOURS WORKED IN EXCESS OF TEN (10) HOURS PER DAY MONDAY THROUGH SATURDAY AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   M. ALL HOURS WORKED ON SATURDAYS (EXCEPT MAKEUP DAYS IF WORK IS LOST DUE TO INCLEMENT WEATHER CONDITIONS) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   N. ALL HOURS WORKED ON SATURDAYS (EXCEPT MAKEUP DAYS) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   O. ALL HOURS WORKED ON SUNDAYS, HOLIDAYS AND AFTER TWELVE (12) HOURS, MONDAY THROUGH FRIDAY, AND AFTER TEN (10) HOURS ON SATURDAY SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

   P. ALL HOURS WORKED ON SATURDAYS (EXCEPT MAKEUP DAYS) AND SUNDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.
1. Q. THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND UP TO TEN (10) HOURS WORKED ON SATURDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED IN EXCESS OF TEN (10) HOURS PER DAY MONDAY THROUGH SATURDAY AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS (EXCEPT CHRISTMAS DAY) SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON CHRISTMAS DAY SHALL BE PAID AT TWO AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

R. ALL HOURS WORKED ON SUNDAY AND HOLIDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

S. THE FIRST TWO (2) HOURS AFTER EIGHT (8) REGULAR HOURS MONDAY THROUGH FRIDAY AND THE FIRST EIGHT (8) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL OTHER OVERTIME HOURS WORKED, EXCEPT LABOR DAY, SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON LABOR DAY SHALL BE PAID AT THREE TIMES THE HOURLY RATE OF WAGE.

T. ALL HOURS WORKED ON SATURDAYS, EXCEPT MAKE-UP DAYS, SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED AFTER 6:00 PM SATURDAY TO 6:00 AM MONDAY AND ON HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

U. ALL HOURS WORKED ON SUNDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS (EXCEPT LABOR DAY) SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON LABOR DAY SHALL BE PAID AT THREE TIMES THE HOURLY RATE OF WAGE.

V. ALL HOURS WORKED ON SATURDAYS, SUNDAYS AND HOLIDAYS (EXCEPT THANKSGIVING DAY AND CHRISTMAS DAY) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON THANKSGIVING DAY AND CHRISTMAS DAY SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

W. ALL HOURS WORKED ON SATURDAYS AND SUNDAYS (EXCEPT MAKE-UP DAYS) 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.

2. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

A. THE FIRST SIX (6) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED IN EXCESS OF SIX (6) HOURS ON SATURDAY AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

B. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

C. ALL HOURS WORKED ON SUNDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

D. ALL HOURS WORKED ON SATURDAYS AND SUNDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. THE FIRST EIGHT (8) HOURS WORKED ON HOLIDAYS SHALL BE PAID AT STRAIGHT TIME IN ADDITION TO THE HOLIDAY PAY. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS ON HOLIDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

E. ALL HOURS WORKED ON SATURDAYS OR HOLIDAYS (EXCEPT LABOR DAY) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON SUNDAYS OR ON LABOR DAY SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

F. THE FIRST EIGHT (8) HOURS WORKED ON HOLIDAYS SHALL BE PAID AT THE STRAIGHT HOURLY RATE OF WAGE IN ADDITION TO THE HOLIDAY PAY. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS ON HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

G. ALL HOURS WORKED ON SUNDAY SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON PAID HOLIDAYS SHALL BE PAID AT TWO AND ONE-HALF TIMES THE HOURLY RATE OF WAGE INCLUDING HOLIDAY PAY.

H. ALL HOURS WORKED ON SUNDAY SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

I. ALL HOURS WORKED ON SATURDAYS AND HOLIDAYS (EXCEPT LABOR DAY) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON SUNDAYS AND ON LABOR DAY SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

J. ALL HOURS WORKED ON SUNDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON PAID HOLIDAYS SHALL BE PAID AT TWO AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.
BENEFIT CODE KEY - EFFECTIVE 03-03-06

2. K. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.
M. ALL HOURS WORKED ON SATURDAYS, SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.
O. ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.
P. THE FIRST EIGHT (8) HOURS ON SATURDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS ON SATURDAY AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT TWO TIMES THE HOURLY RATE OF WAGE.

4. 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.

HOLIDAY CODES

5. A. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (7).
B. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, THE DAY BEFORE CHRISTMAS, AND CHRISTMAS DAY (8).
C. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).
D. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AND SATURDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).
E. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, PRESIDENTIAL ELECTION DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).
G. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE LAST WORK DAY BEFORE CHRISTMAS DAY, AND CHRISTMAS DAY (7).
I. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY (6).
J. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS EVE DAY, AND CHRISTMAS DAY (7).
N. HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, VETERANS' DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (9).
P. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AND SATURDAY AFTER THANKSGIVING DAY, THE DAY BEFORE CHRISTMAS, AND CHRISTMAS DAY (9).
Q. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY (6).
R. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, ONE-HALF DAY BEFORE CHRISTMAS DAY, AND CHRISTMAS DAY. (7 1/2).
S. PAID HOLIDAYS: NEW YEAR'S DAY, PRESIDENTS' DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY (7).
V. PAID HOLIDAYS: SIX (6) PAID HOLIDAYS.

W. PAID HOLIDAYS: NINE (9) PAID HOLIDAYS.

X. HOLIDAYS: AFTER 520 HOURS - NEW YEAR'S DAY, THANKSGIVING DAY AND CHRISTMAS DAY. AFTER 2080 HOURS - NEW YEAR'S DAY, WASHINGTON'S BIRTHDAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, CHRISTMAS DAY AND A FLOATING HOLIDAY (8).

Y. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, PRESIDENTIAL ELECTION DAY, THANKSGIVING DAY, THE FRIDAY FOLLOWING THANKSGIVING DAY, AND CHRISTMAS DAY (8).

Z. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, VETERANS DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (8).


B. PAID HOLIDAYS: NEW YEAR'S EVE DAY, NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, CHRISTMAS EVE'S DAY, AND CHRISTMAS DAY (9).


I. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, FRIDAY AFTER THANKSGIVING DAY, AND CHRISTMAS DAY (7).

L. HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, THE FRIDAY AFTER THANKSGIVING DAY, THE LAST WORKING DAY BEFORE CHRISTMAS DAY, AND CHRISTMAS DAY. (8)

Q. PAID HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, VETERANS DAY, THANKSGIVING DAY, THE DAY AFTER THANKSGIVING DAY AND CHRISTMAS DAY (8). UNPAID HOLIDAY; PRESIDENTS' DAY.


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

W. PAID HOLIDAYS: NEW YEAR'S DAY, DAY BEFORE NEW YEAR'S DAY, PRESIDENTS, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, DAY BEFORE OR AFTER CHRISTMAS DAY (10).

X. PAID HOLIDAYS: NEW YEAR'S DAY, DAY BEFORE OR AFTER NEW YEAR'S DAY, PRESIDENTS DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, DAY BEFORE OR AFTER CHRISTMAS, EMPLOYEE'S BIRTHDAY (11).

NOTE CODES

8. A. THE STANDBY RATE OF PAY FOR DIVERS SHALL BE ONE-HALF TIMES THE DIVERS RATE OF PAY. 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 175' - $2.25 PER FOOT FOR EACH FOOT OVER 100 FEET
- OVER 175' TO 250' - $5.50 PER FOOT FOR EACH FOOT OVER 175 FEET
C. The standby rate of pay for divers shall be one-half times the divers rate of pay. 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.
Washington State Department of Labor and Industries
Policy Statement
(Regarding the Production of "Standard" or "Non-standard" Items)

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

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

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

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

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

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

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

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

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. Manhole Ring &amp; Cover - manhole type 1, 2, 3, and 4. For use with Catch Basin type 2. The casting to meet AASHTO-M-105, class 30 gray iron casting. See Std. Plan B-23a, B-23b, B-23c, B-23d and B-25.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2. Frame &amp; Grate - frame and Grate for Catch Basin type 1, 1L, 1P, 2, and Concrete Inlets. Cast frame may be grade 70-36 steel, class 30 gray cast iron or grade 80-55-06 ductile iron. The cast grate may be grade 70-36 steel or grade 80-55-06 ductile iron. See Std. Plan B-1, B-1L, B-1P, B-2, B-2a, B-2b, B-2c, B-2d, B-2e, B-3, and B-3a.</td>
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<td></td>
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<tr>
<td>3. Grate Inlet &amp; Drop Inlet Frame &amp; Grate - Frame and Grate for Grate Inlets Type 1 or 2 or Drop Inlets Type 1 or 2. Angle iron frame to be cast into top of inlet. See Std. Plan B-4b, B-4c, B-4d, B-4f, or B-4h. Frames &amp; Grates to be galvanized.</td>
<td>X</td>
<td></td>
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<tr>
<td>4. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes smaller than 60 inch diameter.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.</td>
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<td></td>
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</tbody>
</table>
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.

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.

8. Anchor Bolts & 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.

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).

10. Major Structural Steel Fabrication - Fabrication of major steel items such as trusses, beams, girders, etc., for bridges.

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.

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).
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. Shop drawings for approval shall be provided per Section 6-05.3(3) of the Std. Spec. See Std. Plans E-4 and E-4a.

14. Manhole Type 1, 2, 3 and 4 - Precast Manholes with risers and flat top slab and/or cones. See Std. Plans B-23a, B-23b, B-23c, and B-23d.

15. Drywell - Drywell as specified in Section 9-12.7 of the Std. Sec. See Std. Plan B-27.

16. Catch Basin - Catch Basin type 1, 1L, 1P, and 2, including risers, frames maybe cast into riser. See Std. Plans B-1, B-1a, B-1b, B-1e.

17. Precast Concrete Inlet - Concrete Inlet with risers, frames may be cast into risers. See Std. Plan B-26.

18. Drop Inlet Type 1 - Drop Inlet Type 1 with support angles and grate. See Std. Plans B-4f and B-4h.

19. Drop Inlet Type 2 - Drop Inlet type 2 with support angles and grate. See Std. Plans B-4g and B-4h.

20. Grate Inlet Type 2 - Grate Inlet Type 2 with risers and top unit with bearing angles.

21. Precast Concrete Utility Vaults - Precast Concrete utility vaults of various sizes. Used for in ground storage of utility facilities and controls. See Contract Plans for size and construction requirements. Shop drawings are to be provided for approval prior to casting.
<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>Vault Risers - For use with Valve Vaults and Utilities Vaults.</td>
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</tr>
<tr>
<td>23</td>
<td>Valve Vault - For use with underground utilities. See Contract Plans for details.</td>
<td>X</td>
</tr>
<tr>
<td>24</td>
<td>Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier or may also be used as Temporary Concrete Barrier. Only new state approved barrier may be used as permanent barrier.</td>
<td>X</td>
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<tr>
<td>25</td>
<td>Reinforced Earth Wall Panels - Reinforced Earth Wall Panels in size and shape as shown in the Plans. Fabrication plant has annual approval for methods and materials to be used. See Shop Drawing. Fabrication at other locations may be approved, after facilities inspection, contact HQ. Lab.</td>
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<tr>
<td>26</td>
<td>Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size and shape as shown in Plans. Fabrication plant has annual approval for methods and materials to be used.</td>
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<tr>
<td>27</td>
<td>Precast Railroad Crossings - Concrete Crossing Structure Slabs.</td>
<td>X</td>
</tr>
<tr>
<td>28</td>
<td>12, 18 and 26 inch Standard Precast Prestressed Girder - Standard Precast Prestressed Girder for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)c.</td>
<td>X</td>
</tr>
</tbody>
</table>
29. Prestressed Concrete Girder Series 4-14 -
Prestressed Concrete Girders for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)c.

30. Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girder for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)c.

31. Prestressed Precast Hollow-Core Slab - Precast Hollow-core slab for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)c.

32. Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(26)A.

33. Monument Case and Cover - To meet AASHTO-M-105 class 30 gray iron casting. See Std. Plan H-7.

34. Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel tubing meeting AASHTO-M-183. See Std. Plans G-3, G-3a, G-3b, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.

35. Mono-tube Sign Structures - Mono-tube Sign Bridge fabricated to details shown in the Plans. Shop drawings for approval are required prior to fabrication.
36. Steel Sign Bridges - Steel Sign Bridges fabricated from steel tubing meeting AASHTO-M-138 for Aluminum Alloys. See Std. Plans G-2, G2a, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111. 

37. Steel Sign Post - Fabricated steel sign posts as detailed in Std. Plan G-8a, G-8b, G-8c, G-8d, G-8e, G-8f, and G-8h. Shop drawings for approval are to be provided prior to fabrication. 

38. Light Standard-Prestressed - Spun, prestressed, hollow, concrete poles. 

39. Light Standards - Lighting Standards for use on highway illumination systems, poles to be fabricated to conform with methods and materials as specified on Std. Plan J-1a. See Special Provisions for pre-approved drawings. 

40. Traffic Signal Standards - Traffic Signal Standards for use on highway and/or street signal systems. Standards to be fabricated to conform with methods and material as specified on Std. Plans J-7a and J-7c. See Special Provisions for pre-approved drawings. 

41. Traffic Curb, Type A or C Precast - Type A or C Precast traffic curb, for use in construction of raised channelization, and other traffic delineation uses such as parking lots, rest areas, etc. NOTE: Acceptance based on inspection of Fabrication Plant and an advance sample of curb section to be submitted for approval by Engineer.
42. Traffic Signs - Prior to approval of a Fabricator of Traffic Signs, the sources of the following materials must be submitted and approved for reflective sheeting, legend material, and aluminum sheeting. NOTE: *** Fabrication inspection required. Only signs tagged "Fabrication Approved" by WSDOT Sign Fabrication Inspector to be installed.

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<tr>
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43. Cutting & bending reinforcing steel

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44. Guardrail components

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45. Aggregates/Concrete mixes

Covered by WAC 296-127-018

46. Asphalt

Covered by WAC 296-127-018

47. Fiber fabrics

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48. Electrical wiring/components

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49. treated or untreated timber piles

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50. Girder pads (elastomeric bearing)

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<tr>
<td>51. Standard Dimension lumber</td>
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<td>52. Irrigation components</td>
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<td>53. Fencing materials</td>
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<td>54. Guide Posts</td>
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<td>55. Raised Pavement Markers</td>
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<td>56. Epoxy</td>
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<td>57. Cribbing</td>
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<td>58. Water distribution materials</td>
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<td>59. Steel &quot;H&quot; piles</td>
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<tr>
<td>60. Steel pipe for concrete pile casings</td>
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<tr>
<td>61. Steel pile tips, standard</td>
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<tr>
<td>62. Steel pile tips, custom</td>
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WASHINGTON STATE PREVAILING WAGE RATES - EFFECTIVE 03/03/06
METAL FABRICATION (IN SHOP)

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## METAL FABRICATION (IN SHOP) 03/03/06

<table>
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### METAL FABRICATION (IN SHOP) 03/03/06

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WASHINGTON STATE PREVAILING WAGE RATES - EFFECTIVE 03/03/06
FABRICATED PRECAST CONCRETE PRODUCTS

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### WASHINGTON STATE PREVAILING WAGE RATES - EFFECTIVE 03/03/06
### FABRICATED PRECAST CONCRETE PRODUCTS

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

The following two letters from the State Department of Labor and Industries (State L&I) dated August 18, 1992 and June 18, 1999, clarify the intent and establish policy for administering the provisions of WAC 296-127-018 COVERAGE AND EXEMPTIONS OF WORKERS INVOLVED IN THE PRODUCTION AND DELIVERY OF GRAVEL, CONCRETE, ASPHALT, OR SIMILAR MATERIALS.

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

Effective September 1, 1993, minimum prevailing wages for all work covered by WAC 296-127-018 for the production and/or delivery of materials to a public works contract will be found under the regular classification of work for Teamsters, Power Equipment Operators, etc.
August 18, 1992

TO: All Interested Parties

FROM: Jim P. Christensen
      Acting Industrial Statistician

SUBJECT: Materials Suppliers - WAC 296-127-018

This memo is intended to provide greater clarity regarding the application of WAC 296-127-018 to awarding agencies, contractors, subcontractors, material suppliers and other interested parties. The information contained herein should not be construed to cover all possible scenarios which might require the payment of prevailing wage. The absence of a particular activity under the heading "PREVAILING WAGES ARE REQUIRED FOR" does not mean that the activity is not covered.

Separate Material Supplier Equipment Operator rates have been eliminated. For those cases where a production facility is set up for the specific purpose of supplying materials to a public works construction site, prevailing wage rates for operators of equipment such as crushers and batch plants can be found under Power Equipment Operators.

PREVAILING WAGES ARE REQUIRED FOR:

1. Hauling materials away from a public works project site, including excavated materials, demolished materials, etc.

2. Delivery of materials to a public works project site using a method that involves incorporation of the delivered materials into the project site, such as spreading, leveling, rolling, etc.

3. The production of materials at a facility that is established for the specific, but not necessarily exclusive, purpose of supplying materials for a public works project.

4. Delivery of the materials mentioned in #3 above, regardless of the method of delivery.

PREVAILING WAGES ARE NOT REQUIRED FOR:

1. The production of materials by employees of an established materials supplier, in a permanent facility, as well as the delivery of these materials, as long as delivery does not include incorporation of the materials into the job site.

2. Delivery of materials by a common or contract carrier, as long as delivery does not include incorporation of the materials into the job site.

3. Production of materials for unspecified future use.
TO: Kerry S. Radcliff, Editor  
Washington State Register

FROM: Gary Moore, Director  
Department of Labor and Industries

SUBJECT: Notice re WAC 296-127-018, Coverage and exemptions of workers involved in the production and delivery of gravel, concrete, asphalt, or similar materials

The department wishes to publish the following Notice in the next edition of the Washington State Register:

NOTICE

Under the current material supplier regulations, WAC 296-127-018, the department takes the position that prevailing wages do not apply to the delivery of wet concrete to public works sites, unless the drivers do something more than just deliver the concrete. Drivers delivering concrete into a crane and bucket, hopper of a pump truck, or forms or footings, are not entitled to prevailing wages unless they operate machinery or use tools that screed, float, or put a finish on the concrete.

This position applies only to the delivery of wet concrete. It does not extend to the delivery of asphalt, sand, gravel, crushed rock, or other similar materials covered under WAC 296-127-018. The department's position applies only to this regulation.

If you need additional information regarding this matter, please contact Greg Mowat, Program Manager, Employment Standards, at P.O. Box 44510, Olympia, WA 98504-4510, or call (360) 902-5310.

Please publish the above Notice in WSR 99-13. If you have questions or need additional information, please call Selwyn Walters at 902-4206. Thank you.

Cc: Selwyn Walters, Rules Coordinator  
Patrick Woods, Assistant Director  
Greg Mowat, Program Manager
STANDARD PLANS
NOTES
1. Angles shall be set so that each bearing bar on the grate shall have full seating on both ends. The finished top of concrete shall be even with the grate surface.
2. Top of inlet shall be placed at ground level to present an unobstructed all-weather section.
3. Bevel or round exposed concrete edges 1/8".
4. Pipes may enter through the knockouts at any reasonable angle provided the outside of the pipe can be contained within the knockout provided.
5. The grade line of the lowest inlet pipe shall enter the structure at an elevation equal to or higher than the grade line of the outlet pipe.
6. Precast inlet shall be marked with manufacturer's identification inside the structure in some readily accessible location.
7. Inside wall taper for form removal shall not result in any wall section thinner than 6" except in pipe knockout areas.
8. Amount, type and grade of reinforcing steel is the responsibility of the manufacturer. The manufacturer is responsible for the structure until final acceptance in place with all required knockouts removed.

DIKE INSTALLATION FOR PREFERRED SLOPE
*See Contract for Backslope Details

DROP INLET TYPE 1

STANDARD PLAN B-4f
NOTES
1. The frame and grate design shown on this plan is for use with the concrete drainage structure shown on Standard Plan B-4c.

2. When bolt down grates are specified in the Contract, provide two slots in the grate that are centered with the holes in the frame. Location of bolt down slots varies among different manufacturers.

3. Refer to Standard Specification 9-05.15(2) for additional requirements.

RECESSED ALLEN HEAD CAP SCREW
5/8" - 11 NC x 2" (SEE NOTE 2)

FRAME

BOLT DOWN DETAIL

FRAME AND VANED GRATES
FOR GRATE INLET TYPE 2

STANDARD PLAN B-4d

APPROVED FOR PUBLICATION
STATE GEOMETRY ENGINEER
DATE
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
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 cut culvert ends is permitted, when approved by the Engineer. All field cut culvert pipe shall be treated with treatment as shown in the Standard Specifications or General Special Provisions.

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

THERMOPLASTIC PIPE

CONCRETE PIPE

METAL PIPE

BEVELED END SECTIONS
FOR CULVERTS
30" DIAMETER OR LESS
STANDARD PLAN B-7a

APPROVED FOR PUBLICATION
1/28/05

Washington State Department of Transportation
NOTES
1. See Standard Specifications Section 7-08.3(3) for Pipe Zone Backfill.
2. See Standard Specifications Section 9-03.12(3) for Gravel Backfill for Pipe Zone Bedding.
4. For sanitary sewer installation, concrete pipe shall be bedded to spring line.

CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS

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PIPE ZONE BEDDING AND BACKFILL
STANDARD PLAN B-11
SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
Washington State Department of Transportation
** SIGN SPACING = \( X \) (FEET) **

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** NOTES **

1. FLAGGER STATIONS SHALL BE ILLUMINATED DURING HOURS OF DARKNESS.
2. EXTEND DEVICES TAPER ACROSS SHOULDER.
3. SIGN SEQUENCE IS THE SAME FOR BOTH DIRECTIONS OF TRAVEL ON THE HIGHWAY.
4. RADIO COMMUNICATION RECOMMENDED BETWEEN FLAGGERS, REQUIRED IF FLAGGERS DO NOT HAVE CLEAR VISION OF EACH OTHER.

** BUFFER DATA **

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** PROTECTIVE VEHICLE ROLL AHEAD DISTANCE + R **

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** LEGEND **

- SIGN LOCATION - TRIPOD MOUNT
- TEMPORARY TRAFFIC CONTROL DEVICES
- FLAGGING STATION
- PROTECTIVE VEHICLE (WHEN SPECIFIED IN CONTRACT)
- EXISTING STOP BAR

** ALTERTANING ONE-WAY TRAFFIC FLAGGER CONTROLLED OR PILOT CAR CONTROLLED STANDARD PLAN K-3 **

** SHEET 1 OF 1 SHEET **

** APPROVED FOR PUBLICATION **

** SHEET NO. 77 **

** WASHINGTON STATE DEPARTMENT OF TRANSPORTATION **

** APPROVED FOR PUBLICATION **

** SHEET NO. 77 **

** WASHINGTON STATE DEPARTMENT OF TRANSPORTATION **
NOTES
1. EXTEND TAPER ACROSS SHOULDER.
2. THE MAXIMUM LENGTH OF WORK AREA CONTROLLED BY ONE-WAY TRAFFIC SIGNAL IS 400 FT. SIGNAL TIMING SHALL BE ESTABLISHED BY QUALIFIED PERSONNEL.
3. SIGNS SHALL BE POST MOUNTED IF SIGNAL REMAINS IN PLACE MORE THAN 3 DAYS.

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LEGEND
- SIGN LOCATION
- TRIPOD MOUNT
- TEMPORARY TRAFFIC CONTROL DEVICES
- FLAGGING STATION
- PROTECTIVE VEHICLE
  (WHEN SPECIFIED IN CONTRACT)
- PORTABLE SIGNAL
- FLASHING BEACON

ALTERNATING ONE-WAY TRAFFIC temporary signal controlled
STANDARD PLAN K-4

SIGN SPACING = X (feet)

Rural Roads 45-55 mph 500+ ft
Urban Arterials 35-45 mph 350+ ft
Urban Streets Residential Areas & Business Districts 25-30 mph 200+ ft

Aligins are black on orange unless otherwise designated.

APPROVED FOR PUBLICATION

Washington State Department of Transportation
**BUFFER DATA**

<table>
<thead>
<tr>
<th>SPEED (mph)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
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<tbody>
<tr>
<td>LENGTH (feet)</td>
<td>55</td>
<td>85</td>
<td>120</td>
<td>—</td>
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</table>

**SIGN SPACING = X (FEET)**

<table>
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<tr>
<th></th>
<th>Urban Arterials</th>
<th>35 MPH</th>
<th>350°+</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Urban Streets</td>
<td>25/30 MPH</td>
<td>200°+</td>
</tr>
<tr>
<td></td>
<td>Residential Areas &amp; Business Districts</td>
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<td>—</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th></th>
<th>Lane Width (feet)</th>
<th>Posted Speed (mph)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>10</td>
<td>105 150 205 —</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>115 165 225 —</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>125 180 245 —</td>
</tr>
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</table>

**MINIMUM TAPER LENGTH (L) IN FEET**

<table>
<thead>
<tr>
<th></th>
<th>MPH</th>
<th>TAPER</th>
<th>TANGENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>35</td>
<td>30</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>25/30</td>
<td>20</td>
<td>40</td>
</tr>
</tbody>
</table>

**CHANNELIZING DEVICE SPACING (FEET)**

**LEGEND**

- **X** SIGN LOCATION - TRIPOD MOUNTED
- **O O O** TEMPORARY TRAFFIC CONTROL DEVICES
- **X X X** PROTECTIVE VEHICLE
  (WHEN SPECIFIED IN CONTRACT) (35 MPH OR LESS)

**ROAD WORK AHEAD**

**SHOULDER WORK**

**W20-1**

**W21-5**
1. NO ENCROACHMENT ON TRAVELLED LANE IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.

2. FOR OPERATIONS OF 15 MINUTES OR LESS, ALL SIGNS AND CHANNELIZATION DEVICES MAY BE ELIMINATED.
NOTES

1. The sign shown is not required if the work space is behind a barrier, more than 2' behind the curb, or 15' or more from the edge of any roadway.

<table>
<thead>
<tr>
<th>Sign Spacing x (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Roads 45/55 MPH 500'++</td>
</tr>
<tr>
<td>Urban Arterials 35/40 MPH 350'++</td>
</tr>
<tr>
<td>Urban Streets Residential Areas &amp; 25/30 MPH 200'++</td>
</tr>
<tr>
<td>Business Districts</td>
</tr>
</tbody>
</table>

All signs are black on orange unless otherwise designated.

WORK BEYOND THE SHOULDER

SHOULDER WORK AREAS

STANDARD PLAN K-11

EXPRES NOVEMBER 23, 2001

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES

1. PREFabricated units may be used in lieu of the design shown on this plan upon approval of the engineer.

2. STRUCTure shall be constructed such that geotextile material shall be fastened to posts creating a seamless joint.

3. Ensure that ponding height of water does not cause flooding on adjacent roadways or private property.

4. Perform maintenance in accordance with standard specification 8-01.3(10).

PLAN VIEW
(CROSS BRACES NOT SHOWN)

Fasten cross braces together with screws, nails, nylon ties or wire

ATTACH WOOD OR METAL CROSS BRACES TO STABILIZE POSTS

FLOW

ISOMETRIC VIEW
(Entire fence not shown for illustrative purposes)

SECTION A

Primary Section

STATE OF WASHINGTON
REPUBLICAN COUNTY

MARC R. BARBER
CERTIFICATE NO. 00368
7/17/2003

TEMPORARY SILT FENCE
FOR INLET PROTECTION
IN UNPAVED AREAS
STANDARD PLAN 1-6

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

APPROVED FOR PUBLICATION
July 17, 2003

SHEET 1 OF 1 SHEET
1. When required by the contract, a Snow Load Post Washer shall be used on the backside of the post in lieu of the 1 3/4" post bolt washer and a Snow Load Rail Washer shall be placed on the face side of Type 1 and Type 2 Beam Guardrail. Snow load rail washers are not to be installed on terminals.

2. Rail washers, also called "snow load rail washers" are not required on new installations, except as called for in Note 1. Rail washers need not be removed on existing installations, except posts 2 through B of a BCT installation.

3. Guardrail post spacing for Types 1 through 4 shall be 6'-3" on centers.

4. Timber block shall be toe-nailed to post with a 16d galvanized nail to restrict block rotation.

5. For post and block details, see Standard Plan C-1b.

6. When Beam Guardrail Type 1 or Foot Long Post is specified in Contract, the post length shall be stamped with numbers 1 1/2" H x 1/4" deep at the location where the letter "H" is shown on the detail. After installation of long post, it shall be the Contractor's responsibility to ensure that the stamped numbers are still legible and 1/4" deep.

**NOTES**
NOTES

1. Wood posts for all guardrail placement plans shall be 6x8 except where noted otherwise.

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

3. 6x8 steel posts and timber blocks are alternates for 6x8 timber posts and blocks. 6x8 timber posts and timber blocks are alternates for 10x10 timber posts and blocks.

4. Holes shall be located on approaching traffic side of web.

5. When contract requires "Beam Guardrail Type 1, Foot Long Post," the steel post length shall be marked with numbers to ensure permanent identification at the location where the letter "W" is shown on the detail. The marking shall be 1/2" M/E: height.

6. Soil plate may be welded to foundation tube. If so, holes in soil plate and foundation tube may be omitted.
1. For post details see Standard Plan, "Beam Guardrail Posts and Blocks".

DETAIL A

\[ \frac{3}{8}'' \text{ DIA} \times 1\frac{1}{2}'' \text{ hex head bolt with hex nut and } \frac{1}{32}'' \text{ square x } 0.133'' \text{ washer} \]

DETAIL B

\[ \frac{3}{8}'' \text{ DIA} \times 1\frac{1}{2}'' \text{ Hex head bolt with hex nut. Guardrail rests on top of bolt.} \]
1. Posts installed on shoulder slopes steeper than 10H:1V shall be 8' long.

2. The flare rate of the guardrail may be steepened after crossing the ditch bottom to shorten the length of the terminal.

3. Determine the height of the W-Beam at the Anchor (Ω) by first calculating the perpendicular offset distance (D) from the edge of shoulder (S) to the Anchor (on station). Multiply that distance by 0.1, then subtract the product from the elevation of the same point (S) on the edge of shoulder used to obtain the offset distance (at the same station). Add 27 (2.25) to that remainder for a sum that equals the elevation of the top of the W-Beam at the Anchor.

Refer to SECTION "C":

Elevation Ω = (Elevation S - D(0.1)) + 27

---

**FLARE RATE TABLE**

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<th>RATE</th>
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<td>70</td>
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<tr>
<td>14 : 1</td>
<td>70</td>
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<td>12 : 1</td>
<td>65</td>
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<td>11 : 1</td>
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<td>10 : 1</td>
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<td>9 : 1</td>
<td>50</td>
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<tr>
<td>8 : 1</td>
<td>45</td>
</tr>
<tr>
<td>7 : 1</td>
<td>40 or less</td>
</tr>
</tbody>
</table>

---

**BEAM GUARDRAIL BURIED TERMINAL TYPE 2 STANDARD PLAN C-4a**

**SHEET 1 OF 1 SHEET**

**APPROVED FOR PUBLICATION**

**DATE**

[Signature]

**Washington State Department of Transportation**

**EXPRESS JULY 24, 2005**
1. 6x8 or 8x8 treated timber posts and blocks. For steel post and block alternates see applicable Standard Plans.

2. For end section details see applicable Standard Plans.

3. Parabola offset distances:

<table>
<thead>
<tr>
<th>POST NO.</th>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
<th>(5)</th>
<th>(6)</th>
<th>(7)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFFSET DISTANCE</td>
<td>4.00'</td>
<td>2.78'</td>
<td>1.78'</td>
<td>1.00'</td>
<td>0.44'</td>
<td>0.11'</td>
<td>0</td>
</tr>
</tbody>
</table>

Where terminal is placed on a curve, parabola offset distances shall be measured from the tangent line extended. If these offsets result in the rail encroaching on the shoulder, e.g., the inside of a curve, the post shall be installed so that the face of the rail is at the edge of the shoulder.

4. Post offset distances shall be measured from the center of the traffic face of the blocks, except at posts #1 and #2, which shall be measured from the center of the traffic face of the post.

---

**NOTES**

**PLAN**

**BREAKAWAY CABLE TERMINAL (BCT)**

**BEAM GUARDRAIL TERMINAL**

**STANDARD PLAN C-4d**

APPROVED FOR PUBLICATION

STATE DESIGN ENGINEER

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

DATE
NOTES

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

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

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

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

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

BEAM GUARDRAIL
PAY LIMIT

NON-FLARED TERMINAL PAY LIMIT (SEE NOTE 1)

(SEE NOTES 4 & 5)

10' MIN

EDGE OF WIDENED
EMANKMENT

0.1 TAPER

20.1 SLOPE OR FLATTER
(RELATIVE TO GRADE)

10.1 SLOPE OR FLATTER

EDGE OF SHOULDER

SEE NOTE 2

GROUND LINE

ELEVATION

BEAM GUARDRAIL
NON-FLARED TERMINAL
STANDARD PLAN C-4e

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

REVISED NOTE 1 & 2: ADOPTED 2/18/05

2/18/05

2/20/05

SHEET

REVISED

ENG.

350577

ENG.

350578
WOOD POST FASTENERS

<table>
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<th>SIZE / TYPE</th>
<th>QUANTITY</th>
<th>WASHERS</th>
<th>LOCKNUTS</th>
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<td>2</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>3/8&quot; DIAM. x 4 1/2&quot; BOLT</td>
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<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3/8&quot; DIAM. x 1&quot; SCREW</td>
<td>4</td>
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</table>

STEEL POST FASTENERS

<table>
<thead>
<tr>
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<th>LOCKNUTS</th>
</tr>
</thead>
<tbody>
<tr>
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<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3/8&quot; DIAM. x 3 1/4&quot; BOLT</td>
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<td>8</td>
<td>4</td>
</tr>
<tr>
<td>3/16&quot; DIAM. x 1&quot; SCREW</td>
<td>4</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>1 1/8&quot; M-CLAMP</td>
<td>2</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 space for installing the fasteners. See ALIGNMENT DETAIL, Sheet 2. Spacing of mailbox mounting holes varies among manufacturers. Attachment of the mailbox to the platform may require drilling additional holes through the mailbox to fit the platform.

4. Attach a newspaper box to a steel post with two 1 1/8" Muffler Clamps spaced 4" apart. Field drill 7/16" holes in the newspaper box to fit. Use 2 1/2" + 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-12a) is required when 2 or more mailboxes are to be installed on one support.

MAILBOX SUPPORT

TYPE 1

STANDARD PLAN H-12

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES

1. The insert pipe is 1" nominal diameter. Schedule 40 steel pipe, as indicated; all other pipe shown on this plan is 1 1/4" nominal diameter. Schedule 40 steel pipe. All pipe, couplings, and elbows shall be galvanized in accordance with ASTM A 183.

2. The vertical support may be cast in a concrete foundation, or bolted to a U-channel post (see PLACEMENT DETAIL, Sheet 2). Avoid placing the vertical support in the flow line of a ditch.

3. The pipe angles required in this design may be achieved by using pipe fittings, or by bending the pipes. See DETAIL "A", Sheet 2.

4. Coat the 1" diam. pipe with grease (petroleum) before sliding the 1 1/4" diam. pipe (cantilever arm) onto it, to aid rotation and to guard against corrosion.

5. The Platform design shown in this plan is detailed in the PLATFORM DETAIL, Standard Plan H-12, Sheet 2. This design features slots that accommodate several types of mailbox supports; only those slots necessary for assembling the type being installed are required.

6. Match the edge of the mailbox platform to the end of the horizontal pipe mount. Center the mailbox on the platform to ensure space for the mailbox door to open and to allow space for installing the fasteners. 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. See ALIGNMENT DETAIL.

7. Attach a newspaper box to the pipe with two 1 3/4" muffer clamps spaced 4" apart. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.
MAILBOX SUPPORT
TYPE 2
STANDARD PLAN H-12a

MAILBOX SUPPORT TYPE 1
(WOOD POST SHOWN)
FOR DETAILS
SEE STD. PLAN H-12

MAILBOX SUPPORTS TYPE 2

ANCHORING SYSTEM:
- SOCKET AND WEDGE SHOWN
- SEE NOTE 1

NEWSPAPER BOX
- SEE NOTE 5

SPACING DETAIL

SNOOT GUARD - WHEN REQUIRED,
PLACE ON LEADING END OF
SUPPORT (SEE DETIAL)

U.S.
MAIL
U.S.
MAIL
U.S.
MAIL
U.S.
MAIL
U.S.
MAIL
U.S.
MAIL

FACED OF CURB

VARIABLE
0' TO 12'

BACK OF SIDEWALK

VARIABLE
0' TO 12'

BEHIND CURB

* UNLESS OTHERWISE SHOWN IN THE PLANS

MAILBOX PLACEMENT SECTIONS

FRONT VIEW

SECTION A

ANGLE IRON

1/2" RAISED EXPANDED METAL

MUFFLER CLAMP

1/8" TYP.

1" X 1" X 1/8" ANGLE

1/8" TYP.

EDGE OF SHOULDER OR TURNOUT

1/8" TYP.

VARIABLE
6" TO 12"

AT EDGE OF SHOULDER

1/8" TYP.

CURB TYPE VARIES

BEHIND CURB

1/8" TYP.

VARIABLE
0' TO 12'

BACK OF SIDEWALK

1/8" TYP.

SIDEWALK

BEHIND SIDEWALK

BOTTOM VIEW

SNOW GUARD DETAIL

1/16" DIAM. (TYP.)

1/16" X 1/16"

1/8" TYP.

DRAWN BY: MARLENE KUHN

ARCHITECT: BARSTON INTERNATIONAL CORPORATION

LITHO BY: C & R PRINTING CO.

FILE DATE: JULY 24, 2000

MAILBOX SUPPORT TYPE 2

U.S.
MAIL
U.S.
MAIL
U.S.
MAIL
U.S.
MAIL
U.S.
MAIL
U.S.
MAIL

5" MIN. BETWEEN MAILBOXES

MAILBOX SUPPORT TYPE 2
NOTES

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

2. A maximum of 5 mailboxes may be installed on a Type 2 Support.

3. The Platform design shown in this plan is detailed in the PLATFORM DETAIL, Standard Plan H-12, Sheet 2. This 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" Muffer Clamps spaced 4" apart. Field drift 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.
Construction Stormwater General Permit
April 6, 2006

Mr. Gary Ekstedt, County Engineer
Yakima County Public Services
128 North 2nd Street, Room 408 Courthouse
Yakima, WA 98908

Dear Mr. Ekstedt:

RE: Construction Stormwater General Permit
   Permit Number: WAR-007221

   Site Name: Douglas Road
   Location: Fisk Road to McAuley Road
             Yakima, WA 98908
   Disturbed Acres: 10.4

   Receiving Water: Collection in a ditch infiltration system

The Washington Department of Ecology (Ecology) has reviewed your application for coverage under the construction stormwater general permit, and has decided to issue permit coverage effective April 6, 2006. Please retain this permit coverage letter with your permit (enclosed), stormwater pollution prevention plan (SWPPP), and site log book. It is the official record of permit coverage for your site.

This letter explains some of the new requirements in the new construction stormwater general permit. Please take time to read the new permit, and contact Ecology if you have any questions.

Inspections
- You must conduct weekly visual inspections of your site to ensure your best management practices (BMPs) are functioning properly.
- Beginning October 1, 2006, you must use a Certified Erosion and Sediment Control Lead (CESCL) to do inspections of your site. Ecology maintains a list of training classes to obtain CESCL certification. Ecology has a list of CESCL training courses on its website.
- Refer to Condition S4 (pages 10-12) for more information.

Sampling and Analysis
- Beginning October 1, 2006, sites five acres and greater must sample stormwater discharges for turbidity using a turbidity meter.
- Beginning October 1, 2006, sites one acre and greater must sample stormwater discharges for pH, if the project involves engineered soils (cement kiln dust, etc.) or over 1000 yds³ of poured or recycled concrete.
- Beginning October 1, 2008, sites less than five acres must sample their stormwater discharges for turbidity using a turbidity meter or transparency tube.
Mr. Gary Edstedt  
Page 3  
April 6, 2006

The procedures and requirements for the appeal process are contained in RCW 43.21.B310. (“RCW” is the Revised Code of Washington). Appeals should be directed to:

Pollution Control Hearings Board  
PO Box 40903  
Olympia, Washington 98504-0903

Department of Ecology  
Appeals Coordinator  
P.O. Box 47608  
Olympia, Washington 98504-7608

Questions  
Ecology is committed to providing assistance to you. Please review our web page at http://www.ecy.wa.gov/programs/wq/stormwater/construction/.

For questions about transfers, terminations, and other administrative issues, please contact Joyce Smith at 360-407-6858 or josm461@ecy.wa.gov.

Ecology Regional Assistance  
If you have questions regarding stormwater management issues at your construction site, please contact Ray Latham (509-575-2807) of Ecology’s Central Regional Office in Yakima.

If you have questions regarding this letter, please call Joyce Smith at 360-407-6858.

Sincerely,

Nancy L. Winters  
Nancy L. Winters, Section Manager  
Program Development Services Section  
Water Quality Program

Enclosure:  Construction Stormwater General Permit

cc:  Ecology Permit Fee Unit, HQ  
Stormwater File, HQ
# NOTICE OF INTENT (NOI)
## APPLICATION FORM
### Construction Stormwater General Permit

Please print or type legibly all sections of this application.

<table>
<thead>
<tr>
<th>I. Operator/Permittee</th>
<th>II. Site Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operator:</strong> Person who has operational control over plans and specifications and/or has day-to-day operational control of activities which ensure compliance with permit conditions.</td>
<td><strong>Site Owner:</strong> (If different than Operator/Permittee)</td>
</tr>
<tr>
<td><strong>Name</strong></td>
<td><strong>Name</strong></td>
</tr>
<tr>
<td><strong>Company</strong> Yakima County Public Services</td>
<td><strong>Company</strong></td>
</tr>
<tr>
<td><strong>Unified Business Identifier (UBI)</strong></td>
<td><strong>Unified Business Identifier (UBI)</strong></td>
</tr>
<tr>
<td><strong>Individuals without a UBI, enter none or non-applicable.</strong></td>
<td><strong>Individuals without a UBI, enter none or non-applicable.</strong></td>
</tr>
<tr>
<td><strong>Mailing Address 128 N. 2nd Street, Rm. 408 - Courthouse</strong></td>
<td><strong>Mailing Address</strong></td>
</tr>
<tr>
<td><strong>PO Box (Optional)</strong></td>
<td><strong>PO Box (Optional)</strong></td>
</tr>
<tr>
<td><strong>City Yakima</strong></td>
<td><strong>City</strong></td>
</tr>
<tr>
<td><strong>State WA.</strong></td>
<td><strong>State</strong></td>
</tr>
<tr>
<td><strong>Zip 98908</strong></td>
<td><strong>Zip</strong></td>
</tr>
<tr>
<td><strong>Phone No. Business (509) 574-2300 Ext. 2325</strong></td>
<td><strong>Phone No. Business Ext.</strong></td>
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<tr>
<td><strong>Cell</strong></td>
<td><strong>Cell</strong></td>
</tr>
<tr>
<td><strong>E-mail (Optional) <a href="mailto:jack.arnold@co.yakima.wa.us">jack.arnold@co.yakima.wa.us</a></strong></td>
<td><strong>E-mail (Optional)</strong></td>
</tr>
<tr>
<td><strong>Fax No. (Optional) (509) 574-2301</strong></td>
<td><strong>Fax No. (Optional) (509) 574-2301</strong></td>
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<table>
<thead>
<tr>
<th>III. On-site Contact Person</th>
<th>IV. Billing Information</th>
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<tr>
<td><strong>Same as Certified Erosion &amp; Sediment Control Lead</strong></td>
<td><strong>Name</strong></td>
</tr>
<tr>
<td><strong>Name</strong> Rick Gregory</td>
<td><strong>Name</strong></td>
</tr>
<tr>
<td><strong>Title</strong> Construction Engineer</td>
<td><strong>Title</strong></td>
</tr>
<tr>
<td><strong>Company</strong> Yakima County Public Services</td>
<td><strong>Company</strong> Yakima County Public Services</td>
</tr>
<tr>
<td><strong>Mailing Address 128 N. 2nd Street, Rm. 408 - Courthouse</strong></td>
<td><strong>Mailing Address 128 N. 2nd Street, Rm. 408 - Courthouse</strong></td>
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</tr>
<tr>
<td><strong>City Yakima</strong></td>
<td><strong>City Yakima</strong></td>
</tr>
<tr>
<td><strong>State WA.</strong></td>
<td><strong>State WA.</strong></td>
</tr>
<tr>
<td><strong>Zip 98908</strong></td>
<td><strong>Zip 98908</strong></td>
</tr>
<tr>
<td><strong>Phone No. Business (509) 574-2300 Ext. 2309</strong></td>
<td><strong>Phone No. Business (509) 574-2300 Ext. 2325</strong></td>
</tr>
<tr>
<td><strong>Cell</strong></td>
<td><strong>Cell</strong></td>
</tr>
<tr>
<td><strong>E-mail (Optional) <a href="mailto:rick.gregory@co.yakima.wa.us">rick.gregory@co.yakima.wa.us</a></strong></td>
<td><strong>E-mail (Optional) <a href="mailto:jack.arnold@co.yakima.wa.us">jack.arnold@co.yakima.wa.us</a></strong></td>
</tr>
<tr>
<td><strong>Fax No. (Optional) (509) 574-2301</strong></td>
<td><strong>Fax No. (Optional) (509) 574-2301</strong></td>
</tr>
</tbody>
</table>
### V. Site Location

<table>
<thead>
<tr>
<th>Site/Project Name</th>
<th>Yakima County Road Construction Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Address or Location Description (If the project or site lacks a street address, indicate the general location of the site (e.g., Intersection of Highways 61 and 34))</td>
<td>From Fisk Rd. to McAuley Rd.</td>
</tr>
<tr>
<td>Type of project (Road, utilities, subdivision, private home, commercial, etc.)</td>
<td></td>
</tr>
</tbody>
</table>

### VI. Site Information

<table>
<thead>
<tr>
<th>Total size of site:</th>
<th>10.4 acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total area of soil disturbance:</td>
<td>10.4 acres (Enter the estimated total area to be disturbed during the life of the project, including grubbing, excavation, grading, utilities and infrastructure installation. Note: 1 acre = 43,560 ft²)</td>
</tr>
<tr>
<td>How many cubic yards of concrete will be poured?</td>
<td>None yd³</td>
</tr>
<tr>
<td>How many cubic yards of recycled concrete will be used?</td>
<td>None yd³</td>
</tr>
<tr>
<td>How many cubic yards of engineered soils (CTB, CKD, etc.) will be used?</td>
<td>None yd³</td>
</tr>
<tr>
<td>City (or nearest city)</td>
<td>Yakima</td>
</tr>
<tr>
<td>County</td>
<td>Yakima County</td>
</tr>
<tr>
<td>Zip</td>
<td>98908</td>
</tr>
<tr>
<td>Estimated project start-up date:</td>
<td>April 15, 2006</td>
</tr>
<tr>
<td>Estimated project completion date:</td>
<td>July 15, 2006</td>
</tr>
</tbody>
</table>

Record the latitude and longitude of the site. *Record the latitude and longitude of main entrance to the site. For projects without a main entrance (pipelines, roads, etc.), record approximate center of site.*

| Latitude | 46° 34' 43" N |
| Longitude | 120° 41' 56" W |


### VII. Discharge/Receiving Water Information

- **Discharge:** Does your construction site's storm water discharge to:
  - A stormwater infiltration structure with discharge to ground water? (e.g., infiltration pond, dry well, regional detention basin, etc.)
  - Directly or indirectly to a surface water body/water bodies (e.g., via storm drain system, roadside ditch, pipe, etc.)?
    - Provide locations below or attach separate sheet, if necessary.

- Does your project include dewatering?  
  - ☐ Yes  ☒ No  
  
  *Dewatering plans and discharge locations must be included in the Stormwater Pollution Prevention Plan.*

  *Some large construction projects (subdivisions, roads, pipelines, etc.) may discharge to several water bodies. If the map does not provide a name of a creek or tributary, use a format such as *unnamed tributary to Bull Run Creek. Please indicate the name of the receiving water body. (Attach a separate list for multiple water bodies.)*

- Are any of the water bodies designated as water quality impaired?* (i.e., is the water body 303(d) listed or have a TMDL for turbidity, fine sediment, phosphorus or pH)?  
  - ☐ Yes  ☒ No  

Location of Discharge to Receiving Water

Enter the water body name, latitude/longitude* of the point(s) where the site discharges to the receiving water body (enter all locations).

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>degrees, minutes, seconds</td>
</tr>
<tr>
<td>Receiving Water Body</td>
<td>°, ' N</td>
</tr>
<tr>
<td>°, ' N</td>
<td>°, ' W</td>
</tr>
<tr>
<td>°, ' N</td>
<td>°, ' W</td>
</tr>
<tr>
<td>°, ' N</td>
<td>°, ' W</td>
</tr>
<tr>
<td>°, ' N</td>
<td>°, ' W</td>
</tr>
</tbody>
</table>


VIII. Stormwater Pollution Prevention Plan (SWPPP)

Has a SWPPP been developed that includes a narrative and drawings? ☐ Yes ☒ No

If NO, the SWPPP must be completed prior to start of construction.

IX. State Environmental Policy Act (SEPA)

SEPA requirements must be complied with prior to submittal of the stormwater permit application. If exempt, provide documentation that justifies SEPA exemption.

Has SEPA been complied with? ☒ Yes ☐ No ☐ Exempt Date of SEPA compliance 6/04/04

X. Public Notice

The public notice must be published at least once each week for two consecutive weeks, in a single newspaper of general circulation in the county in which the construction is to take place. See the NOI instructions for the public notice language requirements. Permit coverage will not be granted sooner than 31 days after the date of the second public notice.

**Note:** Submit the NOI and public notice to Ecology before the date of the first public notice. You may fax the NOI and public notice to (360) 407-6426. You can also attach a copy of the public notice to this form.

Provide the exact dates (mm/dd/yy) that the first and second public notices will appear in the newspaper:

Date of the first notice 02/27/06
Date of second notice 03/06/06

Name of the newspaper that will run the public notices: Yakima Herald Republic

Ecology does not require the submittal of the affidavit of publication.

Complete the above public notice information or provide a copy of the notice to be published.
Yakima County Courthouse, Room 408 (Address of owner or % representative) is seeking coverage under the Washington Department of Ecology's NPDES General Permit for Stormwater Discharges Associated with Construction Activities.

The proposed 10.4 (total acres) project, known as Douglas Road (project name) is located at between Fisk Rd. and McCauley Road, (street address, intersection, crossroads, or other descriptive site location) in Yakima (name of nearest city). Approximately 10.4 (number of disturbed acres) will be disturbed for construction of Douglas Road (project type). (List all construction activity, e.g., clearing, grading, stockpiling (approx yd³ and location), importing/exporting materials (yd³), demolition, grading, stormwater facilities, roads, utilities, number buildings/homes and type, sidewalks, landscaping.) Stormwater will be collected in a ditch infiltration system (Brief description of how the stormwater will be cleaned and controlled) prior to discharging NO Direct Discharge. (Describe the direction of the stormwater flows; include distance to receiving waters. List wetlands, unnamed and named receiving waters and storm drains; clearly identify buffer location and widths used to protect sensitive water bodies.)

Any persons desiring to present their views to the Department of Ecology concerning this application may notify Ecology in writing within 30 days from the last date of publication of this notice.

Comments may be submitted to: Washington Department of Ecology
Water Quality Program
Stormwater Unit - Construction
PO Box 47696
Olympia, WA 98504-7696

XI. Certification of Permittees

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

__________________________  __________________________
Gary N. Ekstedt          County Engineer
Operator's Printed Name   Title

__________________________
Operator's Signature      Date  Feb. 21, 2006

* Federal regulations require this application to be signed as follows:
A. For a corporation, by a principal executive officer of at least the level of vice president;
B. For a partnership or sole proprietorship, by a general partner or the proprietor, respectively; or
C. For a municipality, state, federal, or other public facility, by either a principal executive officer or ranking elected official.

Please sign and return this document to the following address:
Washington Department of Ecology
Water Quality Program
Construction Stormwater Unit
PO Box 47696
Olympia, WA 98504-7696

If you have any questions, please call:
- (360) 407-7451 Charles Gilman for city of Seattle or counties: Kitsap, Pierce, Thurston
- (360) 407-7229 Tammie McClure for counties: King, Island, San Juan
- (360) 407-6437 Linda Matlock for counties: Whatcom, Skagit, Snohomish, Ferry, Stevens, Pend Oreille, Lincoln, Spokane, Grant, Adams, Whitman, Franklin, Walla Walla, Columbia, Garfield, Asotin
- (360) 407-6858 Joyce Smith for counties: Okanogan, Chelan, Douglas, Kittitas, Yakima, Benton, Kittitas,
Skamania, Clark, Cowlitz, Wahkiakum, Lewis, Pacific, Grays Harbor, Mason, Jefferson, Clallam

If you require this document in an alternative format, please contact the Water Quality Program at (360)-407-6401. If you are a person with a speech or hearing impairment, call 711 for relay service or 1-800-833-6388 for TTY. Ecology is an Equal Opportunity Agency.
TRAFFIC CONTROL PLANS
## GENERAL TRAFFIC CONTROL SIGN SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN #</th>
<th>LOCATION</th>
<th>SIGN SIZE</th>
<th>MOUNTING TYPE</th>
<th>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>DOUGLAS ROAD 1000 FEET WEST OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>14&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>2</td>
<td>W20-1</td>
<td>DOUGLAS ROAD 700 FEET WEST OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
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<td>19&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>3</td>
<td>W20-2</td>
<td>DOUGLAS ROAD 500 FEET WEST OF STOP</td>
<td>36&quot; 10°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>14&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>4</td>
<td>W20-1</td>
<td>DOUGLAS ROAD 550 FEET WEST OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>14&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>5</td>
<td>W20-1</td>
<td>MCAULEY ROAD 750 FEET NORTH OF DOUGLAS ROAD</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>14&quot;</td>
<td>T 14&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>6</td>
<td>W20-1</td>
<td>MCAULEY ROAD 750 FEET NORTH OF DOUGLAS ROAD</td>
<td>36&quot; 10°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>14&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>7</td>
<td>W20-1</td>
<td>DOUGLAS ROAD 1200 FEET EAST OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>16&quot;</td>
<td>T 5&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>8</td>
<td>W20-1</td>
<td>DOUGLAS ROAD 800 FEET EAST OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>16&quot;</td>
<td>T 5&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>9</td>
<td>W20-2</td>
<td>DOUGLAS ROAD 600 FEET EAST OF STOP</td>
<td>36&quot; 10°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>10&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>10</td>
<td>W20-1</td>
<td>DOUGLAS ROAD 450 FEET EAST OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>10&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>11</td>
<td>W20-1</td>
<td>FISK ROAD 1500 FEET SOUTH OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>10&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>12</td>
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<td>FISK ROAD 1000 FEET SOUTH OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>10&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>13</td>
<td>W20-2</td>
<td>FISK ROAD 500 FEET SOUTH OF STOP</td>
<td>36&quot; 10°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>4&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>14</td>
<td>W20-1</td>
<td>FISK ROAD 350 FEET SOUTH OF STOP</td>
<td>46&quot; 45°</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>10&quot;</td>
<td>T 10&quot;</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>15</td>
<td>TYPE II BARRICADE (D)</td>
<td>FISK ROAD, NORTH END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>SEE BARRICADE DETAIL (2)</td>
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<tr>
<td>16</td>
<td>TYPE II BARRICADE (D)</td>
<td>FISK ROAD, NORTH END CLOSURE</td>
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<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>SEE BARRICADE DETAIL (2)</td>
</tr>
<tr>
<td>17</td>
<td>X11-2</td>
<td>SAME</td>
<td>46° 30°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>6.5&quot;</td>
<td>MOUNTED ABOVE SIGN NO. 12</td>
</tr>
<tr>
<td>18</td>
<td>TYPE III BARRICADE (E)</td>
<td>FISK ROAD, SOUTH END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 21</td>
</tr>
<tr>
<td>19</td>
<td>TYPE III BARRICADE (E)</td>
<td>FISK ROAD, SOUTH END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 21</td>
</tr>
<tr>
<td>20</td>
<td>TYPE III BARRICADE (E)</td>
<td>FISK ROAD, EAST END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 21</td>
</tr>
<tr>
<td>21</td>
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<td>FISK ROAD, EAST END CLOSURE</td>
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<td>I</td>
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<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 21</td>
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<tr>
<td>22</td>
<td>X11-2</td>
<td>SAME</td>
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<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>6.5&quot;</td>
<td>MOUNTED ABOVE SIGN NO. 21</td>
</tr>
<tr>
<td>23</td>
<td>X11-3</td>
<td>SAME</td>
<td>46° 30°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>6.5&quot;</td>
<td>MOUNTED ABOVE SIGN NO. 21</td>
</tr>
<tr>
<td>24</td>
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<td>FISK ROAD, WEST END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 40</td>
</tr>
<tr>
<td>25</td>
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<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 40</td>
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<tr>
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<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
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<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 40</td>
</tr>
<tr>
<td>27</td>
<td>X11-3</td>
<td>SAME</td>
<td>46° 30°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>6.5&quot;</td>
<td>MOUNTED ABOVE SIGN NO. 50</td>
</tr>
<tr>
<td>28</td>
<td>TYPE III BARRICADE (E)</td>
<td>FISK ROAD, WEST END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 51</td>
</tr>
<tr>
<td>29</td>
<td>TYPE III BARRICADE (E)</td>
<td>FISK ROAD, WEST END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 51</td>
</tr>
<tr>
<td>30</td>
<td>X11-3</td>
<td>SAME</td>
<td>46° 30°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>6.5&quot;</td>
<td>MOUNTED ABOVE SIGN NO. 51</td>
</tr>
<tr>
<td>31</td>
<td>TYPE III BARRICADE (E)</td>
<td>FISK ROAD, WEST END CLOSURE</td>
<td>0° 5°</td>
<td>I</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>5&quot;</td>
<td>MOUNTED BELOW SIGN NO. 51</td>
</tr>
</tbody>
</table>

### Notes:
1. MUTCD (Manual on Uniform Traffic Control Devices).
2. For structure and mounting details, see Standard Plans for Road and Bridge Construction, Series 6.
3. For code references and standard sign layout details, see Standard Highway Sign Book.
4. Post lengths shown are approximate. Final values shall be determined in the field by the contractor.
5. Distance from the existing shoulder or face of curb, to the sign post.
6. All signs, posts, and any other traffic control devices shall be supplied, erected, and maintained by the contractor.
7. The posts shall not protrude above the signs.
NOTE: A MINIMUM OF THREE (3) TYPE III BARRICADES 
SHOULD BE PLACED ALONG THE ROADWAY FROM 
OUTSIDE EDGE OF SHOULDER TO OUTSIDE EDGE 
OF SHOULDER IN ORDER TO BLOCK 
THE ENTIRE ROADWAY.

TYPICAL SIGN INSTALLATION
NT5

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS 
TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.
NOTE: THIS ROAD CLOSURE PLAN IS APPROVED FOR DAYLIGHT HOURS ONLY. CLASS B SIGNS.

NOTE: A FLAGGER SHALL BE STATIONED AT EACH END OF THE ROAD CLOSURE AT THE BARRICADES AT THE POINTS OF CLOSURE AND ONE AROUND THE EQUIPMENT, ALONG WITH PROVIDING A PILOT VEHICLE, WITH AN OPERATOR, TO ASSIST AND ESCORT THOSE THAT NEED ACCESS TO AND FROM THE PROPERTIES WITHIN THE CLOSURE AREA BEHIND THE BARRICADES. PROPERTY OWNERS WITHIN THE CLOSURE AREA SHALL BE NOTIFIED BY THE CONTRACTOR IN ADVANCE AS TO THE PROCEDURE TO BE FOLLOWED TO ACCESS THEIR PROPERTY WITHIN THE CLOSURE AREA. ALL TRAFFIC CONTROL DEVICES REQUIRED BY THE GENERAL TRAFFIC CONTROL, INCLUDING THE FISK ROAD PROJECT TRAFFIC CONTROL DEVICES AT DOUGLAS ROAD, SHALL BE IN PLACE PREVIOUS TO CLOSING THE ROAD TO THROUGH TRAFFIC. THIS CLOSURE IS AUTHORIZED FOR DAYLIGHT HOURS ONLY AND IS LIMITED TO THE EXPEDITION OF THE CONSTRUCTION OF THE ROADWAY WITHIN THE CLOSURE AREA ONLY.
## ROAD CLOSURE SIGN SPECIFICATIONS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>MUTCD SIGN #</th>
<th>LOCATION</th>
<th>SIGN SIZE</th>
<th>SHEETING TYPE</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1-300003</td>
<td>D1-02001</td>
<td>DOUGLAS ROAD, 250 FEET EAST OF FISK ROAD</td>
<td>30°</td>
<td>90°</td>
<td>&quot;ROAD CLOSED 1/2 MILE AHEAD&quot;</td>
</tr>
<tr>
<td>M1-001</td>
<td>SAME</td>
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**NOTES:**
- MUTCD (Manual on Uniform Traffic Control Devices).
- FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
- THIS ROAD CLOSURE PLAN IS APPROVED FOR DAYLIGTH HOURS ONLY.
- CLASS II SIGNS.
- ALL SIGNS, STANDS AND ANY OTHER TRAFFIC CONTROL DEVICES SHALL BE SUPPLIED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
TYPICAL SIGN INSTALLATION
NT5

NOTE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.
IMPROVEMENT PLANS
INDEX

DOUGLAS ROAD & FISK ROAD IMPROVEMENT PROJECT
C 2898 & C 2934

VICINITY MAP

Sheet 1 of 29
# SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>C 2898 DOUGLAS</th>
<th>C 2934 FISK</th>
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**MAILBOX SUPPORT SCHEDULE**

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<td>26-60 LT.</td>
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<td>34-65 LT.</td>
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**CULVERT PIPE SCHEDULE**

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**IRRIGATION ADJUSTMENTS**

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**TYPICAL DRIVEWAY SECTION**

- Driveway STA. 23+05 LT.
- Driveway STA. 23+70 LT.

**APPROACH PIPE SCHEDULE**

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Total: 830'
VICINITY MAP

FISK ROAD IMPROVEMENT PROJECT
C 2934

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SHEET 25 SCHEDULES
SHEET 26 FISK ROAD PLAN AND PROFILE: Dop STA. 0+00 TO STA. 4+00
SHEET 27 FISK ROAD PLAN AND PROFILE: STA. 4+00 TO STA. 9+00
SHEET 28 FISK ROAD PLAN AND PROFILE: STA. 9+00 TO STA. 14+00
SHEET 29 FISK ROAD PLAN AND PROFILE: STA. 14+00 TO Eop STA. 17+00.00

LEGEND


INDEX

TYPICAL ROADWAY SECTION

NOT TO SCALE

0.30FT COMPACTED DEPTH CRUSHED SURFACING TOP COURSE
0.70FT CRUSHED SURFACING BASE COURSE

* SEE PLANS FOR TAPER SECTIONS

VICINITY MAP, LEGEND, INDEX AND TYPICAL SECTION

SHEET 24 OF 29
**MAILBOX SUPPORT SCHEDULE**

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<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>2+25 L.T.</td>
<td>3-No. 2</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td>2+56 RT.</td>
<td>1</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>4+50 L.T.</td>
<td>2</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>8+35 L.T.</td>
<td>1</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>9+50 L.T.</td>
<td>1</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>11+25 L.T.</td>
<td>2</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>12+10 L.T.</td>
<td>1</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>12+10 L.T.</td>
<td>1</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>16+20 L.T.</td>
<td>2</td>
<td>3</td>
<td>-</td>
</tr>
</tbody>
</table>

* MOVE TO STA. 2+50 L.T.

**APPROACH PIPE SCHEDULE**

<table>
<thead>
<tr>
<th>STATION</th>
<th>DESCRIPTION</th>
<th>PIPE SIZE</th>
<th>PIPE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>1+05 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>33'</td>
</tr>
<tr>
<td>5+00 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>5+55 ST.</td>
<td>COVER OVER PIPE</td>
<td>2&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>6+15 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>57'</td>
</tr>
<tr>
<td>6+45 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>6+60 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>7+00 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>58'</td>
</tr>
<tr>
<td>7+15 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>58'</td>
</tr>
<tr>
<td>7+25 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>7+45 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>7+50 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>42'</td>
</tr>
<tr>
<td>8+00 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>8+05 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>8+10 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>8+15 ST.</td>
<td>20' D/W</td>
<td>2&quot;</td>
<td>32'</td>
</tr>
<tr>
<td>8+20 ST.</td>
<td>20' D/W</td>
<td>12'</td>
<td>70'</td>
</tr>
</tbody>
</table>

TOTAL 471'

**IRRIGATION ADJUSTMENTS**

<table>
<thead>
<tr>
<th>STATION</th>
<th>VALVE/MANHOLE ADJUSTMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+15 (2)</td>
<td>ADJUST TO 6&quot; BELOW FINISH ROCK GRADE</td>
</tr>
<tr>
<td>1+90 (MANHOLE)*</td>
<td>ADJUST TO 6&quot; BELOW FINISH ROCK GRADE</td>
</tr>
<tr>
<td>3+00 (2)</td>
<td>ADJUST TO 6&quot; BELOW FINISH ROCK GRADE</td>
</tr>
</tbody>
</table>

* TO BE PAID FOR AS "ADJUST IRRIGATION VALVE BOX"
FISK ROAD

INSTALL 32 L.F. OF 12 IN. SCHEDULE A APPROACH PIPE

INSTALL 50 L.F. OF 12 IN. SCHEDULE A APPROACH PIPE

GENE E. & PATRICIA M. MCKINNEY

DENIS & DEBBIE MARTIN

ALLAN GOTT

LAUREL VOSS

DANIEL YORK

GERALD & CHARLOTTE EARNSTWORTH

GARY N. EKSTROM

COUNTY ENGINEER DATE: 6/12/06

FISK ROAD IMPROVEMENT PROJECT

RODERS ROAD TO DOUGLAS ROAD C 2934

PREPARED UNDER THE DIRECTION OF:

PROJECT ENGINEER:

JACK ARNOLD

CHECKED BY:

J. ARNOLD

EXPIRE 8/13/07

COUNTY ENGINEER DATE: 6/12/06

PLAN AND PROFILE

STA. 9+00 TO STA. 14+00

SEE SHEET 27 FOR QUANTITIES

ROADWAY EXCAVATION INCLUDING HAUL 664 C.Y.

EMBANKMENT = 222 C.Y.

CENTERLINE PROFILE

EXISTING PROFILE

Sheet 28 of 29