CONTRACT SPECIFICATIONS

For The Construction Of:

SOUTH NACHES ROAD IMPROVEMENT PROJECT
C 2756 - Phase 1
Bridge No. 35 to SR 12

Federal Aid Project No.: STPR Y393 (001)
Yakima County Public Services Project
CERTIFICATE

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

GARY N. EKSTEDT, P.E.
COUNTY ENGINEER

EXPIRES 8/13/87
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South Naches Road C 2756 - Phase 1 c
1 PREVAILING WAGE RATES
2 YAKIMA COUNTY DETAILS
3 STANDARD PLANS
4 TRAFFIC CONTROL PLANS
Bid Documents
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 December 30, 2005.

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

Yakima County Road Engineer’s Office, fourth floor, Yakima County Courthouse, 128 N. 2nd Street, Yakima, Washington 98901.

RIGHT TO REJECT BIDS:

The right is reserved to reject any and all proposals, to accept the proposal or proposals deemed best for the County or to advertise for new proposals when in the opinion of the Board the best interest of the County shall be promoted thereby. All or a portion of work in Proposal B (Sanitary Sewer Improvements) may be deleted if the bid exceeds the funds available.

PROPOSAL GUARANTY:

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

FORM FURNISHED:

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

This project is a federal-aid funded project. Yakima County in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000-4 and Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, Part 21, nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it shall affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises shall be afforded full opportunity to submit bids in response to this invitation and shall not be discriminated against on the grounds of race, color or national origin in consideration for an award.

YAKIMA COUNTY IS AN EQUAL OPPORTUNITY EMPLOYER

South Naches Road C 2756 - Phase 1  Page 1  Bid Documents
PROPOSAL

C 2756 - Phase 1; SOUTH NACHES ROAD, Bridge No. 35 to SR 12

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

☐ ALTERNATE "A"
COUNTY SUPPLIED CRUSHED SURFACING MATERIALS

<table>
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<td>BID AMOUNT C 2756</td>
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<tr>
<td>PRICE ADJUSTMENT</td>
<td>$ 21,387.50</td>
</tr>
<tr>
<td>3,700 TONS CSBC @ $5.00 PER TON = $18,500.00</td>
<td></td>
</tr>
<tr>
<td>525 TONS OF CSTC @ $5.50 PER TON = $2,887.50</td>
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TOTAL BID (FOR COMPARATIVE PURPOSES) $ ______________

☐ ALTERNATE "B"
CONTRACTOR SUPPLIED CRUSHED SURFACING MATERIALS

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<tr>
<td>PRICE ADJUSTMENT</td>
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TOTAL BID $ ______________

Note: The Total Bid for either Alternate 'A' or Alternate 'B' shall be used for contract and bond amount.
This certifies that the undersigned has examined the location of the noted project:

**C 2756 Phase 1 - SOUTH NACHES ROAD IMPROVEMENT PROJECT (Bridge No. 35 to SR 12)**

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

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

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<th>Item No.</th>
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<th>Unit Price</th>
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<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>34</td>
<td>ILLUMINATION SYSTEM SR 12</td>
<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>35</td>
<td>ILLUMINATION SYSTEM SOUTH NACHES</td>
<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>36</td>
<td>TRAFFIC SIGNAL SYSTEM MODIFICATION</td>
<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>37</td>
<td>FLAGGERS AND SPOTTERS</td>
<td>1,000</td>
<td>HOUR</td>
<td>$</td>
</tr>
<tr>
<td>38</td>
<td>OTHER TRAFFIC CONTROL LABOR</td>
<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>39</td>
<td>TRAFFIC CONTROL SUPERVISOR</td>
<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>40</td>
<td>CONSTRUCTION SIGNS CLASS A</td>
<td>210</td>
<td>S.F.</td>
<td>$</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Quantity</td>
<td>Unit</td>
<td>Rate</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------------------------------</td>
<td>----------</td>
<td>--------</td>
<td>-------</td>
</tr>
<tr>
<td>41</td>
<td>Shoring or Extra Excavation Class B</td>
<td>2,030</td>
<td>S.F.</td>
<td>$</td>
</tr>
<tr>
<td>42</td>
<td>Cement Conc. Sidewalk</td>
<td>525</td>
<td>S.Y.</td>
<td>$</td>
</tr>
<tr>
<td>43</td>
<td>Cement Conc. Driveway Entrance</td>
<td>260</td>
<td>S.Y.</td>
<td>$</td>
</tr>
<tr>
<td>44</td>
<td>Cement Conc. Sidewalk Ramp</td>
<td>1</td>
<td>EACH</td>
<td>$</td>
</tr>
<tr>
<td>45</td>
<td>Adjust Manhole</td>
<td>4</td>
<td>EACH</td>
<td>$</td>
</tr>
<tr>
<td>46</td>
<td>Adjust Valve Box</td>
<td>7</td>
<td>EACH</td>
<td>$</td>
</tr>
<tr>
<td>47</td>
<td>Minor Changes</td>
<td>EST</td>
<td>F.A.</td>
<td>$</td>
</tr>
<tr>
<td>48</td>
<td>SPCC Plan</td>
<td>1</td>
<td>L.S.</td>
<td>$</td>
</tr>
<tr>
<td>49</td>
<td>Mailbox Support Type 1</td>
<td>1</td>
<td>EACH</td>
<td>$</td>
</tr>
<tr>
<td>50</td>
<td>Mailbox Support Type 2</td>
<td>5</td>
<td>EACH</td>
<td>$</td>
</tr>
</tbody>
</table>

**Bid Amount:** C 2756 $
The bidder is hereby advised that by signature of this proposal he/she is deemed to have acknowledged all requirements and signed all certificates contained herein.

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

CASH [ ] IN THE AMOUNT OF ______________________

CASHIER’S CHECK [ ] _______________________________ DOLLARS

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

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

Bidder acknowledges receipt of the following Addendums:

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

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

SIGNATURE OF AUTHORIZED OFFICIAL(S)

[Signature]

Title: ____________________________
Firm Name: _______________________
Address: _________________________
Phone No.: _______________________
Washington Registration No.: _______
Federal ID Tax No.: ______________
UBI No.: _________________________
E-Mail: __________________________

Signed and sworn (or affirmed) before me on ____________________________

Date

______________________________
NOTARY PUBLIC
My appointment expires______________________
(Seal and Stamp)

NOTE: (1) This proposal is not transferable and any alteration of the firm’s name entered hereon without prior permission from the County Engineer shall be cause for considering the proposal irregular and subsequent rejection of the bid.
(2) Please refer to Section 1-02.6 of the Standard Specifications, re: “Preparation of Proposal” or “Article 4” of the Instruction to Bidders for building construction jobs.
(3) Should it be necessary to modify this proposal either in writing or by electronic means, please make reference to the following proposal number in your communications C 2756 - Phase 1.
LETTER OF RESPONSIBILITY

Date: ________________
County Road Project No.: C 2756 - Phase 1

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 1957).

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 2753 - Phase 1; South Naches Road Improvement Project (Bridge No. 35 to SR 12)

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.
Disadvantaged Business Enterprise Utilization Certification

To be eligible for award of this contract the bidder must fill out and submit, as part of his/her proposal, the following certification relating to Disadvantaged Business Enterprise (DBE) requirements. This certification shall be deemed a part of the resulting contract. Failure to fill out and submit this certification, the inclusion of a false certification, or insufficient projected use of DBEs, shall be considered as evidence that the proposal is non-responsive to the invitation to bid. Information on certified firms is available from OMWBE, phone (360) 753-9693.

Name of Bidder certifies that the following Disadvantaged Business Enterprise(s) (DBE) have been contacted regarding participation on this project and, if it is the successful bidder on this project, it shall award subcontracts to or enter into supply agreements with the following DBEs as indicated: (if necessary, use additional sheet).

<table>
<thead>
<tr>
<th>Name of DBE Certificate Number</th>
<th>Capacity *(Prime, Joint Venture, Subcontractor, Manufacturer, Regular Dealer, Service Provider)</th>
<th>Description of Work</th>
<th>Amount to be Applied Towards Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
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<td>7.</td>
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<td>9.</td>
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<tr>
<td>10.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Disadvantaged Business Enterprise Subcontracting Goal: ___________________________ DBE Total $ __________ ***

* Regular Dealer status must be approved by the Office of Equal Opportunity, Wash. State Dept. of Transportation, on each contract.
* See the section "Counting DBE Participation Toward Meeting the Goal" in the Contract Document.
* The Contracting Agency will utilize the above data to determine whether or not the bidder has met the goal or the average goal attainment of all bidders.

DOT Form 272-056A EF
Revised 12/97
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.
SUBCONTRACTOR LIST

C 2756 - Phase 1; SOUTH NACHES ROAD IMPROVEMENT PROJECT

Failure to list subcontractors who are proposed to perform the work of heating, ventilation and air conditioning, plumbing, as described in Chapter 18.106 RCW, and electrical as described in Chapter 19.28 RCW will result in your bid being non-responsive and therefore void.

Subcontractor(s) that are proposed to perform the work of heating, ventilation, and air conditioning, plumbing, as described in Chapter 18.106 RCW, and electrical as described in Chapter 19.28 RCW must be listed below. The work to be performed is to be listed below the subcontractor(s) name.

If no subcontractor is listed below, the bidder acknowledges that is does not intend to use any subcontractor to perform those items of work.

Subcontractor Name: ____________________________________________
Item Numbers: __________________________________________________

Subcontractor Name: ____________________________________________
Item Numbers: __________________________________________________

Subcontractor Name: ____________________________________________
Item Numbers: __________________________________________________

Subcontractor Name: ____________________________________________
Item Numbers: __________________________________________________
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 2756 - Phase 1: South Naches Road Improvement Project 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 connecting the work provided for in the Contract Documents except those items mentioned therein to be furnished by Yakima County.

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

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

______________________________
Chair

______________________________
Commissioner

______________________________
Commissioner

ATTEST: Deputy Clerk of the Board

Jennifer Adams

Approved as to form:

______________________________
Deputy Prosecuting Attorney

South Naches Road C 2756 - Phase 1 Documents  
Page 13  
Bid
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 2756 – Phase 1: South Naches Road Improvement Project 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: YAKIMA COUNTY

Chair of the Board of
Yakima County Commissioners

Date: ________________________________ 20____

Approved as to form:

Deputy Prosecuting Attorney

Name of Local Office of Agent

Address of Local Office Agent

BOND NUMBER

YAKIMA COUNTY CONTRACT NUMBER

South Naches Road C 2756 - Phase 1 Documents

Page 14 Bid
Amendments to
Standard Specifications
AMENDMENTS TO THE STANDARD SPECIFICATIONS

C 2756 - PHASE 1; SOUTH NACHES ROAD IMPROVEMENT PROJECT
(Bridge No. 35 to SR 12)

YAKIMA COUNTY, WASHINGTON

INTRODUCTION

The following Amendments and Special Provisions shall be used in conjunction with the 2004
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 1-07, LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC
August 1, 2005

1-07.1 Laws to be Observed
The first, second, and fourth paragraphs are revised to read:

The Contractor shall always comply with all Federal, State, tribal or local laws, ordinances,
and regulations that affect work under the contract. The Contractor shall indemnify, defend,
and save harmless the State (including the Governor, Commission, Secretary, and any
agents, officers, and employees) against any claims that may arise because the Contractor
(or any employee of the Contractor or subcontractor or materialperson) violated a legal
requirement.

The Contractor shall be responsible for the safety of all workers and shall comply with all
appropriate state safety and health standards, codes, rules, and regulations, including, but not
limited to, those promulgated under the Washington Industry Safety and Health Act RCW
Chapter 49.17 (WISHA) and as set forth in Title 296 WAC (Department of Labor and
Industries). The Contractor shall likewise be obligated to comply with all federal safety and
health standards, codes, rules, and regulations that may be applicable to the contract work.

Without usurping the authority of other agencies, the Contracting Agency will cooperate
with them in their efforts to enforce legal requirements. Upon awareness of a violation of a
legal requirement, the Engineer will notify the Contractor in an effort to achieve
compliance. The Engineer may also notify the agency responsible for enforcement if the
Engineer deems that action is necessary to achieve compliance with legal requirements. The Engineer will also assist the enforcement agency to obtain Contractor compliance to the extent such assistance is consistent with the provisions of the contract.

1.07.5 Fish and Wildlife and Ecology Regulations
The section title is revised to read:

1.07.5 Environmental Regulations

1.07.5(1) General
This section is revised to read:

Throughout the work, the Contractor shall comply with all current rules of the resource agencies having jurisdiction over the affected areas. Some, though not all, of these rules are summarized below. Any of these agencies may, without prejudice to the Contracting Agency, add rules as needed to protect game, fish, or the environment.

The following restrictions apply to all work:

No work shall occur within the jurisdictional areas unless authorized in the contract provisions and associated environmental permits.

No materials shall be placed below the ordinary high water line except as may be specified in the contract.

No equipment shall enter waters of the State, except as may be specified in the contract.

1.07.5(2) State Department of Fish and Wildlife
Item 7 is deleted.

1.07.5(3) State Department of Ecology
This section is revised to read:

In doing the work, the Contractor shall:

1. Get a waste discharge permit from the Ecology Department before:

   a. Washing aggregate; or
   b. Discharging water from pit sites or excavations into a ground or surface waterway when the water contains turbidity, silt, or foreign materials.

2. Give the Project Engineer a copy of each waste discharge permit before the work begins.

3. Control drainage and erosion in a manner that reduces waterway pollution.
4. Perform work in such a manner that all materials and substances not specifically identified in the contract documents to be placed in the water do not enter waters of the State, including wetlands.

5. Use equipment that is free of external petroleum-based products.

6. Remove accumulations of soil and debris from drive mechanisms (wheels, tracks, tires) and undercarriage of equipment prior to using equipment below the ordinary high water line.

7. Clean loose dirt and debris from all materials placed below the ordinary high water line. No materials shall be placed below the ordinary high water line without the Engineer’s approval.

8. Notify the Engineer and Ecology Department immediately should oil, chemicals, or sewage spill into waters of the State.

1-07.7(2) Load Limit Restrictions

Item 1 is supplemented with the following:

If the Contractor desires to utilize work methods resulting in load that exceed any of the restrictions described above, the Contractor shall submit calculations and other supporting information (as specified in Section 6-01.6 for bridges under construction) to the Engineer for approval in accordance with Sections 6-01.6 and 6-01.9. The Engineer will review the calculations and supporting information to determine if the loading meets the criteria specified in Section 6-01.6. The Contractor shall not place or operate construction vehicles or equipment on or over the structure until receiving the Engineer’s approval of the submittal.

1-07.11(10)B Required Records and Retention

The third and fourth paragraphs are revised to read:

*Monthly Employment Utilization Reports*

WSDOT Form #820-010 or substitute form as approved by the Contracting Agency. This form is required for all federally assisted projects if the contract is equal to or greater than $10,000 and for every associated subcontract equal to or greater than $10,000. These monthly reports are to be maintained in the respective Contractor or subcontractor's records.

In addition, for contracts with a value of $100,000 or more, the Contractor shall submit copies of the completed WSDOT form 820-010 or approved substitute to the Contracting Agency by the fifth of each month throughout the term of the contract. The Contractor shall also collect and submit these forms monthly from every subcontractor who holds a subcontract with a value of $100,000 or more.

Failure to submit the required reports by their due dates may result in the withholding of progress estimate payments.
1-07.13(4) Repair of Damage

This section is revised to read:

The Contractor shall promptly repair all damage to either temporary or permanent work as directed by the Engineer. For damage qualifying for relief under Sections 1-07.13(1), 1-07.13(2) or 1-07.13(3), payment will be made in accordance with Section 1-04.4 using the estimated bid item "Reimbursement for Third Party Damage".

In the event the Contracting Agency pays for damage to the Contractor's work or for damage to the Contractor's equipment caused by third parties, any claim the Contractor had or may have had against the third party shall be deemed assigned to the Contracting Agency, to the extent of the Contracting Agency's payment for such damage.

Payment will be limited to repair of damaged work only. No payment will be made for delay or disruption of work.

For the purpose of providing a common proposal for all bidders, the Contracting Agency has entered an amount for "Reimbursement For Third Party Damage" in the proposal to become a part of the total bid by the Contractor.

1-07.14 Responsibility for Damage

The first paragraph is revised to read:

The State, Governor, Commission, Secretary, and all officers and employees of the State, including but not limited to those of the Department, will not be responsible in any manner: for any loss or damage that may happen to the work or any part; for any loss of material or damage to any of the materials or other things used or employed in the performance of work; for injury to or death of any persons, either workers or the public; or for damage to the public for any cause which might have been prevented by the Contractor, or the workers, or anyone employed by the Contractor.

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

Subject to the limitations in this section, the Contractor shall indemnify, defend, and save harmless the State, Governor, Commission, Secretary, and all officers and employees of the State from all claims, suits, or actions brought for injuries to, or death of, any persons or damages resulting from construction of the work or in consequence of any negligence regarding the work, the use of any improper materials in the work, caused in whole or in part by any act or omission by the Contractor or the agents or employees of the Contractor during performance or at any time before final acceptance. In addition to any remedy authorized by law, the State may retain so much of the money due the Contractor as deemed necessary by the Engineer to ensure indemnification until disposition has been made of such suits or claims.

This section is supplemented with the following:
The Contracting Agency will forward to the Contractor all claims filed against the State according to RCW 4.92.100 that are deemed to have arisen in relation to the Contractor's work or activities under this contract, and, in the opinion of the Contracting Agency, are subject to the defense, indemnity, and insurance provisions of these Standard Specifications. Claims will be deemed tendered to the Contractor and insurer, who has named the State as a named insured or an additional insured under the contract's insurance provisions, once the claim has been forwarded via certified mail to the Contractor. The Contractor shall be responsible to provide a copy of the claim to the Contractor's designated insurance agent who has obtained/met the contract's insurance provision requirements.

Within 60 calendar days following the date a claim is sent by the Contracting Agency to the Contractor, the Contractor shall notify the Claimant and WSDOT (Risk Management Office, PO Box 47418, Olympia, WA 98504-7418) of the following:

a. whether the claim is allowed or is denied in whole or in part, and, if so, the specific reasons for the denial of the individual claim, and if not denied in full, when payment has been or will be made to the claimant(s) for the portion of the claim that is allowed, or

b. if resolution negotiations are continuing. In this event, status updates will be reported no longer than every 60 calendar days until the claim is resolved or a lawsuit is filed.

If the Contractor fails to provide the above notification within 60 calendar days, then the Contractor shall yield to the Contracting Agency sole and exclusive discretion to allow all or part of the claim on behalf of the Contractor, and the Contractor shall be deemed to have WAIVED any and all defenses, objections, or other avoidances to the Contracting Agency’s allowance of the claim, or the amount allowed by the Contracting Agency, under common law, constitution, statute, or the contract and these Standard Specifications. If all or part of a claim is allowed, the Contracting Agency will notify the Contractor via certified mail that it has allowed all or part of the claim and make appropriate payments to the claimant(s) with State funds.

Payments of State funds by the Contracting Agency to claimant(s) under this section will be made on behalf of the Contractor and at the expense of the Contractor, and the Contractor shall be unconditionally obligated to reimburse the Contracting Agency for the “total reimbursement amount”, which is the sum of the amount paid to the claimant(s), plus all costs incurred by the Contracting Agency in evaluating the circumstances surrounding the claim, the allowance of the claim, the amount due to the claimant, and all other direct costs for the Contracting Agency’s administration and payment of the claim on the Contractor’s behalf. The Contracting Agency will be authorized to withhold the total reimbursement amount from amounts due the Contractor, or, if no further payments are to be made to the Contractor under the contract, the Contractor shall directly reimburse the Contracting Agency for the amounts paid within 30 days of the date notice that the claim was allowed was sent to the Contractor. In the event reimbursement from the Contractor is not received
by the Contracting Agency within 30 days, interest shall accrue on the total reimbursement
amount owing at the rate of 12 per cent per annum calculated at a daily rate from the date
the contractor was notified that the claim was allowed. The Contracting Agency’s costs to
enforce recovery of these amounts are additive to the amounts owing.

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

This section is revised to read:

The Contractor shall prepare a project specific spill prevention, control and countermeasures
(SPCC) plan to be used for the duration of the project. The plan shall be submitted to the
Engineer prior to the commencement of any on site construction activities. The Contractor
shall maintain a copy of the plan at the work site, including any necessary updates as the
work progresses. If hazardous materials are encountered during construction, the Contractor
shall do everything possible to control and contain the material until appropriate measures
can be taken. Hazardous material, as referred to within this specification, is defined in RCW
70.105.010 under “Hazardous Substances”. Occupational safety and health requirements
that may pertain to SPCC planning are contained in but not limited to WAC 296-824 and
WAC 296-843.

The SPCC plan shall address the following project-specific information:

I. SPCC Plan Elements

A. Site Information
Identify general site information useful in construction planning, recognizing potential sources of spills, and identifying personnel responsible for managing and implementing the plan.

B. Project Site Description
Identify staging, storage, maintenance, and refueling areas and their relationship to drainage pathways, waterways, and other sensitive areas. Specifically address:

- the Contractor’s equipment maintenance, refueling, and cleaning activities.
- the Contractor’s on site storage areas for hazardous materials.

C. Spill Prevention and Containment
For each of the locations identified in B, above, specifically address:

1. Spill prevention and containment measures to be used at each location.
2. The method of collecting and treating, or disposing of runoff from each location.
3. The method of diverting project runoff from each location.
D. Spill Response
Outline spill response procedures including assessment of the hazard, securing spill response and personal protective equipment, containing and eliminating the spill source, and mitigation, removal and disposal of the material.

E. Standby, On-Site, Material and Equipment
The plan shall identify the equipment and materials the Contractor will maintain on site to carry out the preventive and responsive measures for the items listed.

F. Reporting
The plan shall list all federal, state and local agency telephone numbers the Contractor must notify in the event of a spill.

G. Program Management
Identify site security measures, inspection procedures and personnel training procedures as they relate to spill prevention, containment, response, management and cleanup.

H. Preexisting Contamination
If preexisting contamination in the project area is described elsewhere in the plans or specifications, the SPCC plan shall indicate measures the Contractor will take to conduct work without allowing release or further spreading of the materials.

I. Work Below the Ordinary High Water Line
Identify equipment that will be used below the ordinary high water line. Outline daily inspection and cleanup procedures that ensure equipment is free of all external petroleum-based products. Identify refueling procedures for equipment that cannot be moved from below the ordinary high water line.

2. Attachments

A. Site plan showing the locations identified in (1. B. and 1. C.) noted previously.

B. Spill and Incident Report Forms, if any, that the Contractor will be using.

Implementation Requirements
The Contractor shall implement prevention and containment measures identified in the SPCC plan prior to performing any of the following:

- Placing materials or equipment in staging or storage areas
- Equipment refueling
- Equipment washing
Stockpiling contaminated materials

Payment
The lump sum contract price for the “SPCC Plan” shall be full pay for:

1. All costs associated with creating the SPCC plan.

2. All costs associated with providing and maintaining on site standby materials and equipment described in the SPCC plan.

3. All costs associated with implementing the prevention and containment measures identified in the approved SPCC plan.

As to other costs associated with spills the contractor may request payment as provided for in the Contract. No payment shall be made if the spill was caused by or resulted from the Contractor’s operations, negligence or omissions.

1-07.16(1) Private/Public Property
This section is revised to read:

The Contractor shall not use Contracting Agency owned or controlled property other than that directly affected by the contract work without the approval of the Engineer. If the Engineer grants such approval, the Contractor shall then vacate the area when ordered to do so by the Engineer. Approval to temporarily use the property shall not create any entitlement to further use or to compensation for any conditions or requirements imposed.

The Contractor shall protect private or public property on or in the vicinity of the work site. The Contractor shall ensure that it is not removed, damaged, destroyed, or prevented from being used unless the contract so specifies.

Property includes land, utilities, trees, landscaping, improvements legally on the right-of-way, markers, monuments, buildings, structures, pipe, conduit, sewer or water lines, signs, and other property of all description whether shown on the plans or not.

If the Engineer orders, or if otherwise necessary, the Contractor shall install protection, acceptable to the Engineer, for property such as that listed in the previous paragraph. The Contractor is responsible for locating and protecting all property that is subject to damage by the construction operation.

If the Contractor (or agents/employees of the Contractor) damage, destroy, or interfere with the use of such property, the Contractor shall restore it to original condition. The Contractor shall also halt any interference with the property’s use. If the Contractor refuses or does not respond immediately, the Engineer may have such property restored by other means and subtract the cost from money that will be or is due the Contractor.
The Contractor may access the worksite from adjacent properties. The Contractor shall not use or allow others to use this access to merge with public traffic. During non-working hours, the Contractor shall provide a physical barrier that is either locked or physically unable to be moved without equipment. The access shall not go through any existing structures. The access may go through fencing. The Contractor shall control or prevent animals from entering the worksite to the same degree that they were controlled before the fence was removed. The Contractor shall prevent persons not involved in the contract work from entering the worksite through the access or through trails and pathways intersected by the access. If the contract documents require that existing trails or pathways be maintained during construction, the Contractor will insure the safe passage of trail or pathway users. The Contractor shall effectively control airborne particulates that are generated by use of the access. The location and use of the access shall not adversely affect wetlands or sensitive areas in any manner. The Contractor shall be responsible for obtaining all haul road agreements, permits and/or easements associated with the access. The Contractor shall replace any fence, repair any damage and restore the site to its original state when the access is no longer needed. The Contractor shall bear all costs associated with this worksite access.

1-07.16(2) Vegetation Protection and Restoration
The new paragraph below is inserted to follow the third paragraph:

Any pruning activity required to complete the work as specified shall be performed by persons qualified as a Certified Arborist at the direction of the Engineer.

In the fifth paragraph, "Guide for Plant Appraisal, Eighth Edition" is revised to read "Guide for Plant Appraisal, Current Edition".

1-07.16(3) Fences, Mailboxes, Incidentals
The first sentence in the first paragraph is revised to read:

The Contractor shall maintain any temporary fencing to prevent pedestrians from entering the worksite and to preserve livestock, crops, or property when working through or adjacent to private property.

1-07.18 Public Liability and Property Damage Insurance
This section is revised to read:

The Contractor shall obtain and keep in force the following policies of insurance. The policies shall be with companies or through sources approved by the State Insurance Commissioner pursuant to Chapter 48.05, RCW. Unless otherwise indicated below, the policies shall be kept in force from the execution date of the contract until the date of acceptance by the Secretary (Section 1-05.12).

1. Owners and Contractors Protective Insurance providing bodily injury and property damage liability coverage with limits of $3,000,000 per occurrence and in the aggregate for each policy period, written on Insurance Services Office (ISO) form CG0009
together with Washington State Department of Transportation Amendatory Endorsement No. CG 29 08, specifying the State of Washington as a named insured.

The Contractor may choose to terminate this insurance after the date of Substantial Completion as determined by the Engineer or, should Substantial Completion not be achieved, after the date of Physical Completion as determined by the Engineer. In the event the Contractor elects to terminate this coverage, prior to acceptance of the contract, the Contractor shall first obtain an endorsement to the Commercial General Liability Insurance described below that establishes the Contracting Agency on that policy as an additional insured.

2. Commercial General Liability Insurance written under ISO Form CG0001 or its equivalent with minimum limits of $3,000,000 per occurrence and in the aggregate for each policy period. This protection may be a CGL policy or any combination of primary, umbrella or excess liability coverage affording total liability limits of not less than $3,000,000. Products and completed operations coverage shall be provided for a period of one year following final acceptance of the work.

3. Commercial Automobile Liability Insurance providing bodily injury and property damage liability coverage for all owned and nonowned vehicles assigned to or used in the performance of the work with a combined single limit of not less than $1,000,000 each occurrence with the State named as an additional insured in connection with the Contractor’s Performance of the contract.

The Owners and Contractors Protective Insurance policy shall not be subject to a deductible or contain provisions for a deductible. The Commercial General Liability policy and the Commercial Automobile Liability Insurance policy may, at the discretion of the Contractor, contain such provisions. If a deductible applies to any claim under these policies, then payment of that deductible will be the responsibility of the Contractor, notwithstanding any claim of liability against the Contracting Agency. However in no event shall any provision for a deductible provide for a deductible in excess of $50,000.00.

Prior to contract execution, the Contractor shall file with the Department of Transportation, Contract Payment Section, P.O. Box 47420, Olympia, WA 98504-7420, ACORD Form Certificates of Insurance evidencing the minimum insurance coverages required under these specifications.

All insurance policies and Certificates of Insurance shall include a requirement providing for a minimum of 45 days prior written notice to the Contracting Agency of any cancellation or reduction of coverage. All insurance coverage required by this section shall be written and provided by “occurrence-based” policy forms rather than by “claims made” forms.

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 working 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.

All costs for insurance, including any payments of deductible amounts, shall be considered
incidental to and included in the unit contract prices and no additional payment will be
made.

1.07.20 Patented Devices, Materials, and Processes
This section is revised to read:

The Contractor shall assume all costs arising from the use of patented devices, materials, or
processes used on or incorporated in the work, and agrees to indemnify, defend, and save
harmless the State, Governor, Commission, Secretary, and their duly authorized agents and
employees from all actions of any nature for, or on account of the use of any patented
devices, materials, or processes.

1.07.23(1) Construction Under Traffic
The first paragraph is supplemented with the following:

The Contractor shall enter interstate highways only through legal movements from existing
roads, streets, and through other access points specifically allowed by the contract
documents.

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

Deficiencies not caused by the Contractor's operations shall be repaired by the Contractor,
when ordered by the Engineer, at the Contracting Agency's expense.

In the sixth paragraph, 3. "C", the first sentence is revised to read:

Temporary concrete barrier or other approved barrier installed on the traffic side of the drop-
off with 2 feet between the drop-off and the back of the barrier and a new edge of pavement
stripe a minimum of 2 feet from the face of the barrier.

1.07.26 Personal Liability of Public Officers
This section is revised to read:

Neither the Governor, the Commission, the Secretary, the Engineer, nor any other officer or
employee of the State shall be personally liable for any acts or failure to act in connection
with the contract, it being understood that in such matters, they are acting solely as agents of
the State.
SECTION 1-09, MEASUREMENT AND PAYMENT
August 1, 2005

1-09.1 Measurement of Quantities
The third paragraph is supplemented with the following:

Hour - measured for each hour that work is actually performed. Portions of an hour will be rounded up to a half hour.

1-09.6 Force Account
On page 1-91, under "For Labor", the fourth and fifth sentences in the second paragraph are deleted.

1-09.7 Mobilization
Under the second paragraph, item 3 is revised to read:

When the substantial completion date has been established for the project, payment of any amount bid for mobilization in excess of 10 percent of the total original contract amount will be paid.

SECTION 1-10, TEMPORARY TRAFFIC CONTROL
August 1, 2005

Section 1-10 is revised in its entirety to read:

1-10.1 General
The Contractor, utilizing contractor labor and contractor-provided equipment and materials (except when such labor, equipment or materials are to be provided by the Contracting Agency as specifically identified herein), shall plan, manage, supervise and perform all temporary traffic control activities needed to support the work of the contract.

1-10.1(1) Materials
Materials shall meet the requirements of the following sections:

34  Stop/Slow Paddles  9-35.1
35  Construction Signs  9-35.2
36  Wood Sign Posts  9-35.3
37  Sequential Arrow Signs  9-35.4
38  Portable Changeable Message Signs  9-35.5
39  Barricades  9-35.6
40  Traffic Safety Drums  9-35.7
41  Barrier Drums  9-35.8
42  Traffic Cones  9-35.9
43  Tubular Markers  9-35.10
44  Warning Lights and Flashers  9-35.11
45  Truck-Mounted Attenuator  9-35.12
1-10.1(2) Description
The Contractor shall provide flaggers, spotters and all other personnel required for labor for traffic control activities and not otherwise specified as being furnished by the Contracting Agency.

The Contractor shall perform all procedures necessary to support the contract work.

The Contractor shall provide signs and other traffic control devices not otherwise specified as being furnished by the Contracting Agency. The Contractor shall erect and maintain all construction signs, warning signs, detour signs, and other traffic control devices necessary to warn and protect the public at all times from injury or damage as a result of the Contractor’s operations which may occur on or adjacent to highways, roads, or streets. No work shall be done on or adjacent to the roadway until all necessary signs and traffic control devices are in place.

The traffic control resources and activities described shall be used for the safety of the public, of the Contractor’s employees, and of the Contracting Agency’s personnel and to facilitate the movement of the traveling public. Traffic control resources and activities may be used for the separation or merging of public and construction traffic when such use is in accordance with a specific approved traffic control plan.

Upon failure of the Contractor to immediately provide flaggers; erect, maintain, and remove signs; or provide, erect, maintain, and remove other traffic control devices when ordered to do so by the Engineer, the Contracting Agency may, without further notice to the Contractor or the Surety, perform any of the above and deduct all of the costs from the Contractor’s payments.

The Contractor shall be responsible for providing adequate labor, sufficient signs, and other traffic control devices, and for performing traffic control procedures needed for the protection of the work and the public at all times regardless of whether or not the labor, devices or procedures have been ordered by the Engineer, furnished by the Contracting Agency, or paid for by the Contracting Agency.

Wherever possible when performing contract work, the Contractor’s equipment shall follow normal and legal traffic movements. The Contractor’s ingress and egress of the work area shall be accomplished with as little disruption to traffic as possible. Traffic control devices shall be removed by picking up the devices in a reverse sequence to that used for installation. This may require moving backwards through the workzone. When located behind barrier or at other locations shown on approved traffic control plans, equipment may operate in a direction opposite to adjacent traffic.

The Contractor is advised that the Contracting Agency may have entered into operating agreements with one or more law enforcement organizations for cooperative activities. Under such agreements, at the sole discretion of the Contracting Agency, law enforcement personnel may enter the workzone for enforcement purposes and may participate in the
Contractor’s traffic control activities. The responsibility under the contract for all traffic control resides with the Contractor and any such participation by law enforcement personnel in Contractor traffic control activities will be referenced in the Special Provisions or will be preceded by an agreement and, if appropriate, a cost adjustment. Nothing in this contract is intended to create an entitlement, on the part of the Contractor, to the services or participation of the law enforcement organization.

1-10.2 Traffic Control Management

1-10.2(1) General
It is the Contractor’s responsibility to plan, conduct and safely perform the work. The Contractor shall manage temporary traffic control with his or her own staff. Traffic control management responsibilities shall be formally assigned to one or more company supervisors who are actively involved in the planning and management of field contract activities. The Contractor shall provide the Engineer with a copy of the formal assignment. The duties of traffic control management may not be subcontracted.

The Contractor shall designate an individual or individuals to perform the duties of the primary Traffic Control Supervisor (TCS). The designation shall also identify an alternate TCS who can assume the duties of the primary TCS in the event of that person’s inability to perform. The TCS shall be responsible for safe implementation of approved Traffic Control Plans provided by the Contractor.

The designated individuals shall be certified as worksite traffic control supervisors by one of the organizations listed in the Special Provisions. Possession of a current flagging card by the TCS is mandatory. A traffic control management assignment and a TCS designation are required on all projects that will utilize traffic control.

The Contractor shall maintain 24-hour telephone numbers at which the Contractor’s assigned traffic control management personnel and the TCS can be contacted and be available upon the Engineer’s request at other than normal working hours. These persons shall have the resources, ability and authority to expeditiously correct any deficiency in the traffic control system.

1-10.2(1)A Traffic Control Management
The responsibilities of the Contractor’s traffic control management personnel shall include:

1. Overseeing and approving the actions of the Traffic Control Supervisor (TCS) to ensure that proper safety and traffic control measures are implemented and consistent with the specific requirements created by the Contractor’s workzones and the Contract. Some form of oversight shall be in place and effective even when the traffic control management personnel are not present at the jobsite.

2. Providing the Contractor’s designated TCS with approved Traffic Control Plans (TCPs) which are compatible with the work operations and traffic control for which they will be implemented. Having the latest adopted edition of the Manual
On Uniform Traffic Control Devices for Streets and Highways (MUTCD),
including the Washington State Modifications to the MUTCD and applicable
standards and specifications available at all times on the project.

3. Discussing proposed traffic control measures and coordinating implementation of
the Contractor-adopted traffic control plan(s) with the Engineer.

4. Coordinating all traffic control operations, including those of subcontractors and
suppliers, with each other and with any adjacent construction or maintenance
operations.

5. Coordinating the project’s activities (such as ramp closures, road closures, and lane
closures) with appropriate police, fire control agencies, city or county engineering,
medical emergency agencies, school districts, and transit companies.

6. Overseeing all requirements of the contract that contribute to the convenience,
safety, and orderly movement of vehicular and pedestrian traffic.

7. Reviewing the TCS’s diaries daily and being aware of field traffic control
operations.

8. Being present on-site a sufficient amount of time to adequately satisfy the above-
listed responsibilities.

Failure to carry out any of the above-listed responsibilities shall be a failure to comply with
the contract and may result in a suspension of work as described in Section 1-08.6.

1-10.2(1)B Traffic Control Supervisor
A Traffic Control Supervisor (TCS) shall be present on the project whenever flagging or
spotting or other traffic control labor is being utilized or less frequently, as authorized by the
Engineer.

The TCS shall personally perform all the duties of the TCS. During nonwork periods, the
TCS shall be available to the job site within a 45-minute time period after notification by the
Engineer.

The TCS’s duties shall include:

1. Having a current set of approved traffic control plans (TCPs), applicable contract
provisions as provided by the Contractor, the latest adopted edition of the MUTCD,
including the Washington State Modifications to the MUTCD, the book Quality
Guidelines for Work Zone Traffic Control Devices, and applicable standards and
specifications.

2. Inspecting traffic control devices and nighttime lighting for proper location,
installation, message, cleanliness, and effect on the traveling public. Traffic
control devices shall be inspected at least once per hour during working hours except that Class A signs and nighttime lighting need to be checked only once a week. Traffic control devices left in place for 24 hours or more shall also be inspected once during the nonworking hours when they are initially set up (during daylight or darkness, whichever is opposite of the working hours). The TCS shall correct, or arrange to have corrected, any deficiencies noted during these inspections.

3. Preparing a daily traffic control diary on each day that traffic control is performed using DOT Forms 421-040A and 421-040B, and submitting them to the Engineer no later than the end of the next working day. The Contractor may use alternate forms if approved by the Engineer. Diary entries shall include, but not be limited to:
   a. Time of day when signs and traffic control devices are installed and removed,
   b. Location and condition of signs and traffic control devices,
   c. Revisions to the traffic control plan,
   d. Lighting utilized at night, and
   e. Observations of traffic conditions.

4. Making minor revisions to the traffic control plan to accommodate site conditions provided that the original intent of the traffic control plan is maintained and the revision has the concurrence of both the Contractor and the Engineer.

5. Attending traffic control coordinating meetings or coordination activities as necessary for full understanding and effective performance.

6. Ensuring that all needed traffic control devices and equipment are available and in good working condition prior to the need to install or utilize them.

The TCS may perform the work described in Section 1-10.3(1)A Flaggers and Spotters or in Section 1-10.3(1)B Other Traffic Control Labor and be compensated under those bid items, provided that the duties of the TCS are accomplished.

1-10.2(2) Traffic Control Plans

The traffic control plan or plans appearing in the contract documents show a method of handling traffic. All construction signs, flaggers, spotters and other traffic control devices are shown on the traffic control plan(s) except for emergency situations. Where mainline contract traffic control plans are developed with the intent of operating without the use of flaggers or spotters, the plans shall contain a note that states, “NO FLAGGERS OR SPOTTERS”. The use of flaggers or spotters to supplement these traffic control plans will not be allowed except in a case where no other means of traffic control can be used or in the event of an emergency. If the Contractor proposes the use of flaggers or spotters with one of these plans, this will constitute a modification requiring approval by the Engineer. The modified plans shall show locations for all the required advance warning signs and a safe,
protected location for the flagging station. If flagging is to be performed during hours of
darkness, the plan shall include appropriate illumination for the flagging station.

When the Contractor's chosen method of performing the work in the contract requires some
form of temporary traffic control, the Contractor shall either: (1.) designate and adopt, in
writing, the traffic control plan or plans from the contract documents that support that
method; or (2.) submit a Contractor's plan that modifies, supplements or replaces a plan
from the contract documents. Any Contractor-proposed modification, supplement or
replacement shall show the necessary construction signs, flaggers, spotters and other traffic
control devices required to support the work. Any Contractor-proposed traffic control plan
shall conform to the established standards for plan development as shown in the MUTCD,
Part VI. The Contractor's submittal, either designating and adopting a traffic control plan
from the contract documents or proposing a Contractor-developed plan, shall be provided to
the Engineer for approval at least ten calendar days in advance of the time the signs and
other traffic control devices are scheduled to be installed and utilized. The Contractor shall
be solely responsible for submitting any proposed traffic control plan or modification,
obtaining the Engineer's approval and providing copies of the approved Traffic Control
Plans to the Traffic Control Supervisor.

1-10.2(3) Conformance to Established Standards

Flagging, signs, and all other traffic control devices and procedures furnished or provided
shall conform to the standards established in the latest WSDOT adopted edition of the
Manual On Uniform Traffic Control Devices for Streets and Highways (MUTCD,) published
by the U.S. Department of Transportation and the Washington State Modifications to the
MUTCD. Judgment of the quality of devices furnished will be based upon Quality
Guidelines for Work Zone Traffic Control Devices, published by the American Traffic Safety
Services Association. Copies of the MUTCD and Quality Guidelines for Work Zone Traffic
Control Devices may be purchased from the American Traffic Safety Services Association,
15 Riverside Parkway, Suite 100, Fredericksburg, Virginia 22406-1022. The Washington
State Modifications to the MUTCD may be obtained from the Department of Transportation,
Olympia, Washington 98504.

In addition to the standards of the MUTCD described above, the Contracting Agency has
scheduled the implementation of crashworthiness requirements for most workzone devices.
The National Cooperative Highway Research Project (NCHRP) Report 350 has established
requirements for crash testing. Workzone devices are divided into four categories. Each of
those categories and, where applicable, the schedule for implementation is described below:

Category 1 includes those items that are small and lightweight, channelizing, and
delineating devices that have been in common use for many years and are known to be

crashworthy by crash testing of similar devices or years of demonstrable safe performance.
These include cones, tubular markers, flexible delineator posts, and plastic drums. All
Category 1 devices used on the project shall meet the requirements of NCHRP 350 as
certified by the manufacturer of the device.
Category 2 includes devices that are not expected to produce significant vehicular velocity change, but may otherwise be hazardous. Examples of this class are barricades, portable sign supports and signs, intrusion alarms and vertical panels. All new Category 2 devices purchased after October 1, 2000 shall meet the requirements of NCHRP 350. Existing equipment, purchased prior to October 1, 2000, may be used on the project until December 31, 2007. For the purpose of definition, a sign support and sign shall be considered a single unit. A new sign may be purchased for an existing sign support and the entire unit will be defined as “existing equipment.”

Category 3 is for hardware expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. Barriers, fixed sign supports, crash cushions, truck mounted attenuators (TMA’s) and other work zone devices not meeting the definitions of Category 1 or 2 are examples from this category. Many Category 3 devices are defined in the design of the project. Where this is the case, NCHRP 350 requirements have been incorporated into the design and the Contractor complies with the requirements by constructing devices according to the plans and specifications. Where the device is a product chosen by the Contractor, the device chosen must be compliant with the requirements of NCHRP 350.

Category 4 includes portable or trailer-mounted devices such as arrow displays, temporary traffic signals, area lighting supports, and portable changeable message signs. There is presently no implementation schedule for mandatory crashworthiness compliance for these devices.

The condition of signs and traffic control devices shall be acceptable or marginal as defined in the book Quality Guidelines for Work Zone Traffic Control Devices, and will be accepted based on a visual inspection by the Engineer. The Engineer’s decision on the condition of a sign or traffic control device shall be final. A sign or traffic control device determined to be unacceptable shall be removed from the project and replaced within 12 hours of notification.

1-10.3 Traffic Control Labor, Procedures and Devices

1-10.3(1) Traffic Control Labor
The Contractor shall furnish all personnel for flagging, spotting, for the execution of all procedures related to temporary traffic control and for the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control traffic during construction operations.

Workers engaged as flaggers or spotters shall wear reflective vests and hard hats. During hours of darkness, white coveralls or white or yellow rain gear shall also be worn. The vests and other apparel shall be in conformance with Section 1-07.8.

1-10.3(1)A Flaggers and Spotters
Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging
card issued by the State of Washington, Oregon, Montana, or Idaho. The flagging card shall be immediately available and shown to the Contracting Agency upon request.

Flagging stations shall be shown on Traffic Control Plans at locations where construction operations require stopping or diverting public traffic. Flagging stations shall be staffed only when flagging is required. This staffing may be continuous or intermittent, depending on the nature of the construction activity. Whenever a flagger is not required to stop or divert traffic, the flagger shall move away from the flagging station to a safer location. During hours of darkness, flagging stations shall be illuminated in a manner that insures that flaggers can easily be seen but that does not cause glare to the traveling public. Flaggers shall be equipped with portable two-way radios, with a range suitable for the project. The radios shall be capable of having direct contact with project management (foremen, superintendents, etc.).

The Contractor shall furnish the MUTCD standard Stop/Slow paddles for all flagging operations. The specification for Stop/Slow paddles in Section 9-35.1 requires 24” paddles and all new paddles purchased for the project shall conform to those provisions. Previously specified 18” paddles may be used at the request of the Contractor until December 31, 2005.

Spotting stations shall be shown on Traffic Control Plans at locations where a spotter can detect errant drivers or other hazards and provide an effective warning to other workers. Spotting stations will not be allowed at locations where the spotter will be in unnecessary danger. The Contractor shall furnish noise-makers or other effective warning devices for spotting operations. The duties of a spotter shall not include flagging.

1-10.3(1)B Other Traffic Control Labor
In addition to flagging or spotting duties, the Contractor shall provide personnel for all other traffic control procedures required by the construction operations and for the labor to install, maintain and remove any traffic control devices shown on Traffic Control Plans.

1-10.3(2) Traffic Control Procedures

1-10.3(2)A One-Way Traffic Control
The project work may require that traffic be maintained on a portion of the roadway during the progress of the work using one-way traffic control. If this is the case, the Contractor’s operation shall be confined to one-half the roadway, permitting traffic on the other half. If shown on an approved traffic control plan or directed by the Engineer, one-way traffic control, in accordance with the MUTCD, shall be provided and shall also conform to the following requirements:

In any one-way traffic control configuration, side roads and approaches will be closed or controlled by a flagger or by appropriate approved signing. A side road flagger will coordinate with end flaggers where there is line of sight and with the pilot car where the end flaggers cannot be seen.
Queues of vehicles will be allowed to take turns passing through the workzone in the single open lane. When one-way traffic control is in effect, Contractor vehicles shall not use the open traffic lane except while following the same rules and routes required of the public traffic.

As conditions permit, the Contractor shall, at the end of each day, leave the work area in such condition that it can be traveled without damage to the work, without danger to traffic, and without one-way traffic control. If, in the opinion of the Engineer, one-way traffic control cannot be dispensed with after working hours, then the operation will be continued throughout the non-working hours.

1-10.3(2)B Rolling Slowdown
For work operations on multi-lane roadways that necessitate short-term roadway closures of 15 minutes or less, the Contractor may implement a rolling slowdown. Where included in an approved traffic control plan, a rolling slowdown shall be accomplished using one traffic control vehicle with flashing amber lights for each lane to be slowed down plus one control vehicle to serve as a chase vehicle for traffic ahead of the blockade. The traffic control vehicles shall enter the roadway and form a moving blockade to reduce traffic speeds and create a clear area in front of the moving blockade to accomplish the work without a total stoppage of traffic.

A portable changeable message sign shall be placed ahead of the starting point of the traffic control to warn traffic of the slowdown. The sign shall be placed far enough ahead of the work to avoid any expected backup of vehicles.

The location where the traffic control vehicles shall begin the slowdown and the speed at which the moving blockade will be allowed to travel will be calculated to accommodate the estimated time needed for closure. The chase control vehicle shall follow the slowest vehicle ahead of the blockade. When the chase vehicle passes, the Contractor may begin the work operation. In the event that the work operation is not completed when the moving blockade reaches the site, all work except that necessary to clear the roadway shall cease immediately and the roadway shall be cleared and reopened as soon as possible.

All ramps and entrances to the roadway between the moving blockade and work operation shall be temporarily closed using flaggers. Radio communications between the work operation and the moving blockade shall be established and utilized to adjust the speed of the blockade to accommodate the closure time needed.

1-10.3(2)C Lane Closure Setup/Takedown
Where allowed by the contract and where shown on approved traffic control plans or directed by the Engineer, the Contractor shall set up traffic control measures to close one or more lanes of a multi-lane facility. When this is to occur, the following sequence shall be followed:

1. Advance warning signs are set up on the shoulder of the roadway opposite the lane to be closed,
2. Advance warning signs are set up on the same shoulder as the lane to be closed,

3. A truck-mounted attenuator, with arrow board, is moved into place at the beginning of the closure taper,

4. Channelization devices are placed to mark the taper and the length of the closure as shown on the traffic control plan.

Once the lane is closed, the TMA/arrow board combination may be replaced with an arrow board without attenuator.

If additional lanes are to be closed, this shall be done in sequence with previous lane closures using the same sequence of activities. A truck-mounted attenuator with arrow board is required during the process of closing each additional lane and may be replaced with an arrow board without attenuator after the lane is closed. Each closed lane shall be marked with a separate arrow board at all times.

Traffic control for lane closures shall be removed in the reverse order of its installation.

1-10.3(2)D Mobile Operations
Where construction operations are such that movement along the length of a roadway is continuous or near-continuous to the extent that a stationary traffic control layout will not be effective, the Contractor shall implement a moving, or mobile, traffic control scheme. Such moving control shall always be conducted in the same direction as the adjacent traffic.

Where shown on an approved traffic control plan or where directed by the Engineer, mobile traffic control shall consist of portable equipment, moving with the operation. A portable changeable message sign shall be established in advance of the operation, far enough back to provide warning of both the operation and of any queue of traffic that has formed during the operation. The advance sign shall be continuously moved to stay near the back of the queue at all times. A truck-mounted attenuator, with arrow board, shall be positioned and maintained at a fixed distance upstream of the work. A shadow vehicle, with truck-mounted attenuator shall be positioned and maintained immediately upstream of the work.

1-10.3(2)E Patrol & Maintain Traffic Control Measures
At all times, when temporary traffic control measures are in place, the Contractor shall provide for patrolling and maintaining these measures. The work shall consist of resetting mislocated devices, assuring visibility of all devices, cleaning and repairing where necessary, providing maintenance for all equipment, including replacing batteries and light bulbs as well as keeping motorized and electronic items functioning, and adjusting the location of devices to respond to actual conditions, such as queue length, unanticipated traffic conflicts and other areas where planned traffic control has proven ineffective.

This work shall be performed by the Contractor, either by or under the direction of the Traffic Control Supervisor. Personnel, with vehicles if necessary, shall be dispatched so that
all traffic control can be reviewed at least once per hour during working hours and at least once during each non-working day.

1-10.3(3) Traffic Control Devices

1-10.3(3)A Construction Signs
All construction signs required by approved traffic control plans, as well as any other appropriate signs directed by the Engineer shall be furnished by the Contractor. The Contractor shall provide the posts or supports and erect and maintain the signs in a clean, neat, and presentable condition until the need for them has ended. Post mounted signs shall be installed as shown in Standard Plans G-1 and G-4a. Sign attachment to posts shall conform to the applicable detail shown in Standard Plan G-9b. When the need for construction signs has ended, the Contractor, upon approval of the Engineer, shall remove all signs, posts, and supports from the project and they shall remain the property of the Contractor.

No passing zones on the existing roadway that are marked with paint striping and which striping is to be obliterated by construction operations shall be replaced by “Do Not Pass” and “Pass With Care” signs. The Contractor shall provide and install the posts and signs. The signs shall be maintained by the Contractor until they are removed or until the contract is physically completed. When the project includes striping by the Contractor, the signs and posts shall be removed by the Contractor when the no passing zones are reestablished by striping. The signs and posts will become the property of the Contractor. When the Contractor is not responsible for striping and when the striping by others is not completed when the project is physically completed, the posts and signs shall be left in place and shall become the property of the Contracting Agency.

All existing signs, new permanent signs installed under this contract, and construction signs installed under this contract that are inappropriate for the traffic configuration at a given time shall be removed or completely covered with metal, plywood, or an Engineer approved product specifically manufactured for sign covering during periods when they are not needed.

Construction signs will be divided into two classes. Class A construction signs are those signs that remain in service throughout the construction or during a major phase of the work. They are mounted on posts, existing fixed structures, or substantial supports of a semi-permanent nature. Class A signs will be designated as such on the approved Traffic Control Plan. “Do Not Pass” and “Pass With Care” signs are classified as Class A construction signs. Sign and support installation for Class A signs shall be in accordance with the Contract Plans or the Standard Plans. Class B construction signs are those signs that are placed and removed daily, or are used for short durations which may extend for one or more days. They are mounted on portable or temporary mountings.

Where it is necessary to add weight to signs for stability, the only allowed method will be a bag of sand that will rupture on impact. The bag of sand shall have a maximum weight of 40 pounds, and shall be suspended no more than 1 foot from the ground.
Signs, posts, or supports that are lost, stolen, damaged, destroyed, or which the Engineer
deems to be unacceptable while their use is required on the project shall be replaced by the
Contractor.

1-10.3(3)B Sequential Arrow Signs
Where shown on an approved traffic control plan or where ordered by the Engineer, the
Contractor shall provide, operate and maintain sequential arrow signs. In some locations,
the sign will be shown as a unit with an attenuator. In other locations, the plan will indicate
a stand-alone unit.

1-10.3(3)C Portable Changeable Message Sign
Where shown on an approved traffic control plan or where ordered by the Engineer, the
Contractor shall provide, operate and maintain portable changeable message signs. These
signs shall be available, on-site, for the entire duration of their projected use.

1-10.3(3)D Barricades
Where shown on an approved traffic control plan or where ordered by the Engineer, the
Contractor shall provide, install and maintain barricades. Barricades shall be kept in good
repair and shall be removed immediately when, in the opinion of the Engineer, they are no
longer functioning as designed.

Where it is necessary to add weight to barricades for stability, the only allowed method will
be a bag of sand that will rupture on impact. The bag of sand shall have a maximum weight
of 40 pounds, and shall be suspended no more than 1 foot from the ground.

1-10.3(3)E Traffic Safety Drums
Where shown on an approved Traffic Control Plan, or where ordered by the Engineer, the
Contractor shall provide, install and maintain traffic safety drums.

Used drums may be utilized, provided all drums used on the project are of essentially the
same configuration.

The drums shall be designed to resist overturning by means of a weighted lower unit that
will separate from the drum when impacted by a vehicle.

Drums shall be regularly maintained to ensure that they are clean and that the drum and
reflective material are in good condition. If the Engineer determines that a drum has been
damaged beyond usefulness, or provides inadequate reflectivity, a replacement drum shall
be furnished.

When the Engineer determines that the drums are no longer required, they shall be removed
from the project and shall remain the property of the Contractor.
1-10.3(3)F Barrier Drums
Where shown on approved Traffic Control Plans and as ordered by the Engineer, barrier
drums shall be placed on temporary concrete barrier at the following approximate spacing:

Concrete Barrier Placement
Tangents ½ mile or less
Tangents greater than ½ mile
Tapers and Curves

Barrier Drum Spacing in Feet
2 times posted speed limit
4 times posted speed limit
posted speed limit

Note 1  A minimum of 3 barrier drums shall be used.
Note 2  A minimum of 5 barrier drums shall be used.

Temporary concrete barrier reflectors may be excluded when using barrier drums.

Both legs of the barrier drums shall be completely filled with sand. The top oval should not
be filled.

Used barrier drums may be used, provided all barrier drums used on the project are of
essentially the same configuration.

Barrier drums shall be regularly maintained to ensure that they are clean and that the barrier
drum and reflective material are in good condition. If the Engineer determines that a barrier
drum has been damaged beyond usefulness, or provides inadequate reflectivity, a
replacement barrier drum shall be furnished.

When the Engineer determines that the drums are no longer required, they shall be removed
from the project and shall remain the property of the Contractor.

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

1-10.3(3)H Tubular Markers
Where shown on an approved traffic control plan or where ordered by the Engineer, the
Contractor shall provide, install and maintain tubular markers. Tubular markers shall be
kept in good repair and shall be removed immediately when directed by the Engineer.
Tubular markers are secondary devices and are not to be used as substitutes for cones or
other delineation devices without an approved traffic control plan.

Where the Traffic Control Plan shows pavement-mounted tubular markers, the adhesive
used to fasten the base to the pavement shall be suitable for the purpose, as approved by the
Engineer. During the removal of pavement-mounted tubular markers, care shall be taken to
avoid damage to the existing pavement. Any such damage shall be repaired by the
Contractor at no cost to the Contracting Agency.

1-10.3(3)I Warning Lights and Flashers
Where shown attached to traffic control devices on an approved traffic control plan or where
ordered by the Engineer, the Contractor shall provide and maintain flashing warning lights.
Lights attached to advance warning signs shall be Type B, high-intensity. Lights attached to
traffic safety drums, barricades or other signs shall be Type C, steady-burning low intensity
or, where attention is to be directed to a specific device, Type A, flashing low-intensity units.

1-10.3(3)J Truck-Mounted Attenuator
Where shown on an approved traffic control plan or where ordered by the Engineer, the
Contractor shall provide, operate and maintain truck-mounted impact attenuators (TMA).
These attenuators shall be available, on-site, for the entire duration of their projected use.

The TMA shall be positioned to separate and protect construction workzone activities from
normal traffic flow.

During use, the attenuator shall be in the full down-and-locked position. For stationary
operations, the truck's parking brake shall be set.

1-10.4 Measurement

1-10.4(1) Lump Sum Bid for Project (No Unit Items)
When the bid proposal contains the item “Project Temporary Traffic Control”, there will be
no measurement of unit items for work defined by Section 1-10 except as described in
Section 1-10.4(3). Also, except as described in Section 1-10.4(3), all of Sections 1-10.4(2)
and 1-10.5(2) is deleted.

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

1-10.4(2) Item Bids with Lump Sum for Incidentals
When the bid proposal does not contain the item “Project Temporary Traffic Control”,
Sections 1-10.4(1) and 1-10.5(1) are deleted and the bid proposal will contain some or all of
the following items, measured as noted.

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

“Flaggers and Spotters” will be measured by the hour. Hours will be measured for each
flagging or spotting station, shown on an approved Traffic Control Plan, when that station is
staffed in accordance with Section 1-10.3(1)A. When a flagging station is staffed on an
intermittent basis, no deduction will be made in measured hours provided that the person
staffing the station is in a standby mode and is not performing other duties.
"Other Traffic Control Labor" will be measured by the hour. With the exception of patrolling and maintaining, hours will be measured for each person engaged in any one of the following activities:

- Operating a pilot vehicle during one-way piloted traffic control.

- Operating a traffic control vehicle or a chase vehicle during a rolling slowdown operation.

- Operating a vehicle or placing/removing traffic control devices during the setup or takedown of a lane closure. Performing preliminary work to prepare for placing and removing these devices.

- Operating any of the moving traffic control equipment, or adjusting signing during a mobile operation as described in Section 1-10.3(2)D.

- Patrolling and maintaining traffic control measures as described in Section 1-10.3(2)E. The hours of one person will be measured for each patrol route necessary to accomplish the review frequency required by the provision, regardless of the actual number of persons per route.

- Placing and removing Class B construction signs. Performing preliminary work to prepare for placing and removing these signs.

- Relocation of Portable Changeable Message Signs within the project limits.

- Installing and removing Barricades, Traffic Safety Drums, Barrier Drums, Cones, Tubular Markers and Warning Lights and Flashers to carry out approved Traffic Control Plan(s). Performing preliminary work to prepare for installing these devices.

Time spent on activities other than those listed will not be measured under this item.

"Construction Signs, Class A" will be measured by the square foot of panel area for each sign designated on an approved Traffic Control Plan as Class A or for each construction sign installed as ordered by the Engineer and designated as Class A at the time of the order. Class A signs may be used in more than one location and will be measured for each new installation. Class B construction signs will not be measured. Sign posts or supports will not be measured.

"Sequential Arrow Sign" will be measured by the hour for the time that each sign is operating as shown on an approved Traffic Control Plan or as directed by the Engineer.

"Portable Changeable Message Sign" will be measured per each one time only for each portable changeable message sign used on the project. The final pay quantity shall be the maximum number of such signs in place at any one time as approved by the Engineer.
“Operation of Portable Changeable Message Sign” will be measured by the hour for each hour of operation. The hours of operation will be determined by the Engineer. Hours of operation in excess of those determined by the Engineer will be at the Contractor’s expense.

“Truck Mounted Impact Attenuator” will be measured per each one time only for each truck with mounted impact attenuator used on the project. The final pay quantity shall be the maximum number of truck-mounted impact attenuators in place at any one time.

“Operation of Truck-Mounted Impact Attenuator” will be measured by the hour for each truck-mounted attenuator manned and operated. Manned and operated shall be when the truck-mounted impact attenuator has an operator and is required to move, in operating position, with the construction operation or when moving the TMA from one position to another on the project.

No specific unit of measurement will apply to the force account item of “Repair Truck-Mounted Impact Attenuator”.

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

1-10.4(3) Reinstating Unit Items with Lump Sum Traffic Control
The contract provisions may establish the project as lump sum, in accordance with Section 1-10.4(1) and also include one or more of the items included above in Section 1-10.4(2). When that occurs, the corresponding measurement provision in Section 1-10.4(2) is not deleted and the work under that item will be measured as specified.

1-10.4(4) Owner-Provided Resources
The contract provisions may call for specific items of labor, materials or equipment, noted in Section 1-10 as the responsibility of the Contractor, to be supplied by the Contracting Agency. When this occurs, there will be no adjustment in measurement of unit quantities.

1-10.5 Payment

1-10.5(1) Lump Sum Bid for Project (No Unit Items)
“Project Temporary Traffic Control”, lump sum.
The lump sum contract payment shall be full compensation for all costs incurred by the Contractor in performing the contract work defined in Section 1-10, except for costs compensated by bid proposal items inserted through contract provisions as described in Section 1-10.4(3).

1-10.5(2) Item Bids with Lump Sum for Incidentals
“Traffic Control Supervisor”, lump sum.
The lump sum contract payment shall be full compensation for all costs incurred by the Contractor in performing the contract work defined in Section 1-10.2(1)B.
“Flaggers and Spotters”, per hour.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs incurred by the Contractor in performing the contract work defined in Section 1-10.3(1)A.

“Other Traffic Control Labor”, per hour.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all labor costs incurred by the Contractor in performing the contract work specifically mentioned for this item in Section 1-10.4(2).

“Construction Signs Class A”, per square foot.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs of labor, materials and equipment incurred by the Contractor in performing the contract work described in Section 1-10.3(3)A. In the event that “Do Not Pass” and “Pass With Care” signs must be left in place, a change order, as described in Section 1-04.4, will be required. When the bid proposal contains the item “Sign Covering”, then covering those signs indicated in the contract will be measured and paid according to Section 8-21.

“Sequential Arrow Sign”, per hour.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs of labor, materials and equipment incurred by the Contractor in performing the contract work described in Section 1-10.3(3)B.

“Portable Changeable Message Sign”, per each.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs of labor, materials and equipment incurred by the Contractor in procuring all portable changeable message signs required for the project and for transporting these signs to and from the project.

“Operation of Portable Changeable Message Sign”, per hour.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs of labor, materials and equipment incurred by the Contractor in performing the contract work described in Section 1-10.3(3)C except for costs compensated separately under the items “Other Traffic Control Labor” and “Portable Changeable Message Sign”.

"Truck-Mounted Impact Attenuator", per each.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs of labor, materials and equipment incurred by the Contractor in performing the contract work described in Section 1-10.3(3)J except for costs compensated separately under the items
“Operation of Truck-Mounted Impact Attenuator” and “Repair Truck-Mounted Impact Attenuator”.

"Operation of Truck-Mounted Impact Attenuator", per hour.
The unit contract price, when applied to the number of units measured for this item in accordance with Section 1-10.4(2), shall be full compensation for all costs of labor, materials and equipment incurred by the Contractor in operating truck-mounted impact attenuators on the project.

"Repair Truck-Mounted Impact Attenuator", by force account.
All costs of repairing or replacing truck-mounted impact attenuators that are damaged by the motoring public while in use as shown on an approved Traffic Control Plan will be paid for by force account as specified in Section 1-09.6. To provide a common proposal for all bidders, the Contracting Agency has estimated the amount of force account for "Repair Truck-Mounted Impact Attenuator" and has entered the amount in the Proposal to become a part of the total bid by the Contractor. Truck-mounted attenuators damaged due to the Contractor's operation or damaged in any manner when not in use shall be repaired or replaced by the Contractor at no expense to the Contracting Agency.

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

1-10.5(3) Reinstating Unit Items with Lump Sum Traffic Control
The contract provisions may establish the project as lump sum, in accordance with Section 1-10.4(1) and also reinstate the measurement of one or more of the items described in Section 1-10.4(2). When that occurs, the corresponding payment provision in Section 1-10.5(2) is not deleted and the work under that item will be paid as specified.

SECTION 1-99, APWA SUPPLEMENT
August 1, 2005

1-01.3 Definitions (APWA only) page 1-119
The first paragraph under "Add the following:" is revised to read:

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

Section 1-04.2 (APWA Only) page 1-125
The second paragraph is revised 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):
Section 1-07.18.4 (APWA Only) Page 1-134 and 1-135
This section is revised to read:

When the Contractor delivers the executed contract for the work to the Contracting Agency it shall be accompanied by a Certificate(s) of Insurance and endorsements for each policy of insurance meeting the requirements set forth above. The certificate must conform to the following requirements:

An ACORD certificate Form 25-S, showing the insuring company, policy effective dates, limits of liability and the Schedule of Forms and Endorsements.

A copy of the endorsement naming Contracting Agency and any other entities required by the Contract Provisions as Additional Insured(s), and stating that coverage is primary and noncontributory, showing the policy number, and signed by an authorized representative of the insurance company on Form CG2010 (ISO) or equivalent.

The certificate(s) shall not contain the following or similar wording regarding cancellation notification to the Contracting Agency: “Failure to mail such notice shall impose no obligation or liability of any kind upon the company.”

Section 1-10 Temporary Traffic Control (APWA Only) page 141
This section is revised to read:

1-10.1(2) Description (APWA only)
The third paragraph is revised to read:

The Contractor shall provide flaggers, signs, and other traffic control devices not otherwise specified as being furnished by the Contracting Agency. The Contractor shall erect and maintain all construction signs, warning signs, detour signs, and other traffic control devices necessary to warn and protect the public at all times from injury or damage as a result of the Contractor’s operations which may occur on highways, roads, streets, sidewalks, or paths. No work shall be done on or adjacent to any traveled way until all necessary signs and traffic control devices are in place.
SECTION 2-02, REMOVAL OF STRUCTURES AND OBSTRUCTIONS
August 1, 2005

2-02.3(3) Removal of Pavement, Sidewalks, and Curbs
The section title is revised to read:

2-02.3(3) Removal of Pavement, Sidewalks, Curbs, and Gutters
The first sentence is revised to read:

In removing pavement, sidewalks, curbs, and gutters, the Contractor shall:

Item 3 is revised to read:

3. Make a vertical saw cut between any existing pavement, sidewalk, curb, or gutter that is to remain and the portion to be removed.

2-02.4 Measurement
This section is supplemented with the following:

No specific unit of measurement shall apply to the lump sum item of removal of structures and obstruction.

2-02.5 Payment
The second paragraph is revised to read:

If pavements, sidewalks, curbs, or gutters lie within an excavation area, their removal will be paid for as part of the quantity removed in excavation.

SECTION 2-03, ROADWAY EXCAVATION AND EMBANKMENT
January 5, 2004

2-03.3(14)D Compaction and Moisture Control Tests
This section is revised to read:

Maximum density and optimum moisture content shall be determined by one of the following methods:

1. materials with less than 30 percent by weight retained on the U.S. No. 4 sieve shall be determined using FOP for AASHTO T 99 Method A.

2. materials with 30 percent or more by weight retained on the U.S. No. 4 sieve and less than 30 percent retained on the 3/4 inch sieve shall be determined by WSDOT Test Method No. 606 or FOP for AASHTO T 180 Method D. The determination of which test procedure to use will be made solely by the Contracting Agency.
3. materials with 30 percent or more retained on the 3/4 inch sieve shall be determined by WSDOT Test Method No. 606.

In place density will be determined using Test Methods WSDOT FOP for AASHTO T 310 and WSDOT SOP for T 615.

SECTION 2-09, STRUCTURE EXCAVATION
August 1, 2005

2-09.3(1)E Backfilling
The first paragraph under Timing is revised to read:

Backfill shall not be placed against any concrete structure until the concrete has attained 90 percent of its design strength and a minimum age of 14 days, except that reinforced concrete retaining walls 15 feet in height or less may be backfilled after the wall has attained 90 percent of its design compressive strength and curing requirements of Section 6-02.3(11) are met. Footings and columns may be backfilled as soon as forms have been removed, so long as the backfill is brought up evenly on all sides.

2-09.3(3)A Preservation of Channel
This section is revised to read:

When foundations or substructures are to be built in or next to running streams, the Contractor shall:

1. Excavate inside cofferdams, caissons, or sheet piling unless dredging or open pit excavation is permitted.

2. Backfill foundations placed inside cofferdams and behind sheet piling prior to removing cofferdams or sheet piling. This backfill shall be level with the original stream bed and shall prevent scouring.

3. Remove any excavation material that may have been deposited in or near the stream so that the watercourse is free from obstruction.

4. Maintain water depth and horizontal clearances required for traffic to pass on navigable streams, furnishing any channel signals or lights required during construction.

5. Place riprap around the outside of cofferdams, as specified, to repair local scour.

2-09.4 Measurement
In the third paragraph, the width for pipes 18 inches and over is revised to (1.5 x I.D.) + 18 inches.
SECTION 4-04, BALLAST AND CRUSHED SURFACING
January 5, 2004
4-04.3(5) Shaping and Compaction
In the first paragraph, the first sentence is revised to read:
Immediately following spreading and final shaping, each layer of surfacing shall be
compacted to at least 95 percent of the standard density determined by the requirements of
Section 2-03.3(14)D before the next succeeding layer of surfacing or pavement is placed.

SECTION 5-04, HOT MIX ASPHALT
August 1, 2005
5-04.3(7)A Mix Design
The first paragraph "1. General", is revised to read:
1. General. Prior to the production of HMA, the Contractor shall determine a design
aggregate structure and asphalt binder content in accordance with WSDOT Standard
Operating Procedure 732. Once the design aggregate structure and asphalt binder
content have been determined, the Contractor shall provide test data demonstrating that
the design meets the requirements of Sections 9-03.8(2) and 9-03.8(6) on WSDOT
HMA Mix Design Submittal form 350-042. In no case shall the paving begin before
the determination of anti-strip requirements has been made.

5-04.3(8)A Acceptance Sampling and Testing - HMA Mixture
In Item 2 (Aggregates) the second sentence is revised to read:
The acceptance criteria for aggregate properties of sand equivalent, fine aggregate
angularity and fracture will be their conformance to the requirements of Section 9-03.8(2).

In item 3, C. (Test Results), the second and third paragraphs are revised to read:
Sublot sample test results (gradation and asphalt binder content) may be challenged by the
Contractor. For HMA mixture accepted by statistical evaluation with a mix design that did
not meet the verification tolerances, the test results in the test section including the percent
air voids (Va) may be challenged. To challenge test results, the Contractor shall submit a
written challenge within five working days after receipt of the specific test results. A split of
the original acceptance sample will be sent for testing to either the Region Materials Lab or
the State Materials Lab as determined by the Project Engineer. The split of the sample with
challenged results will not be tested with the same equipment or by the same tester that ran
the original acceptance test. The challenge sample will be tested for a complete gradation
analysis and for asphalt binder content.

The results of the challenge sample will be compared to the original results of the
acceptance sample test and evaluated according to the following criteria:
Deviation
U.S. No. 4 sieve and larger Percent passing ±4.0
U.S. No. 8 sieve Percent passing ±2.0
U.S. No. 200 sieve Percent passing ±0.4
Asphalt binder % Percent binder content ±0.3
Va % Percent Va ±0.7

Item 3, D. (Test Methods) is revised to read:

D. Test Methods
Testing of HMA for compliance of volumetric properties (VMA, VFA and Va) will be by WSDOT Standard Operating Procedure SOP 731. Testing for compliance of asphalt binder content will be by WSDOT FOP for AASHTO T 308. Testing for compliance of gradation will be by WAQTC FOP for AASHTO T 27/T 11.

In item 3,E (Test Section - HMA Mixture) the first sentence in the third paragraph is revised to read:

For a test section to be acceptable, with or without a verified mix design, the pay factor (PFi) for each of gradation, asphalt binder, VMA, VFA and Va shall be 0.95 or greater, and the remaining test requirements in Section 9-03.8(2) (dust/asphalt ratio, sand equivalent, fine aggregate angularity and fracture) shall conform to the requirements of that Section.

5-04.3(13) Surface Smoothness
In the first paragraph, the second sentence is revised to read:

The completed surface of the wearing course shall not vary more than 1/8 inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline.

5-04.4 Measurement
The first sentence is revised to read:

HMA CL. ___ PG ___, HMA for ___ CL. ___ PG ___, and Commercial HMA will be measured by the ton in accordance with Section 1-09.2, with no deduction being made for the weight of asphalt binder, blending sand, mineral filler, or any other component of the mixture.

5-04.5 Payment
The statement for the pay item "Pavement Repair Excavation Incl. Haul" is revised to read:

The unit contract price per square yard for "Pavement Repair Excavation Incl. Haul" shall be full payment for all costs incurred to perform the work described in Section 5-04.3(5)E with the exception, however, that all costs involved in the placement of HMA shall be included in the unit contract price per ton for "HMA for Pavement Repair Cl. ___ PG ___", per ton.
SECTION 5-05, CEMENT CONCRETE PAVEMENT
August 1, 2005

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 with no cores having a density of less than 96 percent.

5-05.3(1) Concrete Mix Design for Paving
Number 1. Materials, is revised to read:

1. Materials. Materials shall conform to Section 5-05.2. Fine aggregate shall conform to
Section 9-03.1(2), Class I. Coarse aggregate shall conform to Section 9-03.1(4)
AASHTO grading No. 467. An alternate combined gradation may be proposed, which
has a maximum aggregate size equal to or greater than a 2-inch square sieve. The
combined aggregate gradation shall conform to Section 9-03.1(5).

Fly ash, if used, shall not exceed 35 percent by weight of the total cementitious
material, shall conform to Section 9-23.9 and shall be limited to Class F with a
maximum CaO content of 15 percent by weight.

Ground granulated blast furnace slag, if used, shall not exceed 25 percent by weight of
the total cementitious material and shall conform to Section 9-23.10. When both
ground granulated blast furnace slag and fly ash are included in the concrete mix, the
total weight of both these materials is limited to 35 percent by weight of the total
cementitious material. As an alternative to the use of fly ash, ground granulated blast
furnace slag and cement as separate components, a blended hydraulic cement that meets
the requirements of Section 9-01.2(4) Blended Hydraulic Cements may be used.

The water/cement ratio shall be calculated on the total weight of cementitious material.
The following are considered cementitious materials: Portland cement, fly ash, ground
granulated blast furnace slag and microsilica. The minimum cementitious material for
any mix design shall be 564 pounds per cubic yard.

SECTION 7-05, MANHOLES, INLETS, CATCH BASINS, AND DRYWELLS
August 2, 2004

7-05.5 Payment
The sentence following "Catch Basin Type 2___ In. Diam.", per each" is deleted.

The following is inserted after "Concrete Inlet", per each":

sic
All costs associated with furnishing and installing gravel backfill for bedding manholes, inlets and catch basins shall be included in the unit contract price for the item installed.

The following is inserted after “Precast Concrete Drywell”, per each.

“Combination Inlet”, per each.

All costs associated with furnishing and installing gravel backfill for bedding manholes, inlets, and catch basins shall be in the unit contract price for the item installed.

SECTION 8-01, EROSION CONTROL AND WATER POLLUTION CONTROL
August 1, 2005

8-01.3(1)B Erosion and Sediment Control (ESC) Lead
This section is revised to read:

The Contractor shall identify the ESC Lead at the preconstruction discussions. The ESC Lead shall have, for the life of the contract, a current Certificate of Training in Construction Site Erosion and Sediment Control from a course approved by WSDOT’s Statewide Erosion Control Coordinator.

The ESC Lead shall implement the Temporary Erosion and Sediment Control (TESC) plan. Implementation shall include, but is not limited to:

1. Installing and maintaining all temporary erosion and sediment control Best Management Practices (BMPs) included in the TESC plan to assure continued performance of their intended function. Damaged or inadequate TESC BMPs shall be corrected immediately.

2. Inspecting all on-site erosion and sediment control BMPs at least once every five working days and each working day there is a runoff event. Inspections shall occur within 24 hours of the runoff event. A TESC Inspection Report shall be prepared for each inspection and shall be included in the TESC file. A copy of each TESC Inspection Report shall be submitted to the Engineer no later than the end of the next working day following the inspection. The report shall include, but not be limited to:

   a. When, where and how BMPs were installed, maintained, modified, and removed;
   b. Observations of BMP effectiveness and proper placement;
   c. Recommendations for improving future BMP performance with upgraded or replacement BMPs when inspections reveal TESC plan inadequacies.

3. Updating and maintaining a TESC file on site that includes, but is not limited to:

   a. TESC Inspection Reports.
   b. Temporary Erosion and Sediment Control (TESC) plan narrative.
c. National Pollutant Discharge Elimination System construction permit (Notice of Intent).

d. Other applicable permits.

Upon request, the file shall be provided to the Engineer for review.

8-01.3(1)C Ground Water
This section including title is revised to read:

8-01.3(1)C Water Management
1. Ground Water
   When ground water is encountered in an excavation, it shall be treated and discharged as follows:

   A. When the ground water conforms to Water Quality Standards for Surface Waters of the State of Washington (Chapter 173-201A WAC), it may bypass detention and treatment facilities and be routed directly to its normal discharge point at a rate and method that will not cause erosion.

   B. When the turbidity of the ground water is similar to the turbidity of the site runoff, the ground water may be treated using the same detention and treatment facilities being used to treat the site runoff and then discharged at a rate that will not cause erosion.

   C. When the turbidity is greater than the turbidity of the site runoff, the ground water shall be treated separately until the turbidity is similar to or better than the site runoff, and then may be combined and treated as in B, above.

2. Process Water
   All water generated on site from construction or washing activities that is more turbid than site runoff shall be treated separately until the turbidity is the same or less than the site runoff, and then may be combined and treated as in 1B, above. Water may be infiltrated upon the approval of the Engineer.

3. Offsite Water
   The Contractor shall, prior to disruption of the normal watercourse, intercept the offsite stormwater and pipe it either through or around the project site. This water shall not be combined with onsite stormwater and shall be discharged at its pre-construction outfall point in such a manner that there is no increase in erosion below the site.

   The method for performing this work shall be provided by the Contractor for the Engineer’s approval.
SECTION 8-04, CURBS, GUTTERS, AND SPILLWAYS
December 6, 2004

8-04.3(1)A Extruded Cement Concrete Curb
The second and third paragraphs are revised to read:

The pavement shall be dry and cleaned of loose and deleterious material prior to curb placement. Cement concrete curbs shall be anchored to the existing pavement by placing steel tie bars 1 foot on each side of every joint.

Tie bars shall meet the dimensions shown in the Standard Plans.

SECTION 8-14, CEMENT CONCRETE SIDEWALKS
August 22, 2005

8-14.3(3) Placing and Finishing Concrete
The fourth paragraph is revised to read:

Sidewalk ramps shall be of the type specified in the Plans. The detectable warning pattern shall have the truncated dome shape shown in the Standard Plans and may be installed using a manufactured material before or after the concrete has cured, or by installing masonry or ceramic tiles. Embossing or stamping the wet concrete to achieve the truncated dome pattern or using a mold into which a catalyst hardened material is applied shall not be allowed. Acceptable manufacturers’ products are shown on the Qualified Products List.

When masonry or ceramic tiles are used to create the detectable warning pattern, the Contractor shall block out the detectable warning pattern area to the depth required for installation of the tiles and finish the construction of the concrete ramp. After the concrete has set and the forms have been removed, the Contractor shall install the tiles using standard masonry practices.

The two-foot wide detectable warning pattern area on the ramp shall be yellow and shall match Federal Standard 595a, color number 33538. When painting the detectable warning pattern is required, paint shall conform to section 9-34.2(1).

Section 8-14.3 is supplemented with the following:

8-14.3(5) Ramp Detectable Warning Retrofit
Where shown in the plans, the Contractor shall retrofit existing cement concrete sidewalk ramps by installing a detectable warning pattern having the truncated dome shape shown in the Standard Plans. The warning pattern shall be the width of the ramp and cover the bottom two feet of the ramp. The truncated dome pattern shall be perpendicular to the long axis of the ramp.

The Contractor shall use one of the detectable warning pattern products listed in the Qualified Products List or submit another manufacturer’s product for approval by the
Engineer. The warning pattern shall be capable of being bonded to an existing cement concrete surface. The surface of the warning pattern, excluding the domes, shall not be more than 3/8 inch above the surface of the concrete after installation.

8-14.4 Measurement
This section is supplemented with the following:

Ramp detectable warning retrofit will be measured by the square foot of truncated dome material installed on the existing ramp.

8-14.5 Payment
The following new bid item is inserted after “Cement Conc. Sidewalk Ramp Type ___”, per each.

“Ramp Detectable Warning Retrofit”, per square foot.

SECTION 8-15, RIPRAP
April 5, 2004
8-15.3(6) Quarry Spalls
The second sentence is revised to read:

After placement, the quarry spalls shall be compacted to be uniformly dense and unyielding.

8-15.5 Payment
In the second paragraph, the first sentence is revised to read:

The unit contract price per ton or per cubic yard for the class or kind of riprap specified above shall be full pay for furnishing all labor, tools, equipment, and materials required to construct the riprap protection, except for excavation.

SECTION 8-18, MAILBOX SUPPORT
August 2, 2004

8-18.2 Materials
This section is revised to read:

Materials shall meet the requirements of the following sections:

Steel Posts 9-32.1
Bracket, Platform, and Anti-Twist Plate 9-32.2
Type 2 Mailbox Support 9-32.7
Timber Sign Posts 9-28.14(1)
Fasteners 9-32.5
Snow Guard 9-32.6
Concrete Base 9-32.8
Steel pipe
U-Channel Post

Mailboxes will be furnished by others.

8-18.3 Construction Requirements
This section is supplemented with the following:

8-18.3(1) Type 3 Mailbox Support
The concrete base shall be constructed using commercial concrete, with the pipe set to the dimensions shown in the Standard Plans. The base shall be crowned so as to shed water. The concrete may be mixed on the jobsite as specified in Section 6-02.3(4)B.

The U-channel post may be driven in place provided the method of driving does not damage the post.

With the Engineer’s consent, a Type 3 Mailbox Support design, made of steel or other durable material, that meets the NCHRP 350 crash test criteria may be used in place of the design shown in the Standard Plans. In which case, the manufacturer’s recommendations concerning installation shall be followed; however, the mailbox itself shall be positioned on the roadway according to the dimensions shown in the Standard Plans.

SECTION 8-20, ILLUMINATION, TRAFFIC SIGNAL SYSTEMS, AND ELECTRICAL
April 5, 2004

8-20.3(5) Conduit
The third sentence in the seventeenth paragraph is revised to read:

Grout shall obtain a minimum of 4000 psi compressive strength at 7 days.

8-20.3(6) Junction Boxes, Cable Vaults, and Pull boxes
This section is supplemented with the following:

Where conduit and junction boxes are placed in barrier, the Prime Contractor shall coordinate the work of the Contractor constructing the barrier and the electrical Contractor so that each junction box placed in the barrier is placed in correct alignment with respect to the barrier, with the face of the box flush or uniformly chamfered within ½ inch of the barrier surface. If any point on the surface of the junction box placed in barrier is recessed more than 1/2 inch from the surface of the barrier, the Contractor shall install a box extension meeting the Engineer’s approval and grout around the extension or remove and replace the entire section of barrier.

8-20.3(9) Bonding, Grounding
The first paragraph is revised to read:
All metallic appurtenances containing electrical conductors (luminaires, light standards, cabinets, metallic conduit, non-metallic conduit, etc.) shall be made mechanically and electrically secure to form a continuous systems which shall be effectively grounded. Where metallic conduit systems are employed, the conduit system constitutes the equipment grounding conductor. Where nonmetallic conduit is installed, the installation shall include an equipment ground conductor, in addition to the conductors noted in the contract. Bonding jumpers and equipment grounding conductors shall be installed in accordance with Section 9-29.3. The equipment ground conductor between the isolation switch and the sign lighter fixtures may be No. 14 AWG stranded copper conductor. Where parallel circuits are enclosed in a common conduit, the equipment grounding conductor shall be sized by the rating of the largest overcurrent device serving any circuit contained within the conduit.

8-20.3(11) Testing
The fourth paragraph is revised to read:

When the project includes a traffic signal system, the Contractor shall conduct tests noted in Section 8-20.3(14)D. The Contractor shall provide the Engineer a minimum of five days advance written notice of the proposed traffic signal turn-on date and time. The traffic signal turn-on procedure shall not begin until all required channelization, pavement markings, illumination, signs, and sign lights are substantially complete and operational unless otherwise allowed by the Engineer. The Contractor shall provide traffic control to stop all traffic from entering the intersection. The Contracting Agency electronics technician will program the controller and enter the timing data, then turn the traffic signal system to its flash mode to verify proper flash indications. The Contracting Agency electronics technician will then conduct functional tests to demonstrate that each part of the traffic signal system functions as specified. The Contractor shall conduct functional tests to demonstrate that each part of the illumination system, or other electrical system, functions as specified. These demonstration shall be conducted in the presence of a Contracting Agency electronic technician, the Contracting Agency electrical inspector, and Regional Traffic Engineer or his/her designee. The Contracting Agency electronics technician will then turn the traffic signal to stop-and-go operation for no less than one full cycle. Based on the results of the turn-on, the Engineer will direct the Contracting Agency electronics technician to either turn the traffic signal on to normal stop-and-go operation, to turn the signal to flash mode for a period not to exceed five calendar days, or to turn the signal off and require the Contractor to cover all signal displays and correct all deficiencies.

SECTION 8-22, PAVEMENT MARKING
April 4, 2005

8-22.1 Description
Transverse Markings
This section is revised to read:

Crosswalk Line
A series of SOLID WHITE lines, 24 inches wide and 8 feet long, conforming to details in the Standard Plans.
Stop Line
A SOLID WHITE line, 18 inches wide unless noted otherwise in the Contract.

Symbol Markings
This section is supplemented with the following:

Access Parking Space Symbol with Background
A WHITE marking with a BLUE background and WHITE border conforming to details in the Standard Plans that is used to designate restricted parking stalls on cement concrete pavement surfaces.

Yield Line Symbol
A series of WHITE markings conforming to details in the Standard Plans forming a transverse line across a vehicle path and used to designate the point when vehicles shall yield before entering a traffic lane.

Yield Ahead Symbol
A WHITE marking conforming to details in the Standard Plans that is used in advance of a yield line.

Speed Bump Symbol
WHITE marking used to identify a speed bump placed in a traffic lane.

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

For the application of paint the pavement surface temperature and ambient temperature shall be 50°F and rising. New and existing HMA pavement shall be dry, clean and free of contaminants such as surface oils. Portland cement concrete pavement shall have a minimum compressive strength of 2500 psi and shall be dry, clean and free of contaminants. Contaminants shall be removed by approved mechanical means.

For the application of plastic pavement marking material surface temperature and ambient temperature shall be 50°F and rising. New and existing HMA pavement shall be dry, clean, and free of contaminants such as surface oils and existing pavement marking materials. Portland cement concrete pavement shall also be free of contaminants including curing agents. Contaminants shall be removed by approved mechanical means.

Pavement surfaces shall be prepared for plastic marking application in accordance with the previous paragraph and the pavement marking material manufacturer’s recommendations. Manufacturers of Type D material also require a pavement cure period prior to application. Typically, Type D material applied on hot mix asphalt pavement requires a pavement cure period of 21 days. Typically, Type D material applied on portland cement concrete pavement requires a pavement cure period of 28 days. These cure periods may be reduced if the manufacturer performs a successful bond test.
Existing pavement marking material shall be removed, measured, and paid for in accordance with the provisions in this section of the Standard Specifications.

8-22.3(3) Marking Application
The first paragraph is revised to read:

Lane line and right edge line shall be white in color. Center line and left edge line shall be yellow in color. All temporary pavement markings shall be retroreflective. Paint and sprayed or extruded plastic material shall be applied with a top dressing of glass beads. Two applications of paint will be required to complete all paint markings. The time period between paint applications will vary depending on the type of pavement and paint (low VOC waterborne, high VOC solvent, or low VOC solvent) as follows:

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

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

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 direction as the first application.

The ninth and tenth paragraphs are revised to read:

Profiles are defined as that portion of the plastic line that is applied at a greater thickness than the base line thickness. Profiles shall be applied using the extruded method in the same application as the base line. See the Standard Plans for details.

Embossed plastic lines are defined as a plastic line applied with a transverse groove. Embossed plastic lines may be applied with profiles. See the Standard Plans for details.

The last paragraph is revised to read:
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. 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.

8-22.4 Measurement
The sixth paragraph is revised to read:

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.

The seventh paragraph is revised to read:

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 ninth 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 ______”

This section is supplemented with the following:

“Painted Access Parking Space Symbol with Background”, per each.
“Plastic Access Parking Space Symbol with Background”, per each.
“Painted HOV Lane Symbol”, per each.
“Plastic HOV Lane Symbol”, per each.
“Painted Yield Line Symbol”, per each.
“Plastic Yield Line Symbol”, per each.
“Painted Yield Ahead Symbol”, per each.
“Plastic Yield Ahead Symbol”, per each.
“Painted Speed Bump Symbol”, per each.
“Plastic Speed Bump Symbol”, per each.

SECTION 8-23, TEMPORARY PAVEMENT MARKINGS
August 1, 2005

8-23.1 Description
The second paragraph under "Temporary Lane Line" is revised to read:
Lane line and right edge line shall be white in color. Center line and left edge line shall be yellow in color. Edge Lines shall be installed only if specifically required in the contract. All temporary pavement markings shall be retroreflective.

SECTION 9-01, PORTLAND CEMENT
December 6, 2004

9-01.2(1) Portland Cement
This section is revised to read:

Portland cement shall conform to the requirements for Types I, II, or III cement of the Standard Specifications for Portland Cement, AASHTO M 85 or ASTM C 150, except that the content of alkalis shall not exceed 0.75 percent by weight calculated as Na₂O plus 0.658 K₂Oand except that the content of Tricalcium aluminate (C₃A) shall not exceed 8 percent by weight calculated as 2.650Al₂O₃ minus 1.692Fe₂O₃. The total amount of processing additions used shall not exceed 1% of the weight of portland cement clinker. The type and amount of processing additions used shall be shown on mill test reports.

The time of setting shall be determined by the Vicat Test method, AASHTO T 131 or ASTM C 191.

9-01.2(4) Blended Hydraulic Cement
This section is revised to read:

Blended hydraulic cement shall be either Type IP (MS), Type I (SM) (MS) or Type I (PM) (MS) cement conforming to AASHTO M 240 and meet the following additional requirements:

1. Type IP(MS) Portland - Pozzolan Cement with moderate sulfate resistance.

This product shall be limited to Portland Cement and Pozzolan. Pozzolan shall be limited to fly ash or ground granulated blast furnace slag. Fly ash is limited between 15 percent and 35 percent by weight of the cementitious material. Ground granulated blast furnace slag is limited between 15 percent and 25 percent by weight of the cementitious material.
2. Type I(SM) (MS) Slag Modified Portland Cement with moderate sulfate resistance.
   This product shall be limited to Portland Cement and ground granulated blast furnace slag. The addition of ground granulated blast furnace slag shall be limited to a maximum of 25 percent by weight of the cementitious material.

3. Type I(PM)(MS) Pozzolan – Modified Portland Cement with moderate sulfate resistance.
   The product shall be limited to Portland Cement and pozzolan. The pozzolan shall be limited to fly ash or ground granulated blast furnace slag at a maximum of 15 percent by weight of the cementitious material.

   The source and weight of the fly ash or ground granulated blast furnace slag shall be certified on the cement mill test certificate and shall be reported as a percent by weight of the total cementitious material. The fly ash or ground granulated blast furnace slag constituent content in the finished cement will not vary more than plus or minus 5 percent by weight of the finished cement from the certified value.

   Fly ash shall meet the requirements of Section 9-23.9 of these Standard Specifications.

   Ground granulated blast furnace slag shall meet the requirements of Section 9-23.10 of these Standard Specifications.

SECTION 9-02, BITUMINOUS MATERIALS
August 1, 2005

9-02.1(3) Rapid-Curing (RC) Liquid Asphalt
The column headings MC-70, MC-250, MC-800, and MC-3000 are revised to RC-70, RC-250, RC-800, and RC-3000 respectively.

   The RC-250 requirement for “Residue of 680°F distillation % volume by difference” is revised from 67 to 65.

9-02.1(4)A Performance Grade (PG) Asphalt Cement
This section including title is revised to read:

9-02.1(4)A Performance Graded Asphalt Binder

<table>
<thead>
<tr>
<th>Performance Grade</th>
<th>PG58</th>
<th>PG64</th>
<th>PG70</th>
<th>PG76</th>
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<td>Original Binder</td>
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<td>Flash point temp. AASHTO T48 Minimum °C</td>
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<td>Viscosity, AASHTO T316 Maximum 3 Pa·s, test temp. °C</td>
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<td>Dynamic shear, AASHTO T315 G*(sinψ), minimum 1.00 kPa Test temp. @ 10 rad/s, °C</td>
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<tr>
<th>Rolling Thin Film Oven Residue (AASHTO T240)</th>
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<td>Mass Change, Maximum, percent</td>
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<tr>
<td>Dynamic shear, AASHTO T315 G*(sinψ), minimum 2.20 kPa Test temp. @ 10 rad/s, °C</td>
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<tr>
<th>Pressure Aging Vessel Residue (AASHTO R28)</th>
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<td>PAV aging temperature, °C</td>
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<td>Dynamic shear, AASHTO T315 G*(sinψ), maximum 5000 kPa Test temp. @ 10 rad/s, °C</td>
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<td>Creep stiffness, AASHTO T315 S, maximum 300 MPA, m - value, minimum 0.300 Test temp. @ 50 s, °C</td>
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</table>

All Performance Grade asphalt binders not included in this chart shall be determined by Table 1-Performance Graded Asphalt Binder Specification in AASHTO M320.

9-02.1(9) Coal Tar Pitch Emulsion
The first two sentences are replaced with the following:

The coal tar pitch emulsions shall conform to the requirements found in ASTM D 5727.

SECTION 9-03, AGGREGATES
August 22, 2005

9-03.1(1) General Requirements
This section is revised to read:

Portland cement concrete aggregates shall be manufactured from ledge rock, talus, or sand and gravel in accordance with the provisions of Section 3-01.

Aggregates tested in accordance with AASHTO T 303 or ASTM C 1260 with expansion greater than 0.20 percent are Alkali Silica Reactive (ASR) and will require mitigating
measures. Aggregates tested in accordance with ASTM C 1293 with expansion greater than
0.04 percent are Alkali Silica Reactive (ASR) and will require mitigating measures.

Aggregates for use in Commercial Concrete as defined in 6-02.3(2)B shall not require
mitigation.

Mitigating measures for aggregates with expansions from 0.21 to 0.45 percent, when tested
in accordance with AASHTO T 303 or ASTM C 1260, may be accomplished by using low
alkali cement as per 9-01.2(3) or by using 25% Class F fly ash by total weight of the
cementitious materials. The Contractor may submit an alternative mitigating measure
through the Project Engineer to the State Materials Laboratory for approval along with
evidence in the form of test results from AASHTO T 303 or ASTM C 1260 that demonstrate
the mitigation when used with the proposed aggregate controls expansion to 0.20 percent or
less. The agency may test the proposed ASR mitigation measure to verify its effectiveness.
In the event of a dispute, the agency’s results will prevail.

Mitigating measures for aggregates with expansions greater than 0.45 percent when tested in
accordance with AASHTO T-303 or ASTM C-1260 shall include the use of low alkali
cement per 9-01.2(3) and may include the use of fly ash, lithium compound admixtures,
ground granulated blast furnace slag or other material as approved by the Engineer. The
Contractor shall submit evidence in the form of test results from ASTM C 1260 or AASHTO
T 303 through the Project Engineer to the State Materials Laboratory that demonstrate the
proposed mitigation when used with the aggregates proposed will control the potential
expansion to 0.20 percent or less before the aggregate source may be used in concrete. The
agency may test the proposed ASR mitigation measure to verify its effectiveness. In the
event of a dispute, the agency’s results will prevail.

Passing petrographic analysis (ASTM C 295) accepted by WSDOT prior to August 1, 2005,
is acceptable as proof of mitigation until the aggregate source is reevaluated.

ASTM C 1293 sampling and testing must be coordinated through the WSDOT State
Materials Laboratory, Documentation Section utilizing the ASA (Aggregate Source
Approval) process. Cost of sampling, testing, and processing will be borne by the source
owner.

9-03.1(4C) Grading
The third paragraph is revised to read:

In individual tests, a variation of four under the minimum percentages or over the maximum
percentages will be permitted, provided the average of three consecutive tests is within the
specification limits. Coarse aggregate shall contain no piece of greater size than two times
the maximum sieve size for the specified grading measured along the line of greatest
dimension.

9-03.1(5) Combined Aggregate Gradation for Portland Cement Concrete
This section is revised to read:
As an option to using Coarse and Fine graded aggregates for Portland Cement Concrete, aggregate gradation may consist of a combined gradation. Aggregates shall consist of sand, gravel, crushed stone, or other inert material or combinations thereof, having hard, strong durable particles free from adherent coatings. Aggregates shall be washed to remove clay, loam, alkali, organic matter, silt, bark, sticks, or other deleterious matter.

9-03.1(5)B Grading
This section is revised to read:

If a nominal maximum aggregate size is not specified, the Contractor shall determine the nominal maximum aggregate size, using ACI 211.1 as a guide. In no case will the maximum aggregate size exceed one-fifth of the narrowest dimension between sides of the forms, one-third the depth of slabs, nor three-fourths of the minimum clear spacing between individual reinforcing bars, bundles of bars, or pretensioning strands.

The combined aggregate shall conform to the following requirements based upon the nominal maximum aggregate size.

<table>
<thead>
<tr>
<th>Nominal Maximum Aggregate Size</th>
<th>1-1/2</th>
<th>1</th>
<th>3/4</th>
<th>1/2</th>
<th>3/8</th>
<th>No. 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-1/2</td>
<td>87-100*</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>82-100*</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/4</td>
<td>62-88</td>
<td>87-100*</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/2</td>
<td>57-83</td>
<td>81-100*</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/8</td>
<td>43-64</td>
<td>60-88</td>
<td>86-100*</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>29-47</td>
<td>34-54</td>
<td>41-64</td>
<td>48-73</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>19-34</td>
<td>22-39</td>
<td>27-47</td>
<td>31-54</td>
<td>39-73</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>12-25</td>
<td>14-29</td>
<td>17-34</td>
<td>20-39</td>
<td>24-54</td>
<td>28-73</td>
</tr>
<tr>
<td>30</td>
<td>7-18</td>
<td>8-21</td>
<td>9-25</td>
<td>11-29</td>
<td>13-39</td>
<td>16-54</td>
</tr>
<tr>
<td>50</td>
<td>3-14</td>
<td>3-15</td>
<td>4-18</td>
<td>5-21</td>
<td>6-29</td>
<td>7-39</td>
</tr>
<tr>
<td>100</td>
<td>0-10</td>
<td>0-11</td>
<td>0-14</td>
<td>0-15</td>
<td>0-21</td>
<td>0-29</td>
</tr>
<tr>
<td>200</td>
<td>0-2.0</td>
<td>0-2.0</td>
<td>0-2.0</td>
<td>0-2.0</td>
<td>0-2.0</td>
<td>0-2.0</td>
</tr>
</tbody>
</table>

* = Nominal Maximum Size

All percentages are by weight.

Nominal maximum size for concrete aggregate is defined as the smallest standard sieve opening through which the entire amount of the aggregate is permitted to pass. Standard sieve sizes shall be those listed in ASTM C 33.

The Contracting Agency may sample each component aggregate prior to introduction to the weigh batcher or as otherwise determined by the Engineer. Each separate component will be
sieve analyzed alone per AASHTO Test Method T-11/27. All material components will be
mathematically re-combined by proportions (Weighted Average), supplied by the Contractor.

9-03.8(2) HMA Test Requirements

Number 1 is revised to read:

Vacant.

Item 3 is revised to read:

3. The uncompacted void content for the combined fine aggregate is tested in accordance
with WSDOT Test Method for AASHTO T 304, Method A. The minimum percent
voids shall be as required in the following table:

<table>
<thead>
<tr>
<th>Traffic ESAL's (millions)</th>
<th>HMA Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Statistical &amp; Nonstatistical</td>
</tr>
<tr>
<td>&lt; 3</td>
<td>40</td>
</tr>
<tr>
<td>≥ 3</td>
<td>44</td>
</tr>
</tbody>
</table>

The last paragraph of this section is revised to read:

When material is being produced and stockpiled for use on a specific contract or for a future
contract, the fine aggregate angularity, fracture, and sand equivalent requirements shall
apply at the time of stockpiling. When material is used from a stockpile that has not been
tested as provided above, the specifications for fine aggregate angularity, fracture, and sand
equivalents shall apply at the time of its introduction to the cold feed of the mixing plant.

9-03.8(7) HMA Tolerances and Adjustments

The requirement for "VMA" is revised to read:

VMA 1.5% below minimum value in 9-03.8(2)

9-03.12(4) Gravel Backfill for Drains

The percent Passing for Sieve size 3/8" square is revised from "10 - 40" to "0 - 40".

9-03.12(5) Gravel Backfill for Drywells

The percent passing for sieve size 1" square is revised to "50-100".

9-03.14(1) Gravel Borrow

This section is supplemented with the following:

Ballast may be substituted for gravel borrow for embankment construction.

Section 9-03.14 is supplemented with the following:
9-03.14(4) Gravel Borrow for Geosynthetic Retaining Wall

All backfill material used in the reinforced soil zone of the geosynthetic retaining wall shall conform to requirements of Section 9-03.14(1) and shall be free draining, free from organic or otherwise deleterious material. The material shall be substantially free of shale or other soft, poor durability particles, and shall not contain recycled materials, such as glass, shredded tires, portland cement concrete rubble, or asphaltic concrete rubble. The backfill material shall meet the following requirements:

<table>
<thead>
<tr>
<th>Property</th>
<th>Test Method</th>
<th>Allowable Test Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles Wear, 500 rev.</td>
<td>AASHTO T 96</td>
<td>35 percent max.</td>
</tr>
<tr>
<td>Degradation</td>
<td>WSDOT Test Method 113</td>
<td>15 min.</td>
</tr>
<tr>
<td>pH</td>
<td>AASHTO T 289-91</td>
<td>**</td>
</tr>
</tbody>
</table>

** 4.5 to 9 for permanent walls and 3 to 10 for temporary walls

Wall backfill material satisfying these gradation, durability and chemical requirements shall be classified as nonaggressive.

9-03.21(2) Recycled Hot Mix Asphalt

The Maximum Bitumen Content (Percent) for Gravel Borrow is revised from "0" to "1.2".

SECTION 9-05, DRAINAGE STRUCTURES, CULVERTS, AND CONDUITS
August 1, 2005

9-05.1(2) Zinc Coated (Galvanized) or Aluminum Coated (Aluminized) - Corrugated Iron or Steel Drain Pipe

This section is revised to read:

Zinc coated (galvanized) or aluminum coated (aluminized Type 2) corrugated iron or steel drain pipe shall meet the requirements of AASHTO M 36. The steel sheet thickness shall be 0.064 inch for 6-inch diameter and larger drain pipe. Zinc coated steel shall meet the material requirements of AASHTO M 218 (ASTM A929). Aluminum coated steel shall meet the material requirements of AASHTO M-274 (ASTM A929).

9-05.2(4) Zinc Coated (Galvanized) or Aluminum Coated (Aluminized) - Corrugated Iron or Steel Underdrain Pipe

This section is revised to read:

Zinc coated (galvanized) or aluminum coated (aluminized type 2) corrugated iron or steel underdrain pipe shall meet the fabrication requirements of AASHTO M 36, except that perforations required in Class I, II, and III pipe may be located anywhere on the tangent of the corrugations provided the other perforation spacing requirements remain as specified. Zinc coated steel shall meet the material requirements of AASHTO M 218 (ASTM A929). Aluminum coated steel shall meet the material requirements of AASHTO M-274 (ASTM A929).
The pipe may conform to any one of the Type III pipes specified in AASHTO M 36, and perforations in Class I, II, and III pipe may be drilled or punched. The sheet thickness shall be 0.064 inch for 6-inch and larger diameter underdrain pipe.

9-05.4 Steel Culvert Pipe and Pipe Arch
This section is revised to read:

Steel culvert pipe and pipe arch shall meet the fabrication requirements of AASHTO M 36, Type I and Type II. Zinc coated steel shall meet the material requirements of AASHTO M 218 (ASTM A929). Aluminum coated steel shall meet the material requirements of AASHTO M-274 (ASTM A929).

9-05.4(3) Protective Treatment
This section is revised to read:

Steel pipe and pipe arch culverts shall be coated by one of the following protective treatments, when such treatment is specified:

| Treatment 1 | Coated uniformly inside and out with asphalt as per 9-05.4(4) (AASHTO M190 Type A) or with polymer as per 9-05.4(6). |
| Treatment 2 | Coated uniformly inside and out with asphalt and with an asphalt paved invert (AASHTO M 190 Type C) or with polymer as per 9-05.4(6). |
| Treatment 3 | This treatment is no longer available. |
| Treatment 4 | This treatment is no longer available. |
| Treatment 5 | Coated inside and out with asphalt and a 100 percent periphery inside spun asphalt lining (AASHTO M 190 Type D). |
| Treatment 6 | This treatment is no longer available. |

9-05.4(4) Asphalt Coatings and Paved Inverts
Aluminum thickness in inches is deleted from the chart under item 1.

The second paragraph under item 2 is revised to read:

The paved invert for Treatment 2 shall consist of bituminous material applied in such a manner that one or more smooth pavements will be formed in the invert filling the corrugations for at least 40 percent of the circumference. The pavement shall have a minimum thickness of 1/8 inch above the crest of the corrugations except where the upper edges intercept the corrugation. The pavements shall be applied following the coating with asphalt. Treatment 5 may be substituted for Treatment 2, at the option of the Contractor.

Section 9-05 is supplemented with the following new section:
9-05.4(5) Polymer Protective Coating
Polymer coated steel pipe and pipe-arch shall meet the fabrication requirements of AASHTO M 36 (ASTM A760). Polymer protective coatings shall meet the material requirements of AASHTO M 246 (ASTM A742). Polymer coating shall be mill applied to galvanized steel coils before fabrication and shall measure 10 mils thick on each side.

9-05.5(3) Protective Treatment
This section including title is revised to read:

9-05.5(3) Vacant

9-05.5(4) Asphalt Coatings
This section including title is revised to read:

9-05.5(4) Vacant

9-05.9 Steel Spiral Rib Storm Sewer Pipe
This section is revised to read:

Steel spiral rib storm sewer pipe shall meet the fabrication requirements of AASHTO M 36 and these Specifications. Zinc coated steel shall meet the material requirements of AASHTO M 218 (ASTM A929). Aluminum coated steel shall meet the material requirements of AASHTO M-274 (ASTM A929). The size, coating, metal, and protective treatment, if any, shall be as shown in the Plans or in the specifications.

The manufacturer of spiral rib storm sewer pipe shall furnish the Engineer a Manufacturer’s Certificate of Compliance stating that the materials furnished comply in all respects with these Specifications. The Engineer may require additional information or tests to be performed by the Contractor at no expense to the Contracting Agency.

Unless otherwise specified, spiral rib storm sewer pipe shall be furnished with pipe ends cut perpendicular to the longitudinal axis of the pipe. Pipe ends shall be cut evenly. Spiral rib pipe shall be fabricated by using a continuous helical lock seam.

Spiral rib storm sewer pipe shall have helical ribs that project outwardly, be formed from a single thickness of material, and conform to one of the following configurations:

1. 3/4 inch wide by 3/4 inch deep ribs at 7-1/2 inches on center.
2. 3/4 inch wide by 1 inch deep ribs at 11-1/2 inches on center.
3. 3/4 inch wide by 5/8 inch deep ribs at 12 inches on center.

Pipe shall be fabricated with ends that can be effectively jointed with coupling bands. When it is required, spiral rib pipe shall be furnished with bituminous or polymer protective treatment 1 or 2 treated or paved. The bituminous treatment for spiral rib pipe shall conform to the requirements of Sections 9-05.4(3) and 9-05.4(4). Polymer coating shall conform to Section 9-05.4(5).
9-05.9(2) Continuous Welded Seam Pipe
This section including title is revised to read:

9-05.9(2) Vacant

9-05.10 Steel Storm Sewer Pipe
This section is revised to read:

Steel storm sewer pipe shall conform to the requirements of Section 9-05.4 for steel culvert pipe, except that protective coating shall be Treatment 1 or 5, and be constructed of helically corrugated lock seam pipe. When gasketed helically corrugated lock seam steel pipe is called for, and the pipe is properly sized to meet hydraulic requirements, Treatment 5 is not required.

9-05.11 Aluminum Storm Sewer Pipe
This section is revised to read:

Aluminum storm sewer pipe shall conform to the requirements of Section 9-05.5 for aluminum culvert pipe, and the pipe shall be constructed of helically corrugated lock seam aluminum pipe.

9-05.16 Grate Inlets and Drop Inlets
The first and second paragraphs are revised to read:

Steel in grates, angles, and anchors for grate inlets shall conform to ASTM A 36, except structural tube shall conform to ASTM A 500, Grade B, and structural shapes may conform to ASTM A 992. After fabrication, the steel shall be galvanized in accordance with AASHTO M 111, or galvanized with a hot-sprayed (plasma flame applied) 6 mil minimum thickness plasma coating.

Steel grating shall be fabricated by weld connections. Welds, welding procedures, and welding materials shall conform with the AWS D1.1/D1.1M, latest edition, Structural Welding Code.

9-05.17 Aluminum Spiral Rib Storm Sewer Pipe
This section is revised to read:

Aluminum spiral storm sewer pipe shall meet the fabrication requirements of AASHTO M 196 and these Specifications. Aluminum alloy shall meet the material requirements of AASHTO M 97 (ASTM B744). The size and corrugation shall be as shown in the Plans or in the Specifications. The size, metal, and protective treatment shall be as shown in the Plans or in the Specifications.

The manufacturer of spiral rib storm sewer pipe shall furnish to the Engineer a Manufacturer’s Certificate of Compliance stating that the materials furnished comply in all
respects with these Specifications. The Engineer may require additional information or tests
to be performed by the Contractor at no expense to the Contracting Agency.

Unless otherwise specified, spiral rib storm sewer pipe shall be furnished with pipe ends cut
perpendicular to the longitudinal axis of the pipe. Pipe ends shall be cut evenly. Spiral rib
pipe shall be fabricated by using a continuous helical lock seam.

Spiral rib storm sewer pipe shall have helical ribs that project outwardly, be formed from a
single thickness of material, and conform to one of the following configurations:

1. 3/4 inch wide by 3/4 inch deep ribs at 7-1/2 inches on center.
2. 3/4 inch wide by 1 inch deep ribs at 11-1/2 inches on center.
3. 3/4 inch wide by 5/8 inch deep ris at 12 inches on center.

Pipe shall be fabricated with ends that can be effectively jointed with coupling bands.

9-05.19 Corrugated Polyethylene Culvert Pipe
The first paragraph is revised to read:
Corrugated polyethylene culvert pipe shall meet the requirements of AASHTO M 294 Type
S or D for pipe 12-inch to 60-inch diameter.

SECTION 9-07, REINFORCING STEEL
April 4, 2005

9-07.3 Epoxy Coated Steel Reinforcing Bars
This section is revised to read:

Epoxy coated rebar shall be coated according to AASHTO M 284 with the additional
following modifications:

1. The list of steel reinforcing bars acceptable for coating shall include ASTM A 706.
2. The Contractor shall furnish a written certification that properly identifies the
material, the number of each batch of coating material used, quantity represented,
date of manufacture, name and address of manufacturer, and a statement that the
supplied coating material meets the requirements of AASHTO M 284.
3. Prior to coating the bars, the Contractor shall submit to the Engineer for review, the
coating material manufacturer's recommendation on the proper use and application
requirements of the coating material. For Pre Approved Epoxy Coating Facilities
this information will be available to the Fabrication Inspector upon request.
4. A certification stating that all bars have been coated in accordance with the coating
material manufacturer's recommendations and these Specifications shall be
furnished with each shipment. This certification shall include for each bar size the
preheat temperatures, cure times, thickness checks, holidays detected, and test results. Two copies of these certifications shall be furnished to the Engineer.

5. The Contractor shall give advance notice to the Engineer of the coating schedule in the coating plant so that Contracting Agency inspection may be provided. The Engineer may inspect the coated bars at the coating plant for approval.

6. The patching material, compatible with the coating material and inert in concrete, shall be supplied with each shipment.

7. For projects where epoxy coated steel reinforcing bars are used in the top mat of bridge decks only, the maximum amount of damage to the coating shall not exceed 0.25 percent of the surface area of each bar.

8. The thickness of epoxy coating shall be 10 mils plus or minus 2 mils.

9. Samples, when required, shall be shipped to the Washington State Department of Transportation, Materials Laboratory, 1655 South 2nd Ave, Tumwater, Washington 98504.

9-07.10 Prestressing Reinforcement Strand
The fourth paragraph is revised to read:

For every 5 reels furnished, one sample, not less than 5 feet long, shall be sent to the Engineer for testing. Samples of the furnished reels with Manufacturer’s Certificate of Compliance, a mill certificate, and test report may be shipped directly by the manufacturer to the Engineer. An independent inspector, approved by the Contracting Agency, shall be present during sampling and shall provide a written certification to the Engineer.

9-07.11 Prestressing Reinforcement Bar
The sixth paragraph is revised to read:

For each heat of steel for high-strength steel bar, the Contractor shall submit two samples, each not less than 5 feet long, to the Engineer for testing.

SECTION 9-13, RIPRAP, QUARRY SPALLS, SLOPE PROTECTION, AND ROCK WALLS
August 1, 2005

9-13.5(1) Semi Open Concrete Masonry Units Slope Protection
This section is revised to read:

Precast cement concrete blocks shall conform to the requirements of ASTM C 90.
9-14.4(1) Straw
The first sentence 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.

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:

   Min.     Max.
   Percent passing 2”  100%  
   Percent passing 1”  90%   100% 
   Percent passing 3/4” 70%   100% 
   Percent passing 1/4” 40%   75% 
   Maximum particle length of 6 inches

   Coarse Compost shall meet the following:

   Min.     Max.
   Percent passing 3”  100%  
   Percent passing 1”  90%   100% 
   Percent passing 3/4” 70%   100% 
   Percent passing 1/4” 40%   60% 
   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.


5. Soluble salt contents shall be less than 6.0 mmhos/cm tested in accordance with TMECC 04.10-A, “1:5 Slurry Method, Mass Basis”.

6. Maturity greater than 80% in accordance with TMECC 05.05A, “Germination and Root Elongation”.

7. Stability 8 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.

The compost supplier will test all compost products within 30 calendar days prior to initial application with samples taken from the material stockpiled by the supplier for project use. 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). 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.

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, of 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. The analysis shall be performed by an independent STA Program certified laboratory.

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

5. A copy of the producers 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.

Section 9-14.4 is supplemented with the following new sections:

9-14.4(9) Bonded Fiber Matrix (BFM)  
The BFM shall be a hydraulically-applied blanket/mulch/covering composed of long strand, thermally processed wood fibers and crosslinked, hydro-colloid tackifier. The BFM may require a 24-48 hour curing period to achieve maximum performance. Once cured, the BFM forms an intimate bond with the soil surface to create a continuous, absorbent, flexible erosion resistant blanket that allows for rapid germination and accelerated plant growth.

9-14.4(10) Mechanically-Bonded Fiber Matrix (MBFM)  
The MBFM shall be a hydraulically-applied, flexible erosion control blanket/mulch/covering composed of long strand, thermally processed wood fibers, crimped, interlocking fibers and performance enhancing additives. The MBFM shall require no curing period and upon application forms an intimate bond with the soil surface to create a continuous, porous, absorbent and erosion resistant blanket that allows for rapid germination and accelerated plant growth.

SECTION 9-16, FENCE AND GUARDRAIL
April 4, 2005

9-16.1 Chain Link Fence and Gates
All sub-sections under Section 9-16.1 are deleted and replaced with the following:

9-16.1(1) General  
All material used in the construction of chain link fence and gates shall be new. Iron or steel material shall be galvanized unless specified otherwise. Material upon which serious abrasions of galvanizing occur shall not be acceptable.
9-16.1(I)A Post Material for Chain Link Fence
Except as noted otherwise, post material shall conform to the requirements of AASHTO M 181, Type I (zinc-coated steel), Grade 1 or 2, and shall be understood to include all round and roll-formed material (brace rails, top rails, line posts, brace posts, end posts, corner posts and pull posts).

Grade 1 post material shall conform to the weight per linear foot, minimum wall thickness and detail requirements of Standard Plan L-2. Grade 1 post material that exceeds the maximum wall thickness requirement of Standard Plan L-2 may be accepted, provided it does not interfere with the proper construction of the fence.

Grade 2 post material shall meet the organic exterior coatings requirements of AASHTO M 181 (Section 33) and the additional requirement that the interior coated surface shall be capable of resisting 300 hours of exposure to salt fog with a maximum of 5% red rust when tested in accordance with ASTM B 117.

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

- Roll Form Material
  Roll-formed post material shall be Grade 1. Roll-formed end, corner, and pull posts shall have integral fastening loops to connect to the fabric for the full length of each post. Top rails and brace rails shall be open rectangular sections with internal flanges as shown in Standard Plan L-2.

9-16.1(I)B Chain Link Fence Fabric
Chain link fabric shall consist of 11 gage wire for Types 3, 4, and 6 fence, and 9 gage wire for Type 1 fence. The fabric shall be zinc-coated steel wire conforming to AASHTO M 181, Class C.

The wire shall be woven into approximately 2-inch diamond mesh. The width and top and bottom finish of the fabric shall be as specified in AASHTO M 181.

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

9-16.1(I)D Fittings and Hardware
Except where indicated, fittings shall be malleable cast iron or pressed steel and shall conform to the requirements of ASTM F626 or AASHTO M232, whichever is applicable.
Fittings for any particular fence shall be those furnished by the manufacturer of the fence.

Tension truss rods shall be 3/8 inch round galvanized rods with drop forged turnbuckles or other approved type of adjustment. Couplings for tubular sections shall be outside sleeve type and shall be at least 6 inches long.
Eye bolts for attaching tension wire shall be 3/8 inch diameter and of sufficient length to fasten to the type of post being used.

Tension bars shall be 3/16 inch by 3/4 inch nominal and cross sectional area shall be 0.141 in² +/- 5%.

Hog rings shall be 12 gage galvanized steel wire. Tie wire shall be 9 gage galvanized steel wire or 9 gage aluminum wire meeting the requirements of ASTM F626.

9-16.1(E) Chain Link Gates
Gate frames shall be constructed of not less that 11/2 inch (I.D.) hot-dipped galvanized pipe conforming to AASHTO M 181 Type I, Grade 1 or 2 as specified in Section 9-16.1(1)A. The corners of the gate frame shall be fastened together and reinforced with a malleable iron or pressed steel fitting designed for the purpose, or they may be welded. Welding shall conform to the requirements of Section 6-03.3(25). All welds shall be ground smooth and painted with an A-9-73 or A-11-99 primer meeting the requirements of Section 9-08.2. The paint shall be applied in one or more coats to provide a minimum dry film thickness of 3.5 mils.

Chain link fence fabric for filling the gate frame shall meet the requirements of Section 9-16.1(1)B for the fence type being furnished.

Cross trussing shall be 5/16 inch steel adjustable rods galvanized in accordance with Section 9-16.1(1)D.

Each gate shall be furnished complete with necessary hinges, latch, and drop bar locking device designed for the type of gate posts and gate used on the project. Gates shall have positive type latching devices with provisions for padlocking. Hinges, latches, and locking devices shall be galvanized in accordance with Section 9-16.1(1)D.

Gate frames constructed of steel sections, other than pipe, that are fabricated in such a manner as to form a gate of equal or better rigidity may be used provided they are approved by the Engineer.

9-16.1(1)F Concrete
All concrete for chain link fence shall be as specified in Section 6-02.3(2)B.

9-16.1(2) Approval
Approval of materials for chain link fence shall be by evaluation of independent test results from a certified testing laboratory or by QPL. Independent test results for evaluation shall be submitted to the State Materials Engineer in Tumwater WA.

9-16.2 Wire Fence and Gates
All sub-sections under Section 9-16.2 are deleted and replaced with the following:
9-16.2(1) General
All materials used in the construction of the wire fence shall be new. All iron or steel
material shall be galvanized. Material upon which serious abrasions of galvanizing occur
will not be acceptable.

9-16.2(1)A Steel Post Material
- Round Post Material
  Round post material shall conform to AASHTO M 181, Type I, Grade 1.

- Angle Post Material (Channel, T, U, Y, or Other Approved Style)
  All angle post material shall be hot-dipped galvanized in accordance with the
  requirements of AASHTO M 111 grade 75. Galvanizing shall be 1.7 oz/ft² of surface
  area. Angle post used for end, corner, gate and pull post and brace shall have a
  minimum weight of 3.1 lb/ft.

Posts shall be not less than 7 feet in length. A tolerance of -5% on the weight of individual
posts, braces or anchor plates will be permitted. One type of line post shall be used
throughout the project. Line posts shall be studded, slotted, or properly adapted for
attaching either wire or mesh in a manner that will not damage the galvanizing of posts, wire
or mesh during the fastening. Line posts shall have a minimum weight of 1.33 lbs/ft and
shall be provided with a tapered galvanized steel anchor plate. The anchor plate shall be
securely attached and have a surface area of 20 +/- 2 in², a minimum weight of 0.67 pounds
and 1.7 oz/ft² galvanizing.

9-16.2(1)B Wood Fence Posts and Braces
Douglas fir, Western red cedar, hemlock, or larch shall be used in the construction of wood
fence posts and braces. The material shall be of good quality and approved by the Engineer
before use. Peeler cores shall not be used for round posts. Wood fencing materials shall
have sufficient sapwood in the outer periphery to obtain the specified penetration of
preservative. Western red cedar will not require preservative treatment. Fencing materials
shall be cut to the correct length before pressure treatment.

Line posts shall be 3 inch minimum diameter round posts or nominal 3 inch by 3 inch square
sawed posts. If the posts are to be pointed for driving, they shall be pointed before
treatment. Line posts shall be at least 7 feet in length.

Pull posts and brace posts shall be 6 inch diameter round posts or nominal 6 inch by 6 inch
material not less than 7 feet in length.

End, gate, and corner posts, and posts at an intersecting fence shall be 6 inch diameter round
posts or nominal 6 inch by 6 inch material not less than 7 feet 10 inches in length.

All sawed posts and timbers shall meet the requirements in the table under Section 9-09.2.

The preservatives used to pressure treat wood fencing materials shall meet the requirements
of Section 9-09.3.
The retention and penetration of the preservative shall be as follows:

<table>
<thead>
<tr>
<th>Preservative</th>
<th>Sawed Posts</th>
<th>Round Posts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creosote</td>
<td>10.00</td>
<td>8.00</td>
</tr>
<tr>
<td>Pentachlorophenol</td>
<td>0.50</td>
<td>0.40</td>
</tr>
<tr>
<td>ACA</td>
<td>0.40</td>
<td>0.40</td>
</tr>
<tr>
<td>ACZA</td>
<td>0.40</td>
<td>0.40</td>
</tr>
<tr>
<td>CCA</td>
<td>0.40</td>
<td>0.40</td>
</tr>
</tbody>
</table>

Minimum Penetration

for material 5” or less - 0.40 inches penetration and 90% of sapwood
for material 5” or greater - 0.50 inches penetration and 90% of sapwood

9-16.2(1)C Brace Wire
Brace wire shall be 9 gage wire galvanized to meet the requirements of AASHTO M 279, Type Z, Class 1.

9-16.2(1)D Staples and Wire Clamps
The staples used to attach the wire fencing to wood posts shall be 9 gage wire, 1 1/2 inches long, galvanized to meet the requirements of AASHTO M 279, Type Z, Class 1.

The wire clamps used to attach the wire fencing to steel posts shall be 11 gage wire, galvanized to meet the requirements of AASHTO M 279, Type Z, Class 1.

9-16.2(1)E Barbed Wire
Barbed wire shall conform to the requirements of AASHTO M 280, Type Z and shall consist of two strands of 12 1/2 gage wire, twisted with four point 14 gage barbs with barbs spaced 5 inches apart (Design 12-4-5-14R). Galvanizing shall be Class 3.

9-16.2(1)F Wire Mesh
Wire mesh shall conform to the requirements of AASHTO M 279, Type Z and shall consist of eight horizontal wires with vertical stays spaced 6 inches apart. The top and bottom wires shall be 10 gage, and the intermediate wires and vertical stays shall be 12 1/2 gage. The mesh shall have a total width of 32 inches (Design 832-6-12 1/2). Galvanizing shall be Class 3.

The zinc coated wire as represented by the test specimens shall be capable of being wrapped in a close helix at a rate not exceeding 15 turns/minute around a cylindrical steel mandrel having a diameter the same as the specimen being tested, without cracking or flaking the
zinc coating to such an extent that any zinc can be removed by rubbing with the bare fingers.

9-16.2(1)G Vertical Cinch Stays
Vertical cinch stays shall be 10 gage galvanized wire meeting the requirements of AASHTO M 279, Type Z, Class 1.

9-16.2(1)H Miscellaneous Hardware
Bolts, nuts, hinges, latches and other miscellaneous hardware shall be galvanized in accordance with AASHTO M 232.

9-16.2(1)I Wire Gates
Gate frames shall be constructed of galvanized pipe with a nominal diameter of not less than 1 inch. The pipe shall conform to the requirements of AASHTO M 181 Type I, Grade 1. Wire gates shall be not less than 48 inches in height and shall be designed to fit openings of the width called for in the Plans or as indicated by the bid items. Each gate shall be provided with two upright braces of the same material as the frame, spaced at 1/3 points in the gate. All gates shall be provided with adjustable 5/16 inch diameter galvanized diagonal truss rods from corner to corner. Galvanizing shall be in accordance with Section 9-16.2(1)H.

The gate frame shall be provided with wire mesh conforming to the requirements specified in Section 9-16.2(1)F, except that it shall consist of 10 horizontal wires and have a total width of 47 inches.

Each gate shall be furnished complete with necessary galvanized hinges and latch designed for use with the type of gate posts used on the project. The hinges shall be so designed as to be securely attached to the gate post and to enable the gate to be swing back against the fence. Double gates shall be hinged in the same manner as single gates and shall be provided with an approved galvanized drop bar locking device. Galvanizing for hinges, latches, and locking devices shall be in accordance with Section 9-16.2(1)H.

9-16.2(1)J Concrete
All concrete for wire fence shall be as specified in Section 6-02.3(2)B.

9-16.2(2) Approval
Approval of materials for wire fence shall be by evaluation of independent test results from a certified testing laboratory or by QPL. Independent test results for evaluation shall be submitted to the State Materials Engineer in Tumwater WA.

9-16.3(1) Rail Element
The third paragraph is revised to read:

The 6-inch channel rails and splice plates shall conform to ASTM A 36, except that the channel rails may conform to ASTM A 992. All fabrication shall be complete before galvanizing.
9-16.3(2) Posts and Blocks

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

Posts and blocks may be of creosote treated timber, pentachlorophenol treated timber, waterborne chromated copper arsenate (CCA), ammoniacal copper arsenate (ACA), or ammoniacal copper zinc arsenate (ACZA), treated timber or galvanized steel; except only treated timber posts and blocks may be used for weathering steel beam guardrail.

In the second paragraph, the treatment for Pentachlorophenol is revised from 060 lbs. pcf to 0.60 lbs. pcf.

The fourth paragraph is revised to read:

Steel posts, blocks, and base plates, where used, shall conform to either ASTM A 36 or ASTM A 992, and shall be galvanized in accordance with AASHTO M 111. Welding shall conform to Section 6-03.3(25). All fabrication shall be completed prior to galvanizing.

9-16.3(4) Hardware

This section is revised to read:

Bolts, unless otherwise specified, shall comply with ASTM A 307 Grade A specifications. High strength bolts shall conform to the requirements of AASHTO M 164. Nuts, unless otherwise specified, shall comply with ASTM A 563 Grade A specifications. Washers, unless otherwise specified, shall meet ASTM F 844 specifications. The Contractor shall submit a manufacturer's certificate of compliance for high strength bolts, nuts, and washers prior to installing any of the hardware. A307 Bolts will be accepted by field verification and documentation that bolt heads are stamped 307A.

9-16.3(5) Anchors

The sixth paragraph is revised to read:

The anchor plate, W200 x 27 and metal plates shall be fabricated of steel conforming to the specifications of ASTM A 36, except that the W200 x 27 may conform to ASTM A 992.

SECTION 9-23, CONCRETE CURING MATERIALS AND ADMIXTURES

April 4, 2005

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

9-23.10 Ground Granulated Blast Furnace Slag

Ground granulated blast furnace slag shall meet the requirements of AASHTO M 302, Grade 100 or Grade 120. The grade of the ground granulated blast furnace slag, the source, and type of manufacturing facility shall be certified on the cement mill test certificate.
9-23.11 Microsilica Fume
Microsilica Fume shall conform to the requirements of AASHTO M 307. The optional physical requirement for Reactivity with Cement Alkalis set forth in Table 3 will be required when Microsilica Fume is being used as an ASR mitigation measure.

SECTION 9-28, SIGNING MATERIALS AND FABRICATION
December 6, 2004

9-28.1 General
The third sentence in the first paragraph is deleted.

9-28.6 Destination Sign Messages
The second paragraph is deleted.

9-28.8 Sheet Aluminum Signs
The sheet thickness chart is revised to read:

<table>
<thead>
<tr>
<th>Maximum Horizontal Dimension</th>
<th>Sheet Aluminum Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overlay panels</td>
<td>0.050 inch</td>
</tr>
<tr>
<td>Up to 20 inches</td>
<td>0.063 inch</td>
</tr>
<tr>
<td>20 inches to 36 inches, inclusive</td>
<td>0.080 inch</td>
</tr>
<tr>
<td>Over 36 inches (Permanent Signs)</td>
<td>0.125 inch</td>
</tr>
</tbody>
</table>

The fourth paragraph is revised to read:
Before placing aluminum in contact with untreated steel, the steel surfaces shall be protected by proper cleaning and painting with one coat of Zinc Primer A-9-73 or A-11-99 and two coats of aluminum paint D-1-57.

9-28.10 Plywood Signs
This section is deleted.

9-28.11 Hardware
The entry for hardware item "Angle and “Z” Bar" in the table in this section is revised to read:

<table>
<thead>
<tr>
<th>Angle and “Z” Bar</th>
<th>ASTM B 221 6061-T6 Aluminum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ASTM A 36 or ASTM A 992 Steel</td>
</tr>
</tbody>
</table>

9-28.14(2) Steel Structures and Posts
This section is revised to read:

Truss chords, struts, and diagonals, end posts, and end post struts and diagonals for sign bridge structures and cantilever sign structures shall conform to either ASTM A 36 or ASTM A 53 Grade B Type E or S. The nominal pipe diameter and the pipe wall thickness shall be as shown in the Plans or Standard Plans. All other structural steel for sign bridge structures
and cantilever sign structures shall conform to either ASTM A 36 or ASTM A 992. Truss 
member connection hardware shall conform to Section 9-06.5(3).

Pipe members for bridge mounted sign brackets shall conform to ASTM A 53 Grade B Type 
E or S, and shall be Schedule 40 unless otherwise specified. All other structural steel for 
bridge mounted sign brackets shall conform to either ASTM A 36 or ASTM A 992. U bolts, 
and associated nuts and washers, shall be stainless steel conforming to Section 9-28.11, and 
shall be fabricated hot.

Anchor rods for sign bridge and cantilever sign structure foundations shall conform to 
ASTM F 1554 Grade 105, including Supplemental Requirements S2, S3, and S5. Nuts and 
washers for sign bridge and cantilever sign structure foundations shall conform to AASHTO 
M 291 Grade DH and AASHTO M 293, respectively.

Steel sign structures and posts shall be galvanized after fabrication in accordance with 
AASHTO M 111, unless noted otherwise in the Plans. All bolts, nuts, and washers shall be 
galvanized after fabrication in accordance with AASHTO M 232. Unless otherwise 
specified in the Plans or Special Provisions, metal surfaces shall not be painted.

Except as otherwise noted, steel used for sign structures and posts shall have a controlled 
silicon content of either 0.00 to 0.04 percent or 0.15 to 0.25 percent. If the Plans or Special 
Provisions specify painting of the galvanized steel surfaces, then the controlled silicon 
content requirement does not apply for those steel members. Mill test certificates verifying 
the silicon content of the steel shall be submitted to both the galvanizer and the Engineer 
prior to beginning galvanizing operations.

Minor fabricating and modifications necessary for galvanizing will be allowed if not 
detrimental to the end product as determined by the Engineer. If such modifications are 
contemplated, the Contractor shall submit to the Engineer, for approval, six copies of the 
proposed modifications, prior to fabrication.

SECTION 9-29, ILLUMINATION, SIGNALS, ELECTRICAL 
April 4, 2005

9-29.3 Conductors, Cable
Under the second paragraph, item 5 is revised to read:

5. Pole and bracket cable shall be a two-conductor cable rated for 600 volts. The 
individual conductors shall be one red and one black 19-strand No. 10 AWG copper, 
assembled parallel. The conductor insulation shall be 45-mil polyvinyl chloride or a 
600 volt rated cross-linked polyethylene. The Jacketing shall be polyethylene or 
polyvinyl chloride not less than 45-mils thick. If luminaires with remote ballasts are 
specified in the contract, this same cable shall be used between luminaire and ballast for 
both timber and ornamental pole construction. If the luminaire requires fixture wire 
temperatures greater than 75°C, the outer jacket shall be stripped for that portion of the 
cable inside the luminaire. The single conductors shall then be sheathed with braided
fiberglass sleeving of the temperature rating recommended by the luminaire manufacturer.

9-29.6 Light and Signal Standards
The first paragraph is supplemented with the following:

Fabrication of light and signal standards shall conform to the applicable requirements of Section 6-03.3(14).

9-29.6(1) Light and Signal Standards
This section including title is revised to read:

9-29.6(1) Steel Light and Signal Standards
Steel plates and shapes for light and signal standards shall conform to ASTM A 36, except that structural shapes may conform to ASTM A 992. Shafts for light and signal standards, except Type PPB signal standards, shall conform to ASTM A 572 Grade 50. Shafts and caps for Type PPB signal standards, slipfitters for type PS I, FB, and RM signal standards, and all pipes shall conform to ASTM A 53 Grade B. Base plates for light standards shall conform to ASTM A 572, Grade 50, except as otherwise noted in the Standard plans for fixed base light standards. Base plates for signal standards shall conform to ASTM A 36. Connecting bolts shall conform to AASHTO M 164. Fasteners for handhole covers, bands on lighting brackets, and connector attachment brackets shall conform to ASTM F 593.

Light and signal standards shall be hot-dipped galvanized in accordance with AASHTO M 111 and AASHTO M 232.

Steel used for light and signal standards shall have a controlled silicon content of either 0.00 to 0.04 percent or 0.15 to 0.25 percent. Mill test certificates verifying the silicon content of the steel shall be submitted to both the galvanizer and the Engineer prior to beginning galvanizing operations.

9-29.6(2) Slip Base Hardware
This section is revised to read:

Slip plates and anchor plates for light standards and for Type FB and RM signal standards shall conform to the requirements of ASTM A 572 Grade 50. The keeper plate shall be 28 gage, conforming to ASTM A 653 coating designation G 90. Clamping bolts for slip base assemblies and slip base adapters shall conform to AASHTO M 164. Studs and bolts for slip base adapters shall conform to AASHTO M 164. Nuts shall conform to AASHTO M 291 Grade DH. Hardened washers shall conform to AASHTO M 293. Plate washers shall conform to ASTM A 36.

Galvanized bolts shall meet standard specification 9-06.5(4).

9-29.10 Luminaires
Under the first paragraph, the third sentence in item D is revised to read:
All internal luminaire assemblies shall be assembled on or fabricated from either stainless steel or galvanized steel.

**9-29.13 Traffic Signal Controllers**

This section is supplemented with the following:

All Traffic Signal Control Equipment Shall be Tested As Follows.

The supplier shall:

1. Seven days prior to shipping, arrange appointment for controller cabinet assembly, and testing at the WSDOT Materials Laboratory or the facility designated in the Special Provisions.

2. Assembly shall be defined as but not limited to tightening all screws, nuts and bolts, verifying that all wiring is clear of moving parts and properly secured, installing all pluggables, connecting all cables, Verify that all contract required documents are present, proper documentation is provided, and all equipment required by the contract is installed.

3. The assembly shall be done at the designated WSDOT facility in the presence of WSDOT personnel.

4. The supplier shall demonstrate that all of the functions required by this specification and the contract Plans and Special Provisions perform as intended. Demonstration shall include but not be limited to energizing the cabinet and verifying that all 8 phases, 4 pedestrian movements, 4 overlaps (as required by the Contract Provisions) operate per Washington State Standard Specifications Section 9-29.13. The supplier shall place the controller in minimum recall with interval timing set at convenient value for testing purposes. Upon a satisfactory demonstration the controller assembly will then be accepted by WSDOT for testing.

5. If the assembly, and acceptance for testing is not complete within 5 working days of delivery, the Project Engineer may authorize the return of the assembly to the supplier, with collect freight charges to the supplier.

6. The Contractor will be notified when the testing is complete, and where the assembly is to be picked-up for delivery to the project.

7. The supplier has 5 working days to repair or replace any components that fail during the testing process at no cost to the Contracting Agency. A failure shall be defined as a component that no longer functions as intended under the conditions required or does not meet the requirements of the Contract Specifications and is at the sole discretion of WSDOT.
8. Any part or component of the controller assembly, including the cabinet that is rejected shall not be submitted for use by WSDOT or any City or County in the State of Washington.

9-29.13(6) Radio Interference Suppressors
In the first paragraph, the second sentence is revised to read:

Interference suppressors shall be of a design which will minimize interference in both broadcast and aircraft frequencies, and shall provide a minimum attenuation of 50 decibels over a frequency range of 200 kilohertz to 75 megahertz when used in connection with normal installations.

9-29.13(7) Traffic-Actuated Controllers
In the first paragraph, item 3 is revised to read:

3. A minimum of four overlaps.

9-29.13(7)B Auxiliary Equipment for NEMA Controllers
Under the first paragraph, item 2 is supplemented with the following:

The controller cabinet shall have all cabinet wiring installed for eight vehicle phases, four pedestrian phases, four emergency pre-empts, four overlaps (OL A, B, C, D).

Under the first paragraph, item 7 is revised to read:

7. A “Display Panel” when noted in the contract. The display panel shall depict a generic eight-phase operation. The panel shall be mounted on the inside of the front cabinet door and the mounting shall be of a design that allows positioning of the panel in four orientations 90 degrees from each other. The mounting shall be removable without use of any tools. Incandescent red, yellow, green, walk and don’t walk indicator lights shall be provided for each phase. The indicator lights shall be connected to the associated field terminals. The connecting cable shall be long enough to allow for any mounting orientation. No diodes will be allowed in the display panel. A means of disconnecting all wiring entering the panel shall be provided. Switches shall be provided on the panel with labels and functions as follows:

a. Display On — Signal indicator lamps will display the operation of the intersection.

b. Test — All indicator lamps shall be energized.

c. Display Off — all signal indicator lamps shall be de-energized.

A “Detector Panel”, as specified in Standard Specification Section 9-29.12(7)D, shall be installed. The panel shall be mounted on the inside of the front cabinet door. The
detector panel shall be constructed as a single unit. Detector switches with separate
circuit and off positions shall be provided for each field detector input circuit. A
high intensity light emitting diode (LED) shall be provided for each switch. The lamp
shall energize upon vehicle, pedestrian or test switch actuation. The test switch shall
provide a spring loaded momentary contact that will place a call into the controller.
When in the OFF position, respective detector circuits will be disconnected. In the
operate position, each respective detector circuit shall operate normally. Switches shall
be provided on the panel with labels and functions as follows:

a. Display On — Detector indicator lights shall operate consistent with their
   respective switches.

b. Display Off — detector indicator lights shall be de-energized.

A means of disconnecting all wiring entering the panel shall be provided. The
disconnect shall include a means to jumper detection calls when the display panel is
disconnected. All switches on the panel shall be marked with its associated plan
detector number. All markers shall be permanent.

9-29.13(7)D NEMA Controller Cabinets
This section is revised to read:

Each traffic-actuated NEMA controller shall be housed in a weatherproof cabinet
conforming to the following requirements:

1. Construction shall be of 0.073-inch minimum thickness series 300 stainless steel or
   0.125 minimum thickness 5052 H32 ASTM B209 alloy aluminum. The stainless
   steel shall be annealed or one-quarter-hardness complying with ASTM A666
   stainless steel sheet. Cabinets may be finished inside with an approved finish coat
   of exterior white enamel. If no other coating is specified in the Contract Provisions
   the exterior of all cabinets shall be bare metal. All controller cabinets shall be
   furnished with front and rear doors.

2. The cabinet shall contain shelving, brackets, racks, etc., to support the controller
   and auxiliary equipment. All equipment shall be arranged on shelves or be
   mounted in racks and shall be removable without turning, tilting, or rotating or
   relocating one device to remove another. A 24 slot rack or racks shall be installed.
   The rack(s) shall be wired for 2 channel loop detectors and as follows. Slots 1 & 2
   phase 1 loop detectors. Slots 3, 4, & 5 phase 2 loop detectors. Slots 6 & 7 phase 3
   loop detectors. Slots 8, 9, & 10 phase 4 loop detectors. Slots 11 & 12 phase 5 loop
   detectors. Slots 13, 14, & 15 phase 6 loop detectors. Slots 16 & 17 phase 7 loop
   detectors. Slots 18, 19 & 20 phase 8 loop detectors. Slot 21 upper phase 1 loop
   detector. Slot 21 lower phase 5 detector. Slot 22 wired for a 2 channel
   discriminator channels A, C. Slot 23 wired for a 2 channel discriminator, channels
   B, D. Slot 24 wired for a 4 channel discriminator, wired for channel A, B, C, D.
   All loop detector slots shall be wired for presence/ pulse detection/ extension. If an
external power supply is required in order for the entire racks(s) to be powered it shall be installed. All rack(s) slots shall be labeled with engraved identification strips.

3. Additional detection utilizing the “D” connector shall be installed in accordance with the contract. The cabinet shall be of adequate size to properly house the controller and all required appurtenances and auxiliary equipment in an upright position with a clearance of at least 3 inches from the vent fan and filter to allow for proper air flow. In no case shall more than 70 percent of the cabinet volume be used. There shall be at least a 2-inch clearance between shelf mounted equipment and the cabinet wall or equipment mounted on the cabinet wall.

4. The cabinet shall have an air intake vent on the lower half of the front door, with a 12 inch by 16 inch by 1 inch removable throw away filter, secured in place with a spring-loaded framework.

5. The cabinet door(s) shall be provided with:
   a. Spring loaded construction core locks capable of accepting a Best type CX series six segment (core installed by others) shall be installed in each door with the exception of the police panel door. Cabinet doors shall each have a three point latch system.
   b. A police panel assembly shall be installed in the front door and shall have a stainless steel hinge pin and a police panel lock. Two police keys with shafts a minimum of 1 3/4 inches long shall be provided with each cabinet.
   c. All doors and police panel door shall have one piece closed cell, neoprene gaskets.
   d. A two position doorstop assembly. Front and rear interior light control switches.

9-29.13(7)E Type 170E, 170E-HC-11, 2070, 2070 Lite, ATC Controller Cabinets
This section is revised to read:

The above controllers shall be housed in a Models 332, Double 332, 336, 336S, 303 ITS/ATC cabinets, or as specified in the contract. Each door shall be furnished with a construction core lock conforming to Standard Specifications 9-29.13 (7)D 5a, b and c above. A police panel with door, stainless steel hinge pin and lock shall be provided. Two police keys with shafts a minimum of 1 3/4" long shall be provided with each cabinet. Each of these cabinets shall be furnished with auxiliary equipment described in Standard Specification 9-29.13(7)C. Type 334 cabinets for traffic data station controller furnished shall meet current Caltrans 170E specifications, as stated in Standard Specification 9-29.13(7) and as follows. Camera control and DMS local control cabinets shall contain the
equipment shown in the Plans. The cabinet shall have the same external physical
dimensions and appearance of Model 334 cabinets.

1. The cabinet shall be fabricated of stainless steel or sheet aluminum in accordance
with Section 9-29.13(7)D, Item number 1. Painted steel, painted or anodized
aluminum is not allowed.

2. Cabinet doors shall have a three-point latch and two-position stop assembly with
spring loaded construction core lock capable of accepting a Best lock company
type, with 6-pin CX series core. The Contractor shall supply construction cores.
Upon contract completion, the Contractor shall deliver two master keys to the
Engineer.

3. Field wire terminals shall be labeled in accordance with the Field Wiring Chart.

4. A shatterproof fluorescent interior cabinet lights with self-starting ballast shall be
furnished, one fixture mounted on the rear rack near the top and the second
mounted at the top of the front rack. Door switches shall automatically turn on
both lights when either door is opened.

5. One controller unit shelf, which attaches to the front rails of the EIA rack, shall be
provided in lieu of the two controller unit support angles. The shelf shall be
fabricated from aluminum and shall be installed such that it does not interfere with
access to any terminal block. The shelf shall contain a rollout flip-top drawer for
storage of wiring diagrams and manuals.

A disposable paper filter element of at least 180 square inches shall be provided in lieu of a
metal filter.

All traffic data and ramp meter cabinets shall include the following accessories:

1. Each cabinet shall be equipped with a fully operable controller equipped as
specified in the Contract Provisions.

2. Two input files, except on Type 303 and 336 cabinet shall be supplied, each using
133 millimeters of rack height.

3. Power Distribution Assembly shall be PDA #3 as detailed in the January 1989
Caltrans 170 specification, with all current amendments.

The PDA #3 shall contain three Model 200 Load Switches.

A transient voltage protection device shall be provided, which plugs into the
controller unit receptacle and in turn accepts the controller plug and meets the
electrical requirements of Section 9-29.13(7)B(3) item e.
A second transfer relay, Model 430, shall be mounted on the rear of the PDA #3 and wired as shown in the Plans.

4. Police Panel shall contain only one DPDT toggle switch. The switch shall be labeled POLICE CONTROL, ON-OFF.

5. Display Panel

A. General
Each cabinet shall be furnished with a display panel. The panel shall be mounted, showing and providing detection for inputs and specified controller outputs, at the top of the front rack above the controller unit. The display panel shall be fabricated from brushed aluminum and constructed according to the detail in the Plans.

B. Text
All text on the display panel shall be black in color and silk screened directly to the panel except the Phenolic detector and cabinet nameplates. A nameplate for each loop shall be engraved with a 1/4 inch nominal text according to the ITS Field Wiring Charts. The nameplates shall be permanently affixed to the display panel.

C. LEDs
The LEDs for the display panel shall meet the following specifications:

<table>
<thead>
<tr>
<th>Case size</th>
<th>T 1-3/4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viewing angle</td>
<td>50° minimum</td>
</tr>
<tr>
<td>Brightness</td>
<td>8 Milli candelas</td>
</tr>
</tbody>
</table>

LEDs with RED, YELLOW or GREEN as part of their labels shall be red, yellow or green in color. All other LEDs shall be red. All LEDs shall have tinted diffused lenses.

D. Detector Display Control Switch
Each display panel shall be equipped with one detector display control switch on the panel with labels and functions as follows:

ON
Detector display LEDs shall operate consistent with their separate switches.

OFF
All detector indicator LEDs shall be de-energized. Detector calls shall continue to reach the controller.

TEST
All detector indicator LEDs shall illuminate and no calls shall be placed to the controller.

E. Advance Warning Sign Control Switch
Each display panel shall be equipped with one advance warning sign control switch on the panel with labels and functions as follows:

AUTOMATIC
Sign Relay shall energize upon ground true call from controller.

SIGN OFF
Sign Relay shall de-energize.

SIGN ON
Sign Relay shall energize.

F. Sign Relay
The sign relay shall be plugged into a socket installed on the rear of the display panel. The relay shall be wired as shown in the Plans. The relay coil shall draw (or sink) 50 milliamperes ± 10% from the 170E controller and have a DPDT contact rating not less than 10 amperes. A 1N4004 diode shall be placed across the relay coil to suppress voltage spikes. The anode terminal shall be connected to terminal #7 of the relay as labeled in the Plans. The relay shall energize when the METERING indicator LED is lit.

G. Detector Input Indicators
One display LED and one spring-loaded two-position SPST toggle switch shall be provided for each of the 40 detection inputs. These LEDs and switches shall function as follows:

TEST
When the switch is in the test position, a call shall be placed to the controller and energize the associated LED. The switch shall automatically return to the run position when it is released.

RUN
In the run position the LEDs shall illuminate for the duration of each call to the controller.

H. Controller Output Indicators
The display panel shall contain a series of output indicator LEDs mounted below the detection indicators. The layout shall be according to the detail in the Plans. These LEDs shall illuminate upon a ground true output from the controller via the C5 connector.
The output indicator LEDs shall have resistors in series to drop the voltage from 24 volts DC to their rated voltage and limit current below their rated current. The anode connection of each LED to +24 VDC shall be wired through the resistor.

I. Connectors
Connection to the display panel shall be made by three connectors, one pin (labeled P2) and one socket (labeled P1) and one labeled C5. The P1 and P2 connectors shall be 50-pin cannon D series, or equivalent 50 pin connectors and shall be compatible such that the two connectors can be connected directly to one another to bypass the input detection. Wiring for the P1, P2 and C5 connectors shall be as shown in the Plans.

The Contractor shall install wire connectors P1, P2, C1P, C2, C4, C5 and C6 according to the pin assignments shown in the Plans.

6. Model 204 Flasher Unit
Each Model 334 ramp meter cabinet shall be supplied with one Model 204 sign flasher unit mounted on the right rear side panel. The flasher shall be powered from T1-2. The outputs from the flasher shall be wired to T1-5 and T1-6.

7. Fiber Optic Patch Panel
The Contractor shall provide and install a rack-mounted fiber optic patch panel as identified in the Plans.

Cabinet Wiring
1. Terminal blocks TB1 through TB9 shall be installed on the Input Panel. Layout and position assignment of the terminal blocks shall be as noted in the Plans.

Terminals for field wiring in traffic data and/or ramp metering controller cabinet shall be labeled, numbered and connected in accordance with the following:

<table>
<thead>
<tr>
<th>Terminal Block Pos.</th>
<th>Terminal and Wire Numbers</th>
<th>Connection Identification</th>
</tr>
</thead>
<tbody>
<tr>
<td>TBS</td>
<td>501-502</td>
<td>AC Power, Neutral</td>
</tr>
<tr>
<td>T1-2</td>
<td>641</td>
<td>Sign on</td>
</tr>
<tr>
<td>T1-4</td>
<td>643</td>
<td>Sign off</td>
</tr>
<tr>
<td>T1-5</td>
<td>644</td>
<td>Flasher Output NC</td>
</tr>
<tr>
<td>T1-6</td>
<td>645</td>
<td>Flasher Output NO</td>
</tr>
<tr>
<td>T4-1</td>
<td>631</td>
<td>Lane 3 - Red</td>
</tr>
<tr>
<td>T4-2</td>
<td>632</td>
<td>Lane 3 - Yellow</td>
</tr>
<tr>
<td>T4-3</td>
<td>633</td>
<td>Lane 3 - Green</td>
</tr>
<tr>
<td>T4-4</td>
<td>621</td>
<td>Lane 2 - Red</td>
</tr>
<tr>
<td>T4-5</td>
<td>622</td>
<td>Lane 2 - Yellow</td>
</tr>
</tbody>
</table>
Loop lead-in cables shall be labeled and connected to cabinet terminals according to the ITS Field Wiring Chart. This chart will be provided by the Engineer within 20 days of the Contractor’s request.

9-29.16(2)A Optical Units

Under the first paragraph, number 4 (warranty) is deleted.

9-29.19 Pedestrian Push Buttons

The third paragraph is deleted.

9-29.21 Flashing Beacon

This section is revised to read:

Flashing beacons shall be installed as detailed in the Plans, as specified in the Special Provisions, and as described below:

Controllers for flashing beacons shall be as specified in Section 9-29.15.

Beacons shall consist of single section, 8-inch or 12-inch traffic signal heads, three or four-way adjustable, meeting all of the applicable requirements of Section 9-29.16. Displays (red or yellow) may be either LED type or incandescent. 12 inch yellow displays shall be dimmed 50% after dark.

Mounting brackets, mountings, and installation shall meet all applicable requirements of Section 9-29.17.

Lenses shall be either red or amber, glass or polycarbonate as noted in the Plans or as determined by the Engineer.

9-29.24 Service Cabinets

Under the first paragraph, item F is revised to read:

F. The minimum size of control circuit conductors used in service cabinets shall be No. 14 AWG stranded copper.

All electrical contactors shall have the loadside terminals toward the front (door side) of the service cabinet.

Under the first paragraph, the fourth sentence of item I is revised to read:

No electrical devices shall be connected to the dead front panel.
9-29.25 Amplifier, Transformer, and Terminal Cabinets
Under the first paragraph, the fourth sentence of item 3 is revised to read:

The Contractor shall supply construction cores with two master keys. The keys shall be delivered to the Engineer.

SECTION 9-32, MAILBOX SUPPORT
August 2, 2004

9-32.2 Bracket, Platform and Anti-Twist Plate
This section is revised to read:

The bracket, platform, and anti-twist plate shall be 16 gage sheet steel, conforming to ASTM A 36.

9-32.4 Wood Posts
This section is revised to read:

Wood posts shall meet the requirements of Section 9-28.14(1) or western red cedar.

Section 9-32 is supplemented with the following:

9-32.8 Concrete Base
The concrete in the concrete base shall meet or exceed the requirements of Section 6-02.3(2)B.

9-32.9 Steel pipe
The requirements for commercially available, Schedule 40, galvanized steel pipe, elbows, and couplings shall be met for all parts not intended to be bent or welded. Welded and bent parts shall be galvanized after fabrication in accordance with AASHTO M 111.

9-32.10 U-Channel Post
U-channel posts shall meet the requirements of ASTM A 29, weigh a minimum of 3 pounds per linear foot, and shall be galvanized according to AASHTO M 111.

SECTION 9-33, CONSTRUCTION GEOTEXTILE
August 1, 2005

This section including title is revised to read:

This section including title is revised to read:
SECTION 9-33, CONSTRUCTION GEOSYNTHETIC

April 5, 2004

9-33.1 Geosynthetic Material Requirements

The term geosynthetic shall be considered to be inclusive of geotextiles, geogrids, and prefabricated drainage mats.

Geotextiles, including geotextiles attached to prefabricated drainage core to form a prefabricated drainage mat, shall consist only of long chain polymeric fibers or yarns formed into a stable network such that the fibers or yarns retain their position relative to each other during handling, placement, and design service life. At least 95 percent by weight of the material shall be polyolefins or polyesters. The material shall be free from defects or tears. The geotextile shall also be free of any treatment or coating which might adversely alter its hydraulic or physical properties after installation.

Geogrids shall consist of a regular network of integrally connected polymer tensile elements with an aperture geometry sufficient to permit mechanical interlock with the surrounding backfill. The long chain polymers in the geogrid tensile elements, not including coatings, shall consist of at least 95 percent by mass of the material of polyolefins or polyesters. The material shall be free of defects, cuts, and tears.

Prefabricated drainage core shall consist of a three dimensional polymeric material with a structure that permits flow along the core laterally, and which provides support to the geotextiles attached to it.

The geosynthetic shall conform to the properties as indicated in Tables 1 through 8 in Section 9-33.2, and additional tables as required in the Standard Plans and Special Provisions for each use specified in the Plans. Specifically, the geosynthetic uses included in this section and their associated tables of properties are as follows:

<table>
<thead>
<tr>
<th>Geotextile Application</th>
<th>Applicable Property Tables</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underground Drainage, Low Survivability, Classes A, B, and C</td>
<td>Tables 1 and 2</td>
</tr>
<tr>
<td>Underground Drainage, Moderate Survivability, Classes A, B, and C</td>
<td>Tables 1 and 2</td>
</tr>
<tr>
<td>Separation</td>
<td>Table 3</td>
</tr>
<tr>
<td>Soil Stabilization</td>
<td>Table 3</td>
</tr>
<tr>
<td>Permanent Erosion Control, Moderate Survivability, Classes A, B, and C</td>
<td>Tables 4 and 5</td>
</tr>
<tr>
<td>Permanent Erosion Control, High Survivability</td>
<td></td>
</tr>
</tbody>
</table>
Classes A, B, and C  
Ditch Lining  
Temporary Silt Fence  
Permanent Geosynthetic Retaining Wall  
Temporary Geosynthetic Retaining Wall  
Prefabricated Drainage Mat  

Table 10 will be included in the Special Provisions.

Geogrid and geotextile reinforcement in geosynthetic retaining walls shall conform to the properties specified in the Standard Plans for permanent walls, and Table 10 for temporary walls.

For geosynthetic retaining walls that use geogrid reinforcement, the geotextile material placed at the wall face to retain the backfill material as shown in the Plans shall conform to the properties for Construction Geotextile for Underground Drainage, Moderate Survivability, Class A.

Thread used for sewing geotextiles shall consist of high strength polypropylene, polyester, or polyamide. Nylon threads will not be allowed. The thread used to sew permanent erosion control geotextiles, and to sew geotextile seams in exposed faces of temporary or permanent geosynthetic retaining walls, shall also be resistant to ultraviolet radiation. The thread shall be of contrasting color to that of the geotextile itself.

9-33.2 Geosynthetic Properties

9-33.2(1) Geotextile Properties  
Table 1: Geotextile for underground drainage strength properties for survivability.

<table>
<thead>
<tr>
<th>Geotextile Property</th>
<th>Test Method ²</th>
<th>Low Survivability</th>
<th>Moderate Survivability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grab Tensile Strength, min. in machine and x-machine direction</td>
<td>ASTM D4632</td>
<td>180 lbs./115 lbs. min.</td>
<td>250 lbs./160 lbs. min.</td>
</tr>
<tr>
<td>Grab Failure Strain, in machine and x-machine direction</td>
<td>ASTM D4632</td>
<td>&lt;50%/&gt;50%</td>
<td>&lt;50%/&gt;50%</td>
</tr>
<tr>
<td>Geotextile Property</td>
<td>Test Method</td>
<td>Geotextile Property Requirements</td>
<td>Separation</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>--------------</td>
<td>---------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>AOS</td>
<td>ASTM D4751</td>
<td></td>
<td>Class A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>.43 mm max. (#40 sieve)</td>
<td>.60 mm max.</td>
</tr>
<tr>
<td>Water Permittivity</td>
<td>ASTM D4491</td>
<td>.5 sec(^{-1}) min.</td>
<td>.4 sec(^{-1}) min.</td>
</tr>
</tbody>
</table>

Table 2: Geotextile for underground drainage filtration properties.

<table>
<thead>
<tr>
<th>Geotextile Property</th>
<th>Test Method</th>
<th>Geotextile Property Requirements</th>
<th>Separation</th>
<th>Soil Stabilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOS</td>
<td>ASTM D4751</td>
<td></td>
<td>Class B</td>
<td>Woven/Nonwoven</td>
</tr>
<tr>
<td></td>
<td></td>
<td>.25 mm max. (#60 sieve)</td>
<td>.56 mm max.</td>
<td>.38 mm max. (#80 sieve)</td>
</tr>
<tr>
<td>Water Permittivity</td>
<td>ASTM D4491</td>
<td>.4 sec(^{-1}) min.</td>
<td>.3 sec(^{-1}) min.</td>
<td>.2 sec(^{-1}) min.</td>
</tr>
</tbody>
</table>

Table 3: Geotextile for separation or soil stabilization.
Table 4: Geotextile for permanent erosion control and ditch lining.

<table>
<thead>
<tr>
<th>Geotextile Property</th>
<th>Permanent Erosion Control Requirements</th>
<th>Ditch Lining</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Moderate Servicability Test Method</td>
<td>High Servicability</td>
</tr>
<tr>
<td>AOS</td>
<td>ASTM D4751 See Table 5</td>
<td>See Table 5</td>
</tr>
<tr>
<td>Water Permittivity</td>
<td>ASTM D4491 See Table 5</td>
<td>See Table 5</td>
</tr>
<tr>
<td>Grab Tensile Strength, min.</td>
<td>ASTM D4632 250 lbs./160 lbs. min.</td>
<td>315 lbs./200 lbs.</td>
</tr>
<tr>
<td>Grab Tensile Strength, min. in machine and x-machine direction</td>
<td>ASTM D4632 250 lbs./160 lbs. min.</td>
<td>315 lbs./200 lbs.</td>
</tr>
<tr>
<td>Grab Failure Strain, in &lt;50%/≥50% machine and x-machine direction</td>
<td>ASTM D4632 15%-50%/≥50%</td>
<td>15%-50%/≥50%</td>
</tr>
<tr>
<td>Seam Breaking Strength</td>
<td>ASTM D4632² 220 lbs./140 lbs. min.</td>
<td>270 lbs./180 lbs.</td>
</tr>
<tr>
<td>Burst Strength</td>
<td>ASTM D3785400 pse/190 psi min.500 psi/320 psi min.</td>
<td></td>
</tr>
<tr>
<td>Puncture Resistance</td>
<td>ASTM D483380 lbs./50 lbs. min.112 lbs./79 lbs. min. 80 lbs./50 lbs. min.</td>
<td></td>
</tr>
<tr>
<td>Tear Strength, min. in machine and x-machine direction</td>
<td>ASTM D4533 80 lbs/50 lbs. min.</td>
<td>112 lbs./79 lbs. min.</td>
</tr>
<tr>
<td>Ultraviolet (UV) Radiation stability</td>
<td>ASTM D4355 70% strength retained min., after 500 hrs. in weatherometer</td>
<td>70% strength retained min., after 500 hrs. in weatherometer</td>
</tr>
</tbody>
</table>
Table 5: Filtration properties for geotextile for permanent erosion control.

<table>
<thead>
<tr>
<th>Geotextile Property</th>
<th>Test Method</th>
<th>Geotextile Property Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOS</td>
<td>ASTM D4751</td>
<td>Class A: .43 mm max. (#40 sieve)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Class B: .25 mm max. (#60 sieve)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Class C: .22 mm max. (#70 sieve)</td>
</tr>
<tr>
<td>Water Permittivity</td>
<td>ASTM D4491</td>
<td>.7 sec(^{-1}) min.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>.4 sec(^{-1}) min.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>.2 sec(^{-1}) min.</td>
</tr>
</tbody>
</table>

Table 6: Geotextile for temporary silt fence.

<table>
<thead>
<tr>
<th>Geotextile Property</th>
<th>Test Method</th>
<th>Geotextile Property Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOS</td>
<td>ASTM D4751</td>
<td>Unsupported Between Posts: .60 mm max. for slit film wovens (#30 sieve)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Posts with Wire or Polymeric Mesh: .60 mm max. for slit film wovens (#30 sieve)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>.30 mm max. for all other geotextile types (#50 sieve)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>.15 mm min. (#100 sieve)</td>
</tr>
<tr>
<td>Water Permittivity</td>
<td>ASTM D4491</td>
<td>.02 sec(^{-1}) min.</td>
</tr>
<tr>
<td>Grab Tensile Strength, min. in machine and x-machine direction</td>
<td>ASTM D4632</td>
<td>180 lbs. min. in machine direction, 100 lbs. min. in x-machine direction</td>
</tr>
<tr>
<td>Grab Failure Strain, in machine and x-machine direction</td>
<td>ASTM D4632</td>
<td>30% max. at 180 lbs. or more</td>
</tr>
<tr>
<td>Ultraviolet (UV) Rediation stability</td>
<td>ASTM D4355</td>
<td>70% strength retained min., after 500 hrs. in weatherometer</td>
</tr>
</tbody>
</table>

\(^1\) All geotextile properties in Tables 1 through 6 are minimum average roll values (i.e., the test result for any sampled roll in a lot shall meet or exceed the values shown in the table).

\(^2\) The test procedures used are essentially in conformance with the most recently approved ASTM geotextile test procedures, except for geotextile sampling and specimen
conditioning, which are in accordance with WSDOT Test Methods 914 and 915, respectively. Copies of these test methods are available at the State Materials Laboratory in Tumwater.

3With seam located in the center of 8-inch long specimen oriented parallel to grip faces.

9-33.2(2) Geosynthetic Properties For Retaining Walls and Reinforced Slopes
All geotextile properties provided in Table 7 are minimum average roll values. The average test results for any sampled roll in a lot shall meet or exceed the values shown in the table. The test procedures specified in the Table are in conformance with the most recently approved ASTM geotextile test procedures, except for geotextile sampling and specimen conditioning, which are in accordance with WSDOT Test Methods 914 and 915, respectively.

Table 7: Minimum properties required for geotextile reinforcement used in geosynthetic reinforced slopes and retaining walls.

<table>
<thead>
<tr>
<th>Geotextile Property</th>
<th>Test Method</th>
<th>Woven/Nonwoven</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Permittivity</td>
<td>ASTM D4491</td>
<td>.02 sec.⁻¹ min.</td>
</tr>
<tr>
<td>AOS</td>
<td>ASTM D4751</td>
<td>.84 mm max.</td>
</tr>
<tr>
<td>(No. 20 Sieve)</td>
<td></td>
<td>200 lbs/120 lbs min.</td>
</tr>
<tr>
<td>Grab Tensile Strength, min. in machine and x-machine direction</td>
<td>ASTM D4632</td>
<td></td>
</tr>
<tr>
<td>Grab Failure Strain, in machine and x-machine direction</td>
<td>ASTM D4632</td>
<td>&lt;50% ≤ 50%</td>
</tr>
<tr>
<td>Seam Breaking Strength¹</td>
<td>ASTM D4632</td>
<td>160 lbs/100 lbs min.</td>
</tr>
<tr>
<td>Puncture Resistance</td>
<td>ASTM D4833</td>
<td>63 lbs/50 lbs min.</td>
</tr>
<tr>
<td>Tear Strength, min. in machine and x-machine direction</td>
<td>ASTM D4533</td>
<td>63 lbs/50 lbs min.</td>
</tr>
<tr>
<td>Ultraviolet (UV) Radiation Stability</td>
<td>ASTM D4355</td>
<td>70% (for polypropylene and polyethylene) and 50% (for polyester) Strength Retained min.,</td>
</tr>
</tbody>
</table>
Applies only to seams perpendicular to the wall face.

The ultraviolet (UV) radiation stability, ASTM D4355, shall be a minimum of 70% strength retained after 500 hours in the weatherometer for polypropylene and polyethylene geogrids and geotextiles, and 50% strength retained after 500 hours in the weatherometer for polyester geogrids and geotextiles.

9-33.2(3) Prefabricated Drainage Mat

Prefabricated drainage mat shall have a single or double dimpled polymeric core with a geotextile attached and shall meet the following requirements:

Table 8: Minimum properties required for prefabricated drainage mats.

<table>
<thead>
<tr>
<th>Property</th>
<th>Test Method</th>
<th>Prefabricated Drainage Material/Geotextile Property Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td></td>
<td>12 inches min.</td>
</tr>
<tr>
<td>Thickness</td>
<td>ASTM D 5199</td>
<td>0.4 inches min.</td>
</tr>
<tr>
<td>Compressive Strength at</td>
<td></td>
<td>100 psi min.</td>
</tr>
<tr>
<td>Yield</td>
<td>ASTM D 1621</td>
<td></td>
</tr>
<tr>
<td>In Plan Flow Rate Gradient = 0.1, Pressure = 5.5 psi</td>
<td>ASTM D 4716</td>
<td>5.0 gal. /min./ft.</td>
</tr>
<tr>
<td>Gradient = 1.0, Pressure = 14.5 psi</td>
<td></td>
<td>15.0 gal. /min./ft.</td>
</tr>
<tr>
<td>Geotextile - AOS</td>
<td>ASTM D 4751</td>
<td>#60 US Sieve max.</td>
</tr>
<tr>
<td>Geotextile - Permittivity</td>
<td>ASTM D 4491</td>
<td>&gt; 0.4 SEC⁻¹</td>
</tr>
<tr>
<td>Geotextile - Grab Strength</td>
<td>ASTM D 4632</td>
<td>Nonwoven - 110 lb. min.</td>
</tr>
</tbody>
</table>

Prefabricated drainage mats will be accepted based on the manufacturer’s certificate of compliance that the material furnished conforms to these specifications. The Contractor shall submit the manufacturer’s certificate of compliance to the Engineer in accordance with Section 1-06.3.
9-33.3 Aggregate Cushion of Permanent Erosion Control Geotextile

Aggregate cushion for permanent erosion control geotextile, Class A shall meet the requirements of Section 9-03.9(2). Aggregate cushion for permanent erosion control geotextile, Class B or C shall meet the requirements of Section 9-03.9(3) and 9-03.9(2).

9-33.4 Geosynthetic Approval and Acceptance

9-33.4(1) Source Approval

The Contractor shall submit to the Engineer the following information regarding each geosynthetic proposed for use:

- Manufacturer’s name and current address,
- Full product name,
- Geotextile structure, including fiber/yarn type,
- Geosynthetic polymer type(s) (for temporary and permanent geosynthetic retaining walls), and
- Proposed geotextile use(s).

If the geosynthetic source has not been previously evaluated, or is not listed in the current WSDOT Qualified Products List (QPL), a sample of each proposed geosynthetic shall be submitted to the State Materials Laboratory in Tumwater for evaluation. After the sample and required information for each geosynthetic type have arrived at the State Materials Laboratory in Tumwater, a maximum of 14 calendar days will be required for this testing. Source approval will be based on conformance to the applicable values from Tables 1 through 8 in Section 9-33.2 and additional tables as specified in the Special Provisions. Source approval shall not be the basis of acceptance of specific lots of material unless the lot sampled can be clearly identified and the number of samples tested and approved meet the requirements of WSDOT Test Method 914.

Geogrid and geotextile products that are qualified for use in permanent geosynthetic retaining walls and reinforced slopes (Classes 1, 2, or both) are listed in the current WSDOT QPL.

For geogrid and geotextile products proposed for use in permanent geosynthetic retaining walls or reinforced slopes that are not listed in the current QPL, the Contractor shall submit test information and the calculations used in the determination of $T_{al}$ performed in accordance with WSDOT Standard Practice T925 to the State Materials Laboratory in Tumwater for evaluation. The Contracting Agency will require up to 30 calendar days after receipt of the information to complete the evaluation.

9-33.4(3) Acceptance Samples

Samples will be randomly taken by the Engineer at the job site to confirm that the geosynthetic meets the property values specified.

Approval will be based on testing of samples from each lot. A “lot” shall be defined for the purposes of this specification as all geosynthetic rolls within the consignment (i.e., all rolls
sent the project site) that were produced by the same manufacturer during a continuous
period of production at the same manufacturing plant and have the same product name.
After the samples have arrived at the State Materials Laboratory in Tumwater, a maximum
of 14 calendar days will be required for this testing.

If the results of the testing show that a geosynthetic lot, as defined, does not meet the
properties required for the specified use as indicated in Tables 1 through 8 in Section 9-33.2,
and additional tables as specified in the Special Provisions, the roll or rolls which were
sampled will be rejected. Geogrids and geotextiles for temporary geosynthetic retaining
walls shall meet the requirements of Table 7, and Table 10 in the Special Provisions.
Geogrids and geotextiles for permanent geosynthetic retaining wall shall meet the
requirements of Table 7, and Table 9 in the Special Provisions, and both geotextile and
geogrid acceptance testing shall meet the required ultimate tensile strength $T_{ult}$ as provided
in the current QPL for the selected product(s). If the selected product(s) are not listed in the
current QPL, the result of the testing for $T_{ult}$ shall be greater than or equal to $T_{ult}$ as
determined from the product data submitted and approved by the State Materials Laboratory
during source approval.

Two additional rolls for each roll tested which failed from the lot previously tested will then
be selected at random by the Engineer for sampling and retesting. If the retesting shows that
any of the additional rolls tested do not meet the required properties, the entire lot will be
rejected. If the test results from all the rolls retested meet the required properties, the entire
lot minus the roll(s) that failed will be accepted. All geosynthetic that has defects,
deterioration, or damage, as determined by the Engineer, will also be rejected. All rejected
geosynthetic shall be replaced at no additional expense to the Contracting Agency.

9-33.4(4) Acceptance by Certificate of Compliance
When the quantities of geosynthetic proposed for use in each geosynthetic application are
less than or equal to the following amounts, acceptance shall be by Manufacturer’s
Certificate of Compliance:

<table>
<thead>
<tr>
<th>Application</th>
<th>Geotextile Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underground Drainage</td>
<td>600 sq. yards</td>
</tr>
<tr>
<td>Soil Stabilization and Separation</td>
<td>1,800 sq. yards</td>
</tr>
<tr>
<td>Permanent Erosion Control</td>
<td>1,200 sq. yards</td>
</tr>
<tr>
<td>Temporary Silt Fence</td>
<td>All quantities</td>
</tr>
<tr>
<td>Temp. or Perm. Geosynthetic Retaining Wall</td>
<td>Not required</td>
</tr>
<tr>
<td>Prefabricated Drainage Mat</td>
<td>All quantities</td>
</tr>
</tbody>
</table>

The Manufacturer’s Certificate of Compliance shall include the following information about
each geosynthetic roll to be used:

- Manufacturer’s name and current address,
- Full product name,
- Geosynthetic structure, including fiber/yarn type,
- Polymer type (for all temporary and permanent geosynthetic retaining walls only),
Geosynthetic roll number,
Proposed geosynthetic use(s), and
Certified test results.

9-33.4(5) Approval of Seams
If the geotextile seams are to be sewn in the field, the Contractor shall provide a section of sewn
seam which can be sampled by the Engineer before the geotextile is installed.

The seam sewn for sampling shall be sewn using the same equipment and procedures as will be
used to sew the production seams. If production seams will be sewn in both the machine and
cross-machine directions, the Contractor must provide sewn seams for sampling which are
oriented in both the machine and cross-machine directions. The seams sewn for sampling must
be at least 2 yards in length in each geotextile direction. If the seams are sewn in the factory, the
Engineer will obtain samples of the factory seam at random from any of the rolls to be used. The
seam assembly description shall be submitted by the Contractor to the Engineer and will be
included with the seam sample obtained for testing. This description shall include the seam type,
stitch type, sewing thread type(s), and stitch density.

SECTION 9-34, PAVEMENT MARKING MATERIAL
August 1, 2005

9-34.2(1) High VOC Solvent Based Paint
"Retroreflectance" is revised to read:

Retroreflectance – ASTM D 6359
Newly applied pavement markings shall have a minimum initial coefficient of
retroreflective luminance of 250 mcd/m²/lux for white and 175 mcd/m²/lux for yellow in
accordance with ASTM D 6359 when measured with a 30-meter retroreflectometer.
WSDOT will measure retroreflectivity for compliance with a Delta LTL-X
retroreflectometer.

9-34.2(2) Low VOC Solvent Based Paint
"Retroreflectance" is revised to read:

Retroreflectance – ASTM D 6359
Newly applied pavement markings shall have a minimum initial coefficient of
retroreflective luminance of 250 mcd/m²/lux for white and 175 mcd/m²/lux for yellow in
accordance with ASTM D 6359 when measured with a 30-meter retroreflectometer.
WSDOT will measure retroreflectivity for compliance with a Delta LTL-X
retroreflectometer.

9-34.2(3) Low VOC Waterborne Paint
"Retroreflectance" is revised to read:

Retroreflectance – ASTM D 6359
Newly applied pavement markings shall have a minimum initial coefficient of retroreflective luminance of 250 mcd/m²/lux for white and 175 mcd/m²/lux for yellow in accordance with ASTM D 6359 when measured with a 30-meter retroreflectometer. WSDOT will measure retroreflectivity for compliance with a Delta LTL-X retroreflectometer.

9.34.3(1) Type A – Liquid Hot Applied Thermoplastic
"Retroreflectance" is revised to read:

Retroreflectance – ASTM D 6359
Newly applied pavement markings shall have a minimum initial coefficient of retroreflective luminance of 250 mcd/m²/lux for white and 175 mcd/m²/lux for yellow in accordance with ASTM D 6359 when measured with a 30-meter retroreflectometer. WSDOT will measure retroreflectivity for compliance with a Delta LTL-X retroreflectometer.

9.34.3(2) Type B – Pre-formed Fused Thermoplastic
"Retroreflectance" is revised to read:

Retroreflectance – ASTM D 6359
Newly applied pavement markings shall have a minimum initial coefficient of retroreflective luminance of 250 mcd/m²/lux for white and 175 mcd/m²/lux for yellow in accordance with ASTM D 6359 when measured with a 30-meter retroreflectometer. WSDOT will measure retroreflectivity for compliance with a Delta LTL-X retroreflectometer.

9.34.3(3) Type C – Cold Applied Pre-formed Tape
This section is revised to read:

Type C material consists of plastic pre-formed tape that is applied cold to the pavement. The tape shall be capable of adhering to new and existing hot mix asphalt or cement concrete pavement. If the tape manufacturer recommends the use of a surface primer or adhesive, use a type approved by the pavement marking manufacturer. The tape shall also be capable of being inlaid into fresh hot mix asphalt during the final rolling process. The material is identified by the following designations: Type C-1 tape has a surface pattern with retroreflective elements exposed on the raised areas and faces and intermixed within its body and shall conform to ASTM D 4505, Reflectivity Level I, Class 2 or 3, Skid Resistance Level A. Type C-2 tape has retroreflective elements exposed on its surface and intermixed within its body and shall conform to the requirements of ASTM D 4505, Reflectivity Level II, Class 2 or 3, Skid Resistance Level A, and the following:

Retroreflectance – ASTM D 6359 modified as follows: (units are millicandelas/meter²/lux)
Reflectivity Level I
White – 500 measured with a 30-meter instrument
Yellow – 300 measured with a 30-meter instrument
Reflectivity Level II
White – 250 measured with a 30-meter instrument
Yellow – 175 measured with a 30-meter instrument

9-34.3(4) Type D – Liquid Cold Applied Methyl Methacrylate
"Retroreflectance" is revised to read:

Retroreflectance – ASTM D 6359
Newly applied pavement markings shall have a minimum initial coefficient of
retroreflective luminance of 250 mcd/m²/lux for white and 175 mcd/m²/lux for yellow in
accordance with ASTM D 6359 when measured with a 30-meter retroreflectometer.
WSDOT will measure retroreflectivity for compliance with a Delta LTL-X
retroreflectometer.

9-34.5 Temporary Pavement Marking Tape
This section is supplemented with the following:

Pavement marking masking tape shall conform to ASTM D 4592 Type I (removable),
except that material shall be black, non-retroreflective and non-glaring.

SECTION 9-35, TEMPORARY TRAFFIC CONTROL MATERIALS
August 1, 2005

Temporary traffic control materials in this section consist of various traffic communication,
channelization and protection items described in Section 1-10 and listed below:

Stop/Slow Paddles
Construction Signs
Wood Sign Posts
Sequential Arrow Signs
Portable Changeable Message Signs
Barricades
Traffic Safety Drums
Barrier Drums
Traffic Cones
Tubular Markers
Warning Lights and Flashers
Truck-Mounted Attenuator

The basis for acceptance of temporary traffic control devices and materials shall be visual
inspection by the Engineer's representative. No sampling or testing will be done except that
deemed necessary to support the visual inspection. Requests for Approval of Material and
Qualified Products List submittals are not required. Certification for crashworthiness according
to NCHRP 350 will be required as described in Section 1-10.2(3).
“MUTCD,” as used in this section, shall refer to the latest WSDOT adopted edition of the Manual on Uniform Traffic Control Devices for Streets and Highways. In the event of conflicts between the MUTCD and the contract provisions, then the provisions shall govern.

9-35.1 Stop/Slow Paddles
Paddles shall conform to the requirements of the MUTCD, except that the minimum width shall be 24 inches.

9-35.2 Construction Signs
Construction signs shall conform to the requirements of the MUTCD and shall meet the requirements of NCHRP Report 350 for Category 2 devices. Except as noted below, any sign/sign stand combination that satisfies these requirements will be acceptable.

Where aluminum sheeting is used to fabricate signs, it shall have a minimum thickness of 0.080 inches and a maximum thickness of 0.125 inches.

All orange background signs shall be fabricated with Type X reflective sheeting. All post-mounted signs with Type X sheeting shall use a nylon washer between the twist fasteners (screw heads, bolts or nuts) and the reflective sheeting.

Any fabric 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.

9-35.3 Wood Sign Posts
Use the charts below to determine post size for construction signs.

One Post Installation

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4x4</td>
<td></td>
<td>16.0</td>
</tr>
<tr>
<td>4x6</td>
<td>17.0</td>
<td>20.0</td>
</tr>
<tr>
<td>6x6</td>
<td>21.0</td>
<td>25.0</td>
</tr>
<tr>
<td>6x8</td>
<td>26.0</td>
<td>31.0</td>
</tr>
</tbody>
</table>

Two Post Installation

(For signs 5 feet or greater in width)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4x4</td>
<td></td>
<td>16.0</td>
</tr>
<tr>
<td>4x6</td>
<td>17.0</td>
<td>36.0</td>
</tr>
<tr>
<td>6x6</td>
<td>37.0</td>
<td>46.0</td>
</tr>
<tr>
<td>6x8</td>
<td>47.0</td>
<td>75.0 *</td>
</tr>
</tbody>
</table>

* The Engineer shall determine post size for signs greater than 75 square feet.
Sign posts shall conform to the grades and usage listed below. Grades shall be determined by the current standards of the West Coast Lumber Inspection Bureau (WCLIB) or the Western Wood Products Association (WWPA).

4 x 4  Construction grade (Light Framing, Section 122-b WCLIB) or (Section 40.11 WWPA)

4 x 6  No. 1 and better, grade (Structural Joists and Planks, Section 123-b WCLIB) or (Section 62.11 WWPA)

6 x 6, 6 x 8, 8 x 10  No. 1 and better, grade (Posts and Timbers, Section 131-b WCLIB) or (Section 80.11 WWPA)

6 x 10, 6 x 12  No. 1 and better, grade (Beams and Stringers, Section 130-b WCLIB) or (Section 70.11 WWPA)

9-35.4 Sequential Arrow Signs
Sequential Arrow Signs shall meet the requirements of the MUTCD supplemented with the following:

Sequential arrow signs furnished for stationary lane closures on this project shall be Type C. The color of the light emitted shall be yellow. The dimming feature shall be automatic, reacting to changes in light without a requirement for manual adjustment.

9-35.5 Portable Changeable Message Signs
Portable Changeable Message Signs (PCMS) shall meet the requirements of the MUTCD and the following:

The PCMS shall employ one of the following technologies:

1. Fiber optic/shutter
2. Light emitting diode
3. Light emitting diode/shutter
4. Flip disk

Regardless of the technology, the PCMS shall meet the following general requirements:

- Be light emitting and must not rely solely on reflected light. The emitted light shall be generated using fiber optic or LED technology.
- Have a display consisting of individually controlled pixels no larger than 2 1/2 inch by 2 1/2 inch. If the display is composed of individual character modules, the space...
between modules must be minimized so alphanumeric characters of any size specified below can be displayed at any location within the matrix.

- When activated, the pixels shall display a yellow or orange image. When not activated, the pixels shall display a flat black image that matches the background of the sign face.

- Be capable of displaying alphanumeric characters that are a minimum of 18 inches in height. The width of alphanumeric characters shall be appropriate for the font. The PCMS shall be capable of displaying three lines of eight characters per line with a minimum of one pixel separation between each line.

- The PCMS message, using 18-inch characters, shall be legible by a person with 20/20 corrected vision from a distance of not less than 800 feet centered on an axis perpendicular to the sign face.

- The sign display shall be covered by a stable, impact resistant polycarbonate face. The sign face shall be non-glare from all angles and shall not degrade due to exposure to ultraviolet light.

- Be capable of simultaneously activating all pixels for the purpose of pixel diagnostics. Any sign that employs flip disk or shutter technology shall be programmable to activate the disks/shutters once a day to clean the electrical components. This feature shall not occur when the sign is displaying an active message.

- The light source shall be energized only when the sign is displaying an active message.

The PCMS panels and related equipment shall be permanently mounted on a trailer with all controls and power generating equipment.

The PCMS shall be operated by a controller that provides the following functions:

1. Select any preprogrammed message by entering a code.
2. Sequence the display of at least five messages.
3. Blank the sign.
4. Program a new message, which may include animated arrows and chevrons.
5. Mirror the message currently being displayed or programmed.

9-35.6 Barricades
Barricades shall conform to the requirements of the MUTCD supplemented by the further requirements of Standard Plan H-2.

9-35.7 Traffic Safety Drums
Traffic safety drums shall conform to the requirements of the MUTCD and the following:

The drums shall have the following additional physical characteristics:
Material  Fabricated from low-density polyethylene that meets the requirements of ASTM D 4976 and is UV stabilized.

Overall Width  18-inch minimum in the direction(s) of traffic flow.

Shape  Rectangular, hexagonal, circular, or flat-sided semi-circular.

Color  The base color of the drum shall be fade resistant safety orange.

The traffic safety drums shall be designed to accommodate at least one portable light unit. The method of attachment shall ensure that the light does not separate from the drum upon impact.

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

When recommended by the manufacturer, drums shall be treated to ensure proper adhesion of the reflective sheeting.

9-35.8 Barrier Drums
Barrier drums shall be small traffic safety drums, manufactured specifically for traffic control purposes to straddle a concrete barrier and shall be fabricated from low-density polyethylene that meets the requirements of ASTM D 4976 and is UV stabilized.

The barrier drums shall meet the following general specifications:

22 in., ± 1 in.

Total height 22 in., ± 1 in.

Cross-section hollow oval

10 in. X 14 in., ± 1 in.

Formed support legs length 13 in., ± 1 in.

6 1/4 in. min.

Space between legs (taper to fit conc. barrier)

33 lb. ± 4 lb.

Weight

Fade resistant safety orange.

with legs filled with sand.

Color

Barrier drums shall have three 4-inch reflective white stripes, (one complete and two partial). Stripes shall be fabricated from Type III or Type IV reflective sheeting.

When recommended by the manufacturer, barrier drums shall be treated to ensure proper adhesion of the reflective sheeting.

9-35.9 Traffic Cones
Cones shall conform to the requirements of the MUTCD, except that the minimum height shall be 28 inches.
9-35.10 Tubular Markers
Tubular markers shall conform to the requirements of the MUTCD, except that the minimum height shall be 28 inches.

Pavement-mounted tubular markers shall consist of a surface-mounted assembly which uses a separate base with a detachable tubular marker held in place by means of a locking device.

9-35.11 Warning Lights and Flashers
Warning lights and flashers shall conform to the requirements of the MUTCD.

9-35.12 Truck-Mounted Attenuator
The Truck-Mounted Attenuator (TMA) shall be selected from the approved units listed on the Qualified Products List. The TMA shall be mounted on a vehicle with a minimum weight of 15,000 pounds and a maximum weight in accordance with the manufacturer’s recommendations. Ballast used to obtain the minimum weight requirement, or any other object that is placed on the vehicle shall be securely anchored such that it will be retained on the vehicle during an impact. The Contractor shall provide certification that the unit complies with NCHRP 230 or 350 requirements. Units fabricated after 1998 must comply with NCHRP 350 requirements.

The TMA shall have an adjustable height so that it can be placed at the correct elevation during usage and to a safe height for transporting. If needed, the Contractor shall install additional lights to provide fully visible brake lights at all times.

The TMA unit shall have a chevron pattern on the rear of the unit. The standard chevron pattern shall consist of 4-inch yellow stripes, alternating non-reflective black and reflective yellow sheeting, slanted at 45 degrees in an inverted “V” with the “V” at the center of the unit.
Special Provisions
SPECIAL PROVISIONS

C 2756 - PHASE 1; SOUTH NACHES ROAD IMPROVEMENT PROJECT
(Bridge No. 35 to SR 12)

YAKIMA COUNTY, WASHINGTON

The English version of the 2004 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, including Division 1-99 APWA
Supplement 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 2004 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:

General Special Provision
Notes a revision to a General Special Provision
and also notes a Project Specific Special
Provision.
Region Special Provision
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:

Regions¹
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.

The APWA Supplement to Division 1 (Division 1-99) of the 2004 Standard Specifications will apply to this contract.

DIVISION 1
GENERAL REQUIREMENTS

DESCRIPTION OF WORK

(March 13, 1995)
The work to be performed under this Contract consists of the improvement of approximately 0.28 miles of South Naches Road, from Bridge No. 35 to SR 12. These improvements consists of grading, draining, placing and compacting base course, paving with Hot Mix Asphalt, and other work, in accordance with the attached Plans, these Special Provisions and the 2004 Standard Specifications and Amendments thereto.

The portion of South Naches Road to be improved is located in Section 4, Township 14 North, Range 17 East, Willamette Meridian.

FUNDS

(******)
Federal ISTEA and Yakima County Road funds are involved in the construction of these improvements.

SECTION 1-02, BID PROCEDURES AND CONDITIONS

1-02.12 Public Opening of Proposals

The bid opening date for this project shall be December 30, 2005.

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

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.

The County shall not consider proposals it receives after the time specified above. No oral, telephone, facsimile, or telegraphic bids or modifications shall be considered or accepted.
The bids shall be publicly opened and read after 2:00 p.m. on this date.

SECTION 1-05 CONTROL OF WORK

(March 13, 1995)

Cooperation With Other Contractors

Section 1-05.14 is supplemented with the following:

Other Contracts Or Other Work

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

1. Relocation of existing utilities, which are in conflict with the proposed improvements.

SECTION 1-06 CONTROL OF MATERIAL

Foreign Made Materials

Section 1-06 is supplemented with the following:

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.

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

(******)

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

SECTION 1-07 LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

1-07.2 State Taxes

Section 1-07.2 of the Standard Specifications is supplemented with the following:

(March 13, 1995)

The work on this contract is to be performed upon lands whose ownership obligates the Contractor to pay Sales tax. The provisions of Section 1-07.2(1) apply.

1-07.5 Fish And Wildlife and Ecology Regulations

(August 1, 2005)

State Departments of Fish And Wildlife

Section 1-07.5(2) is supplemented with the following:

The Contracting Agency has obtained a Hydraulic Project Approval (HPA) for this project. All contacts with the Department of Fish And Wildlife concerning this approval shall be through the Engineer. The provisions of the approval are as follows:

   See permit in the permit section of the Contract Documents.

This Hydraulic Project Approval pertains to contract work within the project limits as described in the original contract. This Hydraulic Project Approval is not a permit for work in material sources, staging areas, or disposal sites not provided in the contract.
When work described in the contract is to be performed below the ordinary high water line within areas designated as sensitive or to be protected, that work shall be performed between the dates of (See Permits section of the Contract Documents).

1-07.6 Permits And Licenses

(March 13, 1995)
Corps Of Engineers Permits For Construction
The Contracting Agency has obtained a Corps of Engineers permit for this project (Permit Number 200401268). All contacts with the Corps of Engineers 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 Corps of Engineers in the construction of this project and shall secure additional permits as are necessary.

1-07.9 Wages

1-07.9(1) General

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

(October 6, 2003)
The Federal wage rates incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. WA030001.

(January 7, 2002)
Application of Wage Rates For The Occupation Of Landscape Construction
State prevailing wage rates for public works contracts are included in this contract and show a separate listing for the occupation:

Landscape Construction, which includes several different occupation descriptions such as: Irrigation and Landscape Plumbers, Irrigation and Landscape Power Equipment Operators, and Landscaping or Planting Laborers.

In addition, Federal wage rates that are included in this contract may also include occupation descriptions in Federal Occupational groups for work also specifically identified with landscaping such as:

Laborers with the occupation description, Landscaping or Planting, or

Power Equipment Operators with the occupation description, Mulch Seeding Operator.
If Federal wage rates include one or more rates specified as applicable to landscaping work, then Federal wage rates for all occupation descriptions, specific or general, must be considered and compared with corresponding State wage rates. The higher wage rate, either State or Federal, becomes the minimum wage rate for the work performed in that occupation.

If Federal wage rates do not include any rates specified as applicable to landscaping work, the Contractor shall assume the Federal wage rates did not take landscaping into consideration. In these instances the minimum wage rate shall be the State wage rate for the occupations specified as applicable to landscape construction.

(******)
The Engineer shall conduct a minimum of one wage rate interview of the prime Contractor and each Subcontractor during the project.

1-07.11 Requirements for Nondiscrimination

Section 1-07.11 is supplemented with the following:

(March 6, 2000)
Requirement For Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246)


2. The goals and timetables for minority and female participation set by the Office of Federal Contract Compliance Programs, expressed in percentage terms for the Contractor’s aggregate work force in each construction craft and in each trade on all construction work in the covered area, are as follows:

   **Women - Statewide**

   **Timetable** | **Goal**
   --- | ---
   Until further notice | 6.9%
   Minorities - by Standard Metropolitan Statistical Area (SMSA)

   **Yakima, WA:**
   **SMSA Counties:**
   Yakima, WA | 9.7
   WA Yakima.

These goals are applicable to each nonexempt Contractor’s total on-site construction workforce, regardless of whether or not part of that workforce is performing work on a Federal, or federally assisted project, contract, or subcontract until further notice.
Compliance with these goals and time tables is enforced by the Office of Federal Contract compliance Programs.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, in each construction craft and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goal shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Engineer within 10 working days of award of any construction subcontract in excess of $10,000 or more that are Federally funded, at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the contract is to be performed.

4. As used in this Notice, and in the contract resulting from this solicitation, the Covered Area is as designated herein.

Standard Federal Equal Employment Opportunity Construction Contract Specifications (Executive Order 11246)

1. As used in these specifications:
   a. Covered Area means the geographical area described in the solicitation from which this contract resulted;
   
   b. Director means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;
   
   c. Employer Identification Number means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U. S. Treasury Department Form 941;
   
   d. Minority includes:

      (1) Black, a person having origins in any of the Black Racial Groups of Africa.
(2) Hispanic, a fluent Spanish speaking, Spanish surnamed person of Mexican, Puerto Rican, Cuban, Central American, South American, or other Spanish origin.

(3) Asian or Pacific Islander, a person having origins in any of the original peoples of the Pacific rim or the Pacific Islands, the Hawaiian Islands and Samoa.

(4) American Indian or Alaskan Native, a person having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.

2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractor's failure to take good faith effort to achieve the Plan goals and timetables.

4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of this Special Provision. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in geographical areas where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.
6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its action. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore, along with whatever additional actions the Contractor may have taken.

d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunity and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs.
relevant to the Contractor's employment needs, especially those programs
funded or approved by the U.S. Department of Labor. The Contractor shall
provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to
unions and training programs and requesting their cooperation in assisting the
Contractor in meeting its EEO obligations; by including it in any policy
manual and collective bargaining agreement; by publicizing it in the company
newspaper, annual report, etc.; by specific review of the policy with all
management personnel and with all minority and female employees at least
once a year; and by posting the company EEO policy on bulletin boards
accessible to all employees at each location where construction work is
performed.

g. Review, at least annually, the company's EEO policy and affirmative action
obligations under these specifications with all employees having any
responsibility for hiring, assignment, layoff, termination or other employment
decisions including specific review of these items with on-site supervisory
personnel such as Superintendents, General Foremen, etc., prior to the
initiation of construction work at any job site. A written record shall be made
and maintained identifying the time and place of these meetings, persons
attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any
advertising in the news media, specifically including minority and female
news media, and providing written notification to and discussing the
Contractor's EEO policy with other Contractors and Subcontractors with
whom the Contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written to minority, female and
community organizations, to schools with minority and female students and to
minority and female recruitment and training organizations serving the
Contractor's recruitment area and employment needs. Not later than one
month prior to the date for the acceptance of applications for apprenticeship or
other training by any recruitment source, the Contractor shall send written
notification to organizations such as the above, describing the openings,
screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority
persons and women and where reasonable, provide after school, summer and
vacation employment to minority and female youth both on the site and in
other areas of a Contractor's work force.

k. Validate all tests and other selection requirements where there is an obligation
to do so under 41 CFR Part 60-3.
l. Conduct, at least annually, an inventory and evaluation of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are nonsegregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the Contractor is a member and participant, may be asserted as fulfilling any one or more of the obligations under 7a through 7p of this Special Provision provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensure that the concrete benefits of the program are reflected in the Contractor's minority and female work-force participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrate the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).
10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspensions, terminations and cancellations of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of this Special Provision, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the government and to keep records. Records shall at least include, for each employee, their name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, the Contractors will not be required to maintain separate records.

15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

(August 2, 2004)
Disadvantaged Business Enterprise Participation
The Disadvantaged Business Enterprise (DBE) requirements of 49 CFR part 26 apply to this contract. The requirements of this contract are to encourage DBE participation,
supply a bidder’s list, and to report race neutral accomplishments quarterly as described in this special provision. No preference will be included in the evaluation of bids/proposals, no minimum level of DBE participation shall be required as a condition for receiving an award and bids/proposals will not be rejected or considered non-responsive on that basis.

**DBE Goals**

No DBE goals have been assigned as a part of this contract.

**Affirmative Efforts to Solicit DBE Participation**

DBE firms shall have equal opportunity to compete for and perform subcontracts which the Contractor enters into pursuant to this contract. Contractors are encouraged to:

1. Advertise opportunities for Subcontractors or suppliers in a manner reasonably designed to provide DBEs capable of performing the work with timely notice of such opportunities. All advertisements should include a provision encouraging participation by DBE firms and may be done through general advertisements (e.g. newspapers, journals, etc.) or by soliciting bids/proposals directly from DBEs.

2. Utilize the services of available minority community-based organizations, minority contractor groups, local minority assistance offices and organizations that provide assistance in the recruitment and placement of DBEs and other small businesses.

In addition, the Office of Minority and Women’s Business Enterprises has two DBE Supportive Services Offices available to assist you as follows:

- Seattle: (206) 553-7356
- Tacoma: (253) 680-7393

3. Establish delivery schedules, where requirements of the contract allow, that encourage participation by DBEs and other small businesses.

4. Achieve attainment through joint ventures.

In the absence of a mandatory goal, all DBE participation that is attained on this project will be considered as “race neutral” participation and will be reported as such.

**DBE Eligibility (for reporting purposes only)**

**Selection of DBEs:**

DBEs utilized on the contract will be eligible to be counted as race neutral participation only if the firm is identified as a DBE on the current list of firms certified by the Office of Minority and Women’s Business Enterprises (OMWBE), the DBE firm is certified in the corresponding NAICS code(s) for the type of work to be performed, and the DBE firm performs a commercially useful function. A list
of firms certified by OMWBE, including the NAICS codes for which they are certified, is available from that office and on line through their website (www.omwbe.wa.gov/directory/directory.htm) or by telephone at (360) 704-1181.

Counting DBE Participation For Reporting Race Neutral Accomplishments
When a DBE firm participates in a contract, only the value of the work actually performed by the DBE will be counted as race-neutral participation.

1. Count the entire amount of the portion of the contract that is performed by the DBE's own forces. Include the cost of supplies and materials obtained by the DBE for the work of the contract, including supplies purchased or equipment leased by the DBE (except supplies and equipment the DBE Subcontractor purchases or leases from the Prime Contractor or its affiliate, unless the Prime Contractor is also a DBE). Work performed by a DBE, utilizing resources of the Prime Contractor or its affiliates will not be counted as race-neutral participation. In very rare situations, a DBE firm may utilize equipment and/or personnel from a non-DBE firm other than the Prime Contractor or its affiliates. Should this situation arise, the arrangement must be short-term and have prior written approval from the Contracting Agency. The arrangement must not erode a DBE firm's ability to perform a Commercially Useful Function (See discussion of CUF, below).

2. Count the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance.

3. When a DBE subcontracts part of the work of its contract to another firm, the value of the subcontracted work may be counted as race neutral participation only if the DBE's lower tier Subcontractor is also a DBE. Work that a DBE Subcontracts to a non-DBE firm does not count as race neutral participation.

4. When a non-DBE subcontractor further subcontracts to a lower-tier subcontractor or supplier who is a certified DBE, then that portion of the work further subcontracted may be counted toward the DBE goal, so long as it is a distinct clearly defined portion of the work of the subcontract that the DBE is performing with its own forces in a commercially useful function.

DBE Prime Contractor
A DBE prime Contractor may only count the work performed with its own forces and the work performed by DBE Subcontractors and DBE suppliers.
Joint Venture
When a DBE performs as a participant in a joint venture, only that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work that the DBE performs with its own forces will count as race neutral participation.

Commerci‌ally Useful Function
Payments to a DBE firm will count as race neutral participation only if the DBE is performing a commercially useful function on the contract.

1. A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, installing (if applicable) and paying for the material itself.

2. A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation.

Trucking
Use the following factors in determining whether a DBE trucking company is performing a commercially useful function:

1. The DBE must be responsible for the management and supervision of the entire trucking operation for which it is listed on a particular contract.

2. The DBE must itself own and, with its own workforce, operate at least one fully licensed, insured, and operational truck used on the contract.

3. The DBE receives credit only for the total value of the transportation services it provides on the contract using trucks it owns or leases, insures, and operates with drivers it employs.

4. For purposes of this paragraph a lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

5. The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another
DBE may report race-neutral participation for the total value of the transportation services the lessee DBE provides on the contract.

6. The DBE may also lease trucks from a non-DBE firm and may enter an agreement with an owner-operator who is a non-DBE. The DBE who leases trucks from a non-DBE or employs a non-DBE owner-operator is entitled to count race-neutral participation only for the fee or commission it receives as a result of the lease arrangement. The DBE may not count the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.

7. In any lease or owner-operator situation, as described in paragraphs 5 & 6 above, the following rules shall apply:

- The DBE is limited to leasing or renting two additional trucks for each truck owned by the DBE trucking firm. The total number of leased or rented trucks shall include owner-operator arrangements.

- A written lease/rental agreement on all trucks leased or rented, showing the true ownership and the terms of the rental must be submitted and approved by the Contracting Agency prior to the beginning of the work. The agreement must show the lessor’s name, trucks to be leased, and agreed upon amount or method of payment (hour, ton, or per load). All lease agreements shall be for a long-term relationship, rather than for the individual project. Does not apply to owner-operator arrangements.

- Only the vehicle, (not the operator) is leased or rented. Does not apply to owner-operator arrangements.

8. In order for payments to be counted as race-neutral participation, DBE trucking firms must be covered by a subcontract or a written agreement approved by WSDOT prior to performing their portion of the work.

**Expenditures paid to other DBEs**

Expenditures paid to other DBEs for materials or supplies may be counted toward race neutral participation as provided in the following:

**Manufacturer**

1. Counting
   If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies toward race neutral participation.

2. Definition
To be a manufacturer, the firm operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.

3. In order to receive credit as a DBE manufacturer, the firm must have received an "on-site" review and been approved by WSDOT-OEO to operate as a DBE Manufacturing firm. To schedule a review, the manufacturing firm must submit a written request to WSDOT/OEO and may not receive race neutral credit, until the completion of the review. Once a firm's manufacturing process has been approved in writing, it is not necessary to resubmit the firm for approval unless the manufacturing process has substantially changed. Information on approved manufacturers may be obtained from WSDOT-OEO.

Regular Dealer

1. Counting
   If the materials or supplies are purchased from a DBE regular dealer, 60 percent of the cost of the materials or supplies will count toward race neutral participation.

2. Definition
   a) To be a regular dealer, the firm must own, operate or maintain a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. It must also be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.

   b) A person may be a regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business, as provided elsewhere in this specification, if the person both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by a long-term lease agreement and not on an ad hoc or contract-by-contract basis.

   c) Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not regular dealers.

3. Regular dealer status is granted on a contract-by-contract basis. To obtain regular dealer status, a formal written request must be made by the interested supplier (potential regular dealer) to WSDOT/OEO. Included in the request shall be a full description of the project, type of business operated by the DBE, and the manner the DBE will operate as a regular dealer on the specific
contract. Rules applicable to regular dealer status are contained in 49 CFR Part 26.55.e.2. Once the request is reviewed by WSDOT-OEO, the DBE supplier requesting it will be notified in writing whether regular dealer status was approved.

Materials or Supplies Purchased from a DBE
With respect to materials or supplies purchased from a DBE who is neither a manufacturer nor a regular dealer, the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies or fees or transportation charges for the delivery of materials or supplies required on a job site may be counted as race neutral participation. No part of the cost of the materials and supplies themselves may be applied as race neutral participation.

Procedures Between Award and Execution
After award of the contract, the successful bidder shall provide the additional information described below. A failure to comply shall result in the forfeiture of the bidder's proposal bond or deposit.

A list of all firms who submitted a bid or quote in an attempt to participate in this project whether they were successful or not. Include the correct business name, federal employer identification number (optional) and a mailing address.

The firms identified by the Contractor may be contacted to solicit general information as follows:

1. age of the firm
2. average of its gross annual receipts over the past three-years

Procedures After Execution

Reporting
The Contractor shall submit a “Quarterly Report of Amounts Credited as DBE Participation” (actual payments) on a quarterly basis for any calendar quarter in which DBE work is accomplished or upon completion of the project, as appropriate. The quarterly reports are due on January 20th, April 20th, July 20th, and October 20th of each year. The dollars reported will be in accordance with the “Counting DBE Participation For Reporting Race Neutral Participation” section of this specification.

In the event that the payments to a DBE have been made by an entity other than the Prime Contractor (as in the case of a lower-tier subcontractor or supplier), then the Prime Contractor shall obtain the quarterly report, including the signed affidavit, from the paying entity and submit the report to the Contracting Agency.
Payment
Compensation for all costs involved with complying with the conditions of this specification and any associated DBE requirements is included in payment for the associated contract items of work.

(March 13, 1995)
Federal Agency Inspection
Section 1-07.12 is supplemented with the following:

Required Federal Aid Provisions
The Required Contract Provisions Federal Aid Construction Contracts (FHWA 1273) and the amendments thereto supersede any conflicting provisions of the Standard Specifications and are made a part of this contract; provided, however, that if any of the provisions of FHWA 1273, as amended, are less restrictive than Washington State Law, then the Washington State Law shall prevail.

The provisions of FHWA 1273, as amended, included in this contract require that the Contractor insert the FHWA 1273 and amendments thereto in each subcontract, together with the wage rates which are part of the FHWA 1273, as amended. Also, a clause shall be included in each subcontract requiring the subcontractors to insert the FHWA 1273 and amendments thereto in any lower tier subcontracts, together with the wage rates. The Contractor shall also ensure that this section, REQUIRED FEDERAL AID PROVISIONS, is inserted in each subcontract for subcontractors and lower tier subcontractors. For this purpose, upon request to the Project Engineer, the Contractor will be provided with extra copies of the FHWA 1273, the amendments thereto, the applicable wage rates, and this Special Provision.

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
Verizon
4916 W Clearwater, Kennewick, WA 99336
1-800-424-5555
(509) 575-7183
1-07.23 Public Convenience And Safety

1-07.23(1) Construction Under Traffic

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

(April 5, 2004)

The construction safety zone will be determined as follows:

When the posted speed is 35 MPH or under, the safety zone will be 10 feet from the outside edge of traveled way or 2 feet beyond the outside edge of the sidewalk.

When the posted speed is from 40 to 55 MPH the safety zone will be 15 feet from the outside edge of traveled way.

When the posted speed is 60 MPH or over the safety zone will be 30 feet from the outside edge of traveled way.

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

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

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

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

SECTION 1-08 PROSECUTION AND PROGRESS

1-08.1 Subcontracting

Section 1-08.1 is supplemented with the following:
Prior to any subcontractor or lower tier subcontractor beginning work, the Contractor shall submit to the Engineer a certification (WSDOT Form 420-004) that a written agreement between the Contractor and the subcontractor or between the subcontractor and any lower tier subcontractor has been executed. This certification shall also guarantee that these subcontract agreements include all the documents required by the Special Provision Federal Agency Inspection.

A subcontractor or lower tier subcontractor will not be permitted to perform any work under the contract until the following documents have been completed and submitted to the Engineer:

1. Request to Sublet Work (Form 421-012), and
2. Contractor and Subcontractor or Lower Tier Subcontractor Certification for Federal-aid Projects (Form 420-004).

The Contractor's records pertaining to the requirements of this Special Provision shall be open to inspection or audit by representatives of the Contracting Agency during the life of the contract and for a period of not less than three years after the date of acceptance of the contract. The Contractor shall retain these records for that period. The Contractor shall also guarantee that these records of all subcontractors and lower tier subcontractors shall be available and open to similar inspection or audit for the same time period.

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 develop 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 provided the
Project Engineer with the supplemental progress schedules within ten calendar days of
receiving notice of the request.

1-08.5 Time For Completion

(******)
Section 1-08.5 of the Standard Specifications is supplemented with the following:

The Illumination System SR 12 shall be completed and operational by February 15, 2006. The
Kelly/Lowry Ditch culvert extension shall be completed by January 31, 2006 per the
requirements of the HPA. The remainder of the project shall be physically completed within 40
working days once the road work begins in 2006.

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.

(April 28, 1997)

Payment For Material On Hand

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.

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:

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.

SECTION 1-99 APWA SUPPLEMENT

(*****)
Division 1-99 APWA Supplement will apply for this contract.

1-07.18 Public Liability and Property Damage Insurance (APWA only)

1-08.0(2) Hours Of Work (APWA Only)

Section 1-08.0(2) HOURS OF WORK (APWA ONLY) is supplemented with the following:

(*****)
The last paragraph of this section is deleted for this project.

1-08.0(3) Reimbursement For Overtime Work Of Contracting Agency Employees (Non-Federal Aid Projects Only) (APWA Only)

Section 1-08.0(2) REIMBURSEMENT FOR OVERTIME WORK OF CONTRACTING AGENCY EMPLOYEES (NON-FEDERAL AID PROJECTS ONLY) (APWA ONLY)

(*****)
This section is deleted.

DIVISION 2
EARTHWORK

SECTION 2-01 CLEARING, GRUBBING, AND ROADSIDE CLEANUP

2-01.1 Description

Section 2-01.1 is supplemented with the following:

(March 13, 1995)
Clearing and grubbing on this project shall be performed within the following limits:

The Contractor shall clear and grub as staked unless otherwise directed by the Engineer. The Contractor shall remove and dispose of all existing shrubs, trees, etc whether or not they are shown on the plans. Those areas identified on the Plans as having construction easements shall only be cleared as needed for improvements.
2-01.2(1) Disposal Method No. 1 – Open Burning

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

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

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

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

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

2-01.5 Payment

Section 2-01.5 is revised as follows:

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

SECTION 2-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

2-02.3 Construction Requirements

Section 2-02.3 is supplemented with the following:

(February 17, 1998)
Removal of Obstructions

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

1. Remove existing concrete headwalls Sta. 113+75 Rt. & Lt.
2. Remove existing fencing, which is in conflict with the proposed improvements if not relocated by property owners. Contractor shall field verify the amount of fencing to be removed prior to bidding the project.
3. All other items encountered, which are not covered by Section 2-01 of the Standard Specifications (Clearing, Grubbing, and Roadside Cleanup) shall be considered incidental to the bid item "Removal of Structures and Obstructions".

Section 2-02.3 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.

2-03.2 Materials (New Section)

Section 2-03.2 of the Standard Specifications shall be supplemented with the following:

Clean sand for drainage infiltration ponds shall be graded per Section 9-03.1(2)B fine aggregate for concrete Class 2.

Clean sand shall be mixed with 25% by volume of commercially supplied vegetative compost approved by the Engineer.

2-03.3(14) Embankment Construction

2-03.3(14)C Compacting Earth Embankments

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

2-03.4 Measurement

Section 2-03.4 of the Standard Specifications is deleted and replaced with the following:
Only one determination of the original ground elevations shall be made on this project. Measurement for roadway excavation and embankment shall be based on the original ground elevations recorded previous to the award of this Contract and the alignment, profile, grade, and roadway section as shown on the plans and as staked by the Engineer. Control stakes shall be set during construction to provide the Contractor with all essential information for the construction of excavation and embankments.

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

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

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

Clean sand placed within the infiltration pond will be measured by the cubic yard truck measure.

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 Including 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 Including Haul."

The unit contract price for "Clean Sand" per Cubic Yard Truck Measure shall be full compensation for providing all materials, labor, and equipment necessary for the work including, but not limited to, mixing, placing, spreading, and shaping.

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 for storm sewers and culverts shall not be measured for payment.

2-09.5 Payment

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

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

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
(******)
County Furnished Material Sources, Alternate A

If the Contractor chooses to bid the Contract using ALTERNATE “A”, “COUNTY SUPPLIED CRUSHED SURFACING MATERIALS”, then the following shall apply:

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.

Yakima County shall make available to the Contractor Crushed Surfacing Common Borrow, Base Course and Crushed Surfacing Top Course located at Yakima County's Summitview Quarry. Summitview Quarry is located in the South Half of Section 11, Township 13 North, Range 17 E.W.M., approximately 9 road miles northwest of the project. If the Contractor elects to use the Yakima County's Crushed Rock Materials, he shall provide, set up, and maintain scales as per Section 1-09.2 of the Standard Specifications, otherwise the Contractor shall bear full responsibility for furnishing all materials. Any source other than Summitview Quarry shall be approved, in writing, by the Engineer prior to beginning of operations.

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

3-01.4 Contractor Furnished Material Sources

Contractor Furnished Material Sources, Alternate B

If the Contractor chooses to bid the Contract using ALTERNATE “B”, “CONTRACTOR SUPPLIED CRUSHED SURFACING MATERIALS”, then the following shall apply:

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

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

5-04.3 Construction Requirements

5-04.3(8) Mixing

5-04.3(8)A Acceptance Sampling and Testing

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

5-04.3(9) Spreading and Finishing

Section 5-04.3(9) of the Standard Specifications is supplemented with the following:

(******)

Unless otherwise directed by the Engineer the nominal compacted depth of any layer of HMA Cl. 1/2 " PG 64-28 shall not exceed 0.15 feet.

5-04.3(10) Compaction

5-04.3(10)B Control

(******)

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

HMA used in traffic lanes, including lanes for ramps, truck climbing, weaving, and speed change, and having specified compacted course thickness greater than 0.10 foot, shall be compacted to a specified level relative density. The specified level of relative density shall be a minimum of 91.0 percent of the reference maximum density as determined by WSDOT for AASHTO T 209. The reference maximum density shall be determined as the moving average of the most recent five determinations for the lot of asphalt concrete being placed. The specified level of density attained will be determined by five nuclear gauge tests taken in accordance with WAQTC FOP TM8 and WSDOT SOP T 729 on the day the mix is placed (after completion of the finish rolling) at locations determined by the stratified random sampling procedure conforming to WSDOT Test Method 716 within each density lot. The quantity represented by each density lot will be no greater than a single day’s production or approximately 400 tons, whichever is less. The Engineer will furnish the Contractor with a copy of the results of all acceptance testing performed in the field by 7:00 a.m. the morning of the next workday after testing, or 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: \[ PA = Q \times AUCP \times PAF \]
\[ AUCP = UCP - VLA \]
\[ VLA = PLA \times RLAU \]
\[ RLAU = LAU/100 \]

- 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:**

\[ Q = 200 \text{ tons} \]
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 Hot Mix Asphalt (HMA) for Driveways (Incl. Buffers). 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 (Incl. Buffers)", per Ton, "Crushed Surfacing Top Course" per Ton, "Crushed Surfacing Base Course" per Ton, and "Roadway Excavation Including Haul" per Cubic Yard.

HMA placed in sidewalk buffers shall be measured as "HMA for Approach (Incl. Buffers)", per Ton.

5-04.5 Payment

Section 5-04.5 is supplemented with the following:

(******)

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

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

(*****)

South Naches Road C 2756 - Phase 1  Page 144  Special Provisions
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.

6-02.3(6)A Weather and Temperature Limits to Protect Concrete.

Section 6-02.3(6)A of the Standard Specifications is supplemented with the following:

COLD WEATHER PROTECTION

The first sentence is deleted and replaced with the following:

(******)
The construction schedule necessitates placement of concrete during months when cold weather will be expected. The Contractor shall provide a written procedure for cold weather concreting at the pre-construction conference, for review and approval by the Engineer.

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

The Contractor shall provide and maintain a recording thermometer at the project site.
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, and the stormwater pond overflow pipe. The flap gate shall be compatible with the type of pipe installed.

7-02.3 Construction Requirements

Section 7-02.3 is supplemented with the following:

(******)
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.

The stormwater pond overflow pipe shall not be beveled and shall have a flap gate installed at the ditch end.

The Cl. III Reinf. Conc. Culv. Pipe, 60 In. Diam. Will be stockpiled approximately 250 feet north of the stream crossing at R J's Tire & Auto Center, 10160 South Naches Road.

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 Item "Cl. III Reinf. Conc. Culv. Pipe, ___ In. Diam. (County Supplied)" per Linear Foot, shall include all costs associated with labor, equipment, etc. necessary to connect to the existing concrete pipe as noted in the plans and no further payment shall be made.

******
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 7-04 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 pipefittings including elbows, tees, gaskets, bands, etc., are considered incidental to individual pipe Bid Items involved, and no further payment shall be made.

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

When the Engineer directs the Contractor to backfill trenches with 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 or the City of Yakima.

7-05.5 Payment

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

(*****)

The Unit Contract Price for "Catch Basin Type 2 48 In. Diam." per Each, shall be full compensation for all labor, equipment, tools, and materials necessary to excavate, load, haul, compact, supply and place Catch Basin Type 2 48 In. Diam., PVC Tee, and any other work required to complete the item as detailed in the plans and contract documents and no further payment will be made.

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" shall be measured by the Ton.

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

Structure Excavation Class B, and Structure Excavation Class B, including haul shall not be measured for culverts.

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, Including Haul for the storm sewer shall be included in the unit contract price for the type and size of pipe installed.

SECTION 7-20 ADJUSTMENT OF EXISTING UTILITY STRUCTURES TO FINISH GRADE

The following new section is added to Division 7 of the Standard Specifications.

(*****)
7-20.1 Description

This work consists of adjusting existing utility structures to finished grade.
7-20.2 Materials

Materials used in adjusting existing utility structures to finished grade shall conform to the requirements of those sections under which the utility would be constructed.

7-20.3 Construction Requirements

7-20.3(1) Adjustment of Manhole, Catch Basins, and Similar Structures

7-20.3(1)a Hot Mixed Asphalt Materials

Manholes and similar structures to be adjusted in conjunction with paving projects shall be lowered to a point approximately eight (8) inches below subgrade and covered with a temporary cover. The Contractor shall reference each structure so that it may be easily found upon completion of the street work.

These structures shall not be adjusted until the pavement work is completed, at which time the center of each structure shall be relocated from references previously established by the Contractor.

The asphalt concrete pavement shall be cut and removed to a neat circle, the diameter of which shall be equal to the outside diameter of the frame plus two (2) feet. The frame shall be placed on adjustment rings and set to the desired grade. The base materials shall be removed and Class 3000 Cement Concrete shall be placed within the entire volume of the excavation up to 1 1/2 inches below the finished pavement surface.

On the following day, the concrete, the edges of asphalt concrete pavement, and the outer edge of the casting shall be coated with a tack coat in accordance with Section 5-04.3(5)a of the Standard Specifications. HMA shall then be placed and compacted with hand tamper and a patching roller.

The complete patch shall match the exiting paved surface for uniformity of grade. The point between the patch and the existing pavement shall than be painted with hot asphalt cement or asphalt emulsion and shall be immediately covered with dry paving sand before the asphalt cement solidifies.

7-20.3(1)b Modification of Existing Manhole

Manhole flat slab or cone top section may be required to be removed and rotated to allow cast iron frame and cover to avoid the construction, i.e. curb and gutters. In these situations, a new manhole access ladder or manhole safety steps shall be constructed and the existing steps shall be removed.

7-20.3(2) Adjustment of Valve Box, Cleanout, and Monument Castings

Adjustment shall be made in the same manner as for manholes, except the asphalt concrete pavement shall be cut and removed to a neat circle, the diameter of which shall be equal to the outside diameter of the frame plus one (1) foot.
7-20.4 Measurement

Measurement for all payment items shall be per Each.

7-20.5 Payment

Payment for adjusting existing utility structures to grade shall be made for the following Bid Items:

2. "Adjust Valve Box", per Each.

The bid amount shall include removing manhole castings, cones, rings, temporary cover installation, pavement cutting, providing ladder adjustments, cement, and Hot Mix Asphalt placement.

DIVISION 8
MISCELLANEOUS CONSTRUCTION

SECTION 8-01 EROSION CONTROL AND WATER POLLUTION CONTROL

(*-----*)
The Contractor shall prepare an erosion control plan (ECP). This plan shall outline how and to what specifications various erosion control devices will be installed to meet water quality standards. The ECP shall provide a specific inspection protocol and time response. The erosion control measures shall be sufficient to ensure compliance the requirements of the Hydraulic Project Approval and CORP permit in the permit section of the Contract Documents. The ECP shall be maintained on site and shall be available for review upon request. The ECP shall be submitted to the Engineer for review and approval prior to the beginning of construction.

8-01.3 Construction Requirements

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

Prior to beginning work for the pipe extension for Kelly/Lowry Ditch, the Contractor shall install a stream diversion following the steps outlined in the construction plans. The stream flow can be drawn down to approximately 5 c.f.s. during the diversion. The Contractor shall notify the Engineer one week prior to beginning work to coordinate the draw down of the ditch.

The ditch diversion shall meet the requirements outlined in the Hydraulic Project Approval and shall be submitted to the Engineer for approval prior to beginning work. Said stream diversion shall be removed by January 31, 2006.

The diversion method requires trenching across the existing road, said trench can be plated during the diversion operation. Once the diversion is removed, the Contractor shall patch the road crossing with an asphalt wearing course. The trench patch shall be maintained by the Contractor until the road work begins.
8-01.5 Payment

Section 8-01.5 of the Standard Specifications is supplemented with the following:

(******)
The Contract Unit price for "Stream Diversion" per Lump Sum shall be full compensation for all labor, equipment, tools, and materials necessary to pipe, excavate, patch and maintain trench crossing, installation of fish screens, construct and maintain cofferdams, or otherwise protect and contain the stream during pipe installation.

8-02 ROADSIDE RESTORATION

8-02.3(15)B Seeding and Fertilizing

(******)

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

Seeding shall be placed once the embankment construction is completed and before March 15, 2006.

Grass seed, of the following composition, proportion, and quality, shall be applied at the rate of 52 pounds per acre on all areas requiring seeding within the project:

<table>
<thead>
<tr>
<th>Grass Species</th>
<th>Scientific Name</th>
<th>Pounds per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sandburg Bluegrass</td>
<td>Poa sandbergii</td>
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<tr>
<td>Bluebunch Wheatgrass</td>
<td>Agropyron spicatum</td>
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</tr>
<tr>
<td>Indian Ricegrass</td>
<td>Oryzopsis hynenoides</td>
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<td>Basin Wild Rye</td>
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<tr>
<td>Annual Rye</td>
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<td><strong>Total Pounds per Acre</strong></td>
<td></td>
<td><strong>52</strong></td>
</tr>
</tbody>
</table>

010304B1.FR8

(January 5, 1998)

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

- Total Nitrogen as N - 80 pounds per acre
- Available Phosphoric Acid as P₂O₅ - 40 pounds per acre
- Soluble Potash as K₂O - 40 pounds per acre
Ninety percent of nitrogen applied per acre shall be derived from isobutylidene diurea (IBDU),
cyclo-di-urea (CDU), or sulfur-coated urea (SCU). The remainder may be derived from any
source.

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

8-02.3(15)D Mulching

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

(******)

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

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

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

(******)

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

8-02.5 Payment

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

(******)

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

SECTION 8-04 CURBS, GUTTERS, AND SPILLWAYS

8-04.3 Construction Requirements

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

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

(******)

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

8-04.3(1)A Extruded Cement Concrete Curb

Section 8-04.3(1)A of the Standard Specifications is supplemented with the following:
Should the Contractor elect to have the curbs and gutters cast by the extruded method, then a modified Class 4000 concrete mix shall be used. The proposed mix shall be submitted for review and approval by the Engineer a minimum of ten working days prior to the date of intended use.

The following new section is added to Division 8.

SECTION 8-05 DRIVEWAY APPROACHES

8-05.1 Description

The Contractor shall excavate gravel driveway approaches and field entrances adjacent to the roadway, place and compact Crushed Surfacing Top Course as directed by the Engineer. Unless shown otherwise on the attached Plans or directed otherwise by the Engineer, driveway approaches shall be excavated at a constant slope from the finished roadway surface 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 Including 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 8-14 CEMENT CONCRETE SIDEWALKS

8-14.3 Construction Requirements
Section 8-14.3 of the Standard Specifications is supplemented with the following:

(******)
At all driveway and sidewalk ramp depressions, the back of the sidewalk grade shall be
depressed to maintain a 2 percent grade from back of curb, unless noted otherwise on the
plans or directed by the Engineer.

8-14.5 Payment

Section 8-14.5 of the Standard Specifications is supplemented with the following:

(******)
All necessary excavation required in the construction of Cement Concrete Sidewalks shall
be paid under the Contract Bid Item "Roadway Excavation Including Haul" per Cubic Yard,
and shall include all costs of labor, material, equipment etc. to complete the necessary
excavation as specified and no further payment shall be made.

Top Course materials placed under Cement Concrete Sidewalks, Cement Concrete
Driveway Entrance, and Cement Concrete Sidewalk Ramp, as shown on the Plans, shall be
paid by the bid item "Crushed Surfacing Top Course" per Ton.

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:

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

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

SECTION 8-20 ILLUMINATION, TRAFFIC SIGNAL SYSTEM, AND ELECTRICAL

8-20.2 Materials

Section 8-20.2 of the Standard Specifications is supplemented with the following:

(******)
The Engineer reserves the right to call for a sample to be delivered within seven (7) calendar days after notification whether in writing or by telephone conversation. It is the responsibility of the Contractor to coordinate approvals, ordering, delivery dates, and installation of material and equipment to produce an accepted workable complete system by the stated completion date.

The County shall provide the following materials to be incorporated into the project by the Contractor:

Six (6) WSDOT 40 ft. Lighting Standards with 10-foot Type 2 luminaire mast arms, anchor bolts, and two piece base covers.

Six (6) G.E. 250 Watt, 240 V luminaire, including lamp Catalog No. MDCL25S3M12FMC32

Ten (10) WSDOT 40 ft. Lighting Standards with 16-foot Type 2 luminaire mast arms, anchor bolts, and two piece base covers.

Ten (10) G.E. 310 Watt, 240 V luminaire, including lamp Catalog No. MDCL31S3M12MC32

One (1) Type PS Traffic Signal including anchor bolts.

Four (4) Anchor bolts for a type II traffic signal.
The pedestrian signal standard, anchor bolts, light standards including mast arms, and base covers will be made available at the Yakima County Public Services Meyers Stockpile site located on South Keys Road across from the KOA campground, Yakima, Washington. The luminaires, including the lamps will be made available at the Yakima County Department of Public Services maintenance shop at 1216 S. 18th Street, Yakima Washington. The Contractor shall make prior arrangements for the pickup of materials.

8-20.2(1) Equipment List and Drawings

Section 8-20.2(1) of the Standard Specifications is supplemented with the following:

*****

Approval of supplemental data shall require fifteen (15) calendar days from the date the Engineer receives the data until they are placed in the mail and returned to the Contractor. The approval time is based on data that is complete and appropriate for the project. Any deficiencies shall require additional time based on the degree of the deficiency and the additional review time required.

8-20.3 Construction Requirements

8-20.3(1) General

Section 8-20.3(1) of the Standard Specifications is supplemented with the following:

*****

The Contractor shall obtain all required permits and licenses. All electrical work will require inspection and approval by the Washington State Department of Labor and Industries, Electrical Inspection Division.

8-20.3(2) Excavating and Backfilling

Section 8-20.3(2) of the Standard Specifications is supplemented with the following:

*****

Pole base foundation excavation shall be augered with proper care to avoid damage to other installations. Concrete shall be poured against undisturbed soil. The Contractor shall demonstrate that the pole base foundation cannot be augered as determined by the Engineer and only then will an alternate foundation design be considered. Any other method used by the Contractor must be requested in writing and approved by the Engineer before any excavation is begun.

All conduit installed by open trenching shall be backfilled with Contractor supplied Crushed Surfacing Top Course. Conduit trench backfill shall be placed in horizontal lifts not to exceed six (6) inches in depth. Compaction of the conduit trenches in all areas shall be accomplished by means of a hand-held gasoline powered impact tamper fitted with a plate not wider than the trench. Compaction shall be 95 percent (%) of the maximum density.
All costs shall be incidental to the Contract Bid Item "Illumination System ___" and no further payment will be made.

8-20.3(4) Foundations

The last paragraph of Section 8-20.3(4) of the Standard Specifications is supplemented with the following:

(*****)

The upper six (6) inches shall be formed to a minimum of two (2) foot by two (2) foot square, unless noted otherwise, to present a neat appearance and shall be separated from sidewalks and other adjoining concrete surfaces by an expansion joint. An amount of each anchor bolt sufficient for the pole base thickness, two (2) nuts, two (2) washers, one-half (1/2) inch of thread above the top nut plus one (1) inch shall extend above the concrete surface. The bolt circle for the anchor bolts shall be verified by the contractor.

(*****)

Foundations for light standards shall be constructed of Class 4000 air-entrained concrete.

8-20.3(5) Conduit

In Section 8-20.3(5) of the Standard Specifications delete the sentence "1. 24 inches below the curb grade in the sidewalk areas" and replace with the following:

(*****)

4. 30 inches below the top of curb grade in the sidewalk area.

In Section 8-20.3(5) of the Standard Specifications delete the paragraph that begins with "All covered underground conduit" and replace with the following:

(*****)

All covered underground conduit shall be cleaned with an approved mouse. The mouse shall be pulled through the conduit by establishing a vacuum prior to pulling.

In Section 8-20.3(5) of the Standard Specifications is supplemented with the following:

(*****)

Nonmetallic conduit shall be employed as an alternate to metallic conduit at other locations unless specified otherwise in the contract.

8-20.3(6) Junction Boxes

Section 8-20.3(6) of the Standard Specifications is supplemented with the following:

(*****)

Junction boxes shall not be placed in handicap ramps or landing areas.

8-20.3(8) Wiring
Wiring

Section 8-20.3(8) is supplemented with the following:

(March 13, 1995)

Field Wiring Chart

<table>
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<th>Movement Number</th>
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<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
</tr>
</thead>
</table>

Vehicle Head

| Red             | 611 | 621 | 631 | 641 | 651 | 661 | 671 | 681 | 691 |
| Yellow          | 612 | 622 | 632 | 642 | 652 | 662 | 672 | 682 | 692 |
| Green           | 613 | 623 | 633 | 643 | 653 | 663 | 673 | 683 | 693 |
| Spare           | 614 | 624 | 634 | 644 | 654 | 664 | 674 | 684 | 694 |
| Spare           | 615 | 625 | 635 | 645 | 655 | 665 | 675 | 685 | 695 |
| AC-             | 616 | 626 | 636 | 646 | 656 | 666 | 676 | 686 | 696 |
| Red Auxiliary   | 617 | 627 | 637 | 647 | 657 | 667 | 677 | 687 | 697 |
| Yellow Auxiliary| 618 | 628 | 638 | 648 | 658 | 668 | 678 | 688 | 698 |
| Green Auxiliary | 619 | 629 | 639 | 649 | 659 | 669 | 679 | 689 | 699 |

Pedestrian Heads & Dets.

| Hand            | 711 | 721 | 731 | 741 | 751 | 761 | 771 | 781 | 791 |
| Man             | 712 | 722 | 732 | 742 | 752 | 762 | 772 | 782 | 792 |
| AC-             | 713 | 723 | 733 | 743 | 753 | 763 | 773 | 783 | 793 |
| Detection       | 714 | 724 | 734 | 744 | 754 | 764 | 774 | 784 | 794 |
| Common-Detection| 715 | 725 | 735 | 745 | 755 | 765 | 775 | 785 | 795 |
| Spare           | 716 | 726 | 736 | 746 | 756 | 766 | 776 | 786 | 796 |
| Spare           | 717 | 727 | 737 | 747 | 757 | 767 | 777 | 787 | 797 |
| Spare           | 718 | 728 | 738 | 748 | 758 | 768 | 778 | 788 | 798 |
| Spare           | 719 | 729 | 739 | 749 | 759 | 769 | 779 | 789 | 799 |

Detection

| AC+             | 811 | 821 | 831 | 841 | 851 | 861 | 871 | 881 | 891 |
| AC-             | 812 | 822 | 832 | 842 | 852 | 862 | 872 | 882 | 892 |
| Common-Detection| 813 | 823 | 833 | 843 | 853 | 863 | 873 | 883 | 893 |
| Detection A     | 814 | 824 | 834 | 844 | 854 | 864 | 874 | 884 | 894 |
| Detection B     | 815 | 825 | 835 | 845 | 855 | 865 | 875 | 885 | 895 |
| Loop 1 Out      | 816 | 826 | 836 | 846 | 856 | 866 | 876 | 886 | 896 |
| Loop 1 In       | 817 | 827 | 837 | 847 | 857 | 867 | 877 | 887 | 897 |
| Loop 2 Out      | 818 | 828 | 838 | 848 | 858 | 868 | 878 | 888 | 898 |
| Loop 2 In       | 819 | 829 | 839 | 849 | 859 | 869 | 879 | 889 | 899 |

Supplemental Detection

| Loop 3 Out      | 911 | 921 | 931 | 941 | 951 | 961 | 971 | 981 | 991 |
| Loop 3 In       | 912 | 922 | 932 | 942 | 952 | 962 | 972 | 982 | 992 |
| Loop 4 Out      | 913 | 923 | 933 | 943 | 953 | 963 | 973 | 983 | 993 |
SECTION 8-22 PAVEMENT MARKINGS

8-22.3 Construction Requirements

Section 8-223.3 is supplemented with the following:

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

SECTION 9-03 AGGREGATES

9-03.8(6) Proportions of Materials

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

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

9-03.8(6)A Basis of Acceptance

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

SECTION 9-28 SIGNING MATERIAL AND FABRICATION

9-28.8 Sheet Aluminum Signs

The last line of the table in the second paragraph in Section 9-28.8 of the Standard Specifications is revised as follows:

(******)
Over 36 inches 0.125 inch
Sign Support Structures
Section 9-28.14 is supplemented with the following:

(April 7, 2003)
Perforated Steel Square Sign Posts
Where noted in the Plans, steel sign posts shall be square, pre-punched galvanized steel tubing, manufactured by one of the following:

Telespar, Ulti-Mate, S-Square or approved equal.

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

SECTION 9-29 ILLUMINATION, SIGNALS, ELECTRICAL

9-29.2 Junction Boxes
Section 9-29.2 of the Standard Specifications is supplemented with the following:

(******)
Junction boxes shall be concrete conforming to the detail in Standard Plan J-11a.

Item No. 8 of Section 9-29.3 is deleted and replaced with the Following:

(******)
8. Loop detector wire shall be Canoga Loop Detector Home-run Cable, Model No. 30003.

9-29.10 Luminaires
Section 9-29.10 of the Standard Specifications is supplemented with the following:

(******)
Luminaires shall be cobra head type 250 watt and 310 watt, 240 volt high pressure sodium. All luminaires shall be without individual photoelectric controls. The luminaireies IES distribution type shall be Type MC III.

High-pressure sodium lamps shall have a 24,000-hour rated life.

9-29.13(3) Emergency Preemption

1. Opticom Detector Lead-in-Cable- Three (3) conductor shielded cable shall be 3M Brand “Opticom” type 138 or approved equal.

9-29.17 Signal Head Mounting Brackets and Fittings
Section 9-29.17 of the Standard Specifications is supplemented with the following:

(* *****)
The existing Type N mounts shall be used for all vehicle signal heads. Type C mount shall
be used for all pedestrian signal heads on pedestrian signal standards.

9-29.19 Pedestrian Push Button

Section 9-29.19 of the Standard Specifications is supplemented with the following:

Installation of pedestrian push buttons shall be Type PPB-M as shown on Standard Plan
J-5.

9-29.20 LED Pedestrian Displays

Section 9-29.20 of the Standard Specifications is supplemented with the following:

(* *****)
Pedestrian signal heads shall be the LED type with Z crate visors with symbol messages side
by side.

Dialight pedestrian signal displays with side by side filled hand and filled man are required
for all pedestrian signal heads.

SECTION 9-34 PAVEMENT MARKING MATERIAL

9-34.2 Paint

Section 9-34.2(2) of the Standard Specifications is supplemented with the following:

(* *****)
Pavement marking materials shall be Low VOC Waterborne Paint.

STANDARD PLANS

April 4, 2005

The State of Washington Standard Plans for Road, Bridge and Municipal Construction M21-01
transmitted under Publications Transmittal No. PT 05-012, effective April 4, 2005 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-14f
In SECTION "A", the reference to SEE STD. PLAN C-14b is revised to SEE STD. PLAN C-14e.

C-14g
In SECTION "A" and SECTION "B", the reference to SEE STD. PLAN C-14b is revised to SEE STD. PLAN C-14e.

D-2k Sheet 2
In the "BAR B" detail, all references to "button head" are revised to read "cone head".

D-2n Sheet 2
In DETAIL A, the specification for 1/4" Anchor bolt is revised to 1 1/4" Anchor bolt.

In the BASE PLATE DETAIL the reference to AASHTO M 183 is revised to ASTM A 36.

In the "BAR B" detail, all references to "button head" are revised to read "cone head".

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 is the publication approval date shown in the lower right-hand corner of that plan. Standard Plans not having this date shall not be used in this contract.

A-1 .................. 5/13/02  A-3 .................. 5/30/02  A-5 .................. 2/24/03
B-1 .................. 7/21/03  B-4g .................. 7/18/97  B-20d .................. 6/30/04
B-1a .................. 6/23/04  B-4h .................. 5/09/97  B-21 .................. 7/18/97
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REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. GENERAL

1. These contract provisions shall apply to all work performed on the contract by the contractor’s own organization and with the assistance of workers under the contractor’s immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

3. A breach of any of the stipulations contained in these Required Contract Provisions shall be sufficient grounds for termination of the contract.

4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

   Section I, paragraph 2;
   Section IV, paragraphs 1, 2, 3, 4, and 7;
   Section V, paragraphs 1 and 2a through 2g.

5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor’s employees or their representatives.

6. Selection of Labor: During the performance of this contract, the contractor shall not:

   a. discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or

   b. employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630 and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor’s project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

   a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.

   b. The contractor will accept as his operating policy the following statement:

   “It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training.”

2. EEO Officer: The contractor will designate and make known to the SHA contracting offices an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor’s staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor’s EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be

ATTACHMENTS

A. Employment Preference for Appalachian Contracts (included in Appalachian contracts only)
met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)

c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform the complaining employee of all his avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will supersede as indicated in the special provision.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to affect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral
practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.

b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.

c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.

9. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

a. The records kept by the contractor shall document the following:

1. The number of minority and non-minority group members and women employed in each work classification on the project;

2. The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

3. The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

4. The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.

b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more)

a. By submission of this bid, the execution of this contract or subcontract, or the consumption of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of $10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt)

1. General:

a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account except such payroll deductions as are permitted by regulations (29 CFR 3) issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276a) the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any
additional classifications and wage rates conform to paragraph 2 of this Section IV and the DOL post (WH-1321) or Form FHWA-1435) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer’s payroll records accurately set forth the time spent in each classification in which work is performed.

c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2. Classification:

a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

1. the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

2. the additional classification is utilized in the area by the construction industry;

3. the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and

4. with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractor, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendations of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3. Payment of Fringe Benefits:

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:

a. Apprentices:

1. Apprentices will be permitted to work at a lesser than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

2. The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid no less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less.

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than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor’s or subcontractor’s registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice’s level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withholds approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

(1) Except as provided in 29 CFR 5.15, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Helpers:

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under a approved definition, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed.

5. Apprentices and Trainees (Programs of the U.S. DOT):

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6. Withholding:

The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. Overtime Requirements:

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8. Violation:

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible therefor shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to
the United States in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7. In the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. Withholding for Unpaid Wages and Liquidated Damages:

The SHA shall, upon its own action or upon written request of any authorized representative of the DOL, withhold, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1. Compliance with Copeland Regulations (29 CFR 3):

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2. Payrolls and Payroll Records:

a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.

b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof) the types described in Section 1(b)(2)(18) of the Davis Bacon Act; daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(18) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and raises and wage rates prescribed in the applicable programs.

c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers, as described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted shall set out accurately and completely all of the information required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 028-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor shall be responsible for the submission of copies of payrolls by all subcontractors.

d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less than the applicable wage rate and fringe benefits or cash equivalent for the classification of work performed, as specified in the applicable wage determination incorporated into the contract;

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR
1. On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than $1,000,000 (23 CFR 635) the contractor shall:

a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1(b) relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2. At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent for a greater percentage if specified elsewhere in the contract of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY: ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices, and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (23 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be
performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any certificate, statement, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined not more than $10,000 or imprisoned not more than 5 years or both."*

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Polluting Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed hereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. Instructions for Certification - Primary Covered Transaction:

   (Applicable to all Federal-aid contracts - 49 CFR 29)

   a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

   b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

   c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.

   d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

   e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "proposals," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of these regulations.

   f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

   g. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

   h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

   i. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render it good faith the certification required by this clause. The knowl
edge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

ej. Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a 3-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

d. Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Covered Transactions:

(Applicable to all subcontracts, purchase orders and other lower tier transactions of $25,000 or more - 48 CFR 29)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposed," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is 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 lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * *

XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 - 49 CFR 20)

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.
ATTACHMENT A - EMPLOYMENT PREFERENCE FOR APPALACHIAN CONTRACTS
(Applicable to Appalachian contracts only.)

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

   a. To the extent that qualified persons regularly residing in the area are not available.

   b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

   c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph 1c shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph 4 below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which he estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, he shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within 1 week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph 1c above.

5. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.
Under Section IV, Paragraph 2b(4) is deleted.

Under Section IV, Paragraph 4, "and helpers" is deleted from the title.

Under Section IV, Paragraph 4a(1), add:

The provisions in this section allowing apprentices to work at less than the predetermined rate when they are registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, or with the Bureau of Apprenticeship and Training, does not preclude a requirement for the Contractor to pay apprentices the full applicable predetermined rate in the event a State Apprenticeship Agency, recognized by the Bureau, has not approved, or withdraws approval, of an apprenticeship program.

Under Section IV, Paragraph 4c is deleted.

Under Section IV, Paragraph 6 is revised by deleting "helpers" and "helper".

Under Section IV, Paragraph 7 is revised by deleting "helpers".

Under Section V, Paragraph 2a is revised by deleting "helpers".

Under Section V, Paragraph 2d(2) is revised by deleting "helper".

Amendment to Form FHWA 1273

Revised June 27, 1994
PERMITS
PERMITTEE
Yakima County Public Works
ATTENTION: Mark Brzoska
128 N. 2nd Street
Yakima, WA 98901
509-574-2312
Fax: 509-574-2301

AUTHORIZED AGENT OR CONTRACTOR

Project Name: South Naches Road Improvement Phase 1
Project Description: Extend existing culvert crossing of Kelly/Lowry Ditch.

PROVISIONS

1. TIMING LIMITATIONS: The project may begin November 1, 2005 and shall be completed by December 31, 2006, PROVIDED in-water work shall occur June 1st - January 31st.

2. NOTIFICATION REQUIREMENT: The Area Habitat Biologist (AHB) listed below shall receive written notification (FAX or mail) from the person to whom this Hydraulic Project Approval (HPA) is issued (permittee) or the agent/contractor no less than three working days prior to the start of construction activities. The notification shall include the permittee's name, project location, starting date for work, and the control number for this HPA.

3. The culvert shall be installed and maintained to ensure unimpeded fish passage.

4. The culvert shall be installed in the dry or in isolation from the stream flow by the installation of a bypass flume or culvert, or by pumping the stream flow around the work area (WAC 220-110-070 (3h)).

5. The width between the culvert footings for a bottomless culvert shall be equal to or greater than the average width of the streambed.

6. Footings of the bottomless culvert shall be buried sufficiently deep so they will not become exposed by scour within the culvert.

7. The culvert shall be installed to maintain structural integrity to the 100-year peak flow with consideration of the debris likely to be encountered.

8. Fill associated with the culvert installation shall be protected from erosion to the 100-year peak flow.

9. The culvert shall be installed and maintained to prevent erosion of stream banks downstream of the project.
10. The culvert facility shall be maintained by the owner(s) per RCW 77.57.030 to ensure continued, unimpeled fish passage. If the structure becomes a hindrance to fish passage, the owner(s) shall be responsible for obtaining an Hydraulic Project Approval and providing prompt repair. Financial responsibility for maintenance and repairs shall be that of the owner(s).

11. The culvert shall consist of a single barrel.

12. Disturbance of the streambed and banks shall be limited to that necessary to place the culvert and any required channel modification associated with it. Affected streambed and bank areas outside the culvert and associated fill shall be restored to preproject configuration following installation of the culvert. Within one year of project completion, the banks shall be revegetated with native or other approved woody species. Vegetative cuttings shall be planted at a maximum interval of three feet (on center) and maintained as necessary for three years to ensure 80 percent survival.

**PROJECT LOCATIONS**

<table>
<thead>
<tr>
<th>Location #1 South Naches</th>
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</thead>
<tbody>
<tr>
<td>WORK START: November 01, 2005</td>
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<tr>
<td>WRIA: 38.0030</td>
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<tr>
<td>Tributary to: Yakima River</td>
</tr>
<tr>
<td>1/4 SEC: SE 1/4</td>
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<tr>
<td>Township: 14 N</td>
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<tr>
<td>Latitude: N 46.72778</td>
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<tr>
<td>County: Yakima</td>
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</tbody>
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Near S. Naches Road intersection with S.R. 12

**APPLY TO ALL HYDRAULIC PROJECT APPROVALS**

This Hydraulic Project Approval pertains only to the provisions of the Washington State Fisheries and Wildlife Code, specifically RCW 77.55 (formerly RCW 77.57). Additional authorization from other public agencies may be necessary for this project. The person(s) to whom this Hydraulic Project Approval is issued is responsible for applying for and obtaining any additional authorization from other public agencies (local, state and/or federal) that may be necessary for this project.

This Hydraulic Project Approval shall be available on the job site at all times and all its provisions followed by the person(s) to whom this Hydraulic Project Approval is issued and operator(s) performing the work.

This Hydraulic Project Approval does not authorize trespass. It is the responsibility of the permit holder to secure any landowner permissions or use authorizations as needed for the project.

The person(s) to whom this Hydraulic Project Approval is issued and operator(s) performing the work may be held liable for any loss or damage to fish life or fish habitat that results from failure to comply with the provisions of this Hydraulic Project Approval.

Failure to comply with the provisions of this Hydraulic Project Approval could result in a civil penalty of up to one
hundred dollars per day or a gross misdemeanor charge, possibly punishable by fine and/or imprisonment.

All Hydraulic Project Approvals issued pursuant to RCW 77.55.100 or 77.55.200 are subject to additional restrictions, conditions or revocation if the Department of Fish and Wildlife determines that new biological or physical information indicates the need for such action. The person(s) to whom this Hydraulic Project Approval is issued has the right pursuant to Chapter 34.04 RCW to appeal such decisions. All Hydraulic Project Approvals issued pursuant to RCW 77.55.110 may be modified by the Department of Fish and Wildlife due to changed conditions after consultation with the person(s) to whom this Hydraulic Project Approval is issued: PROVIDED HOWEVER, that such modifications shall be subject to appeal to the Hydraulic Appeals Board established in RCW 77.55.170.

CHAPTER 77.55 RCW RE-CODIFIED:
Chapter 77.55 RCW was re-organized and re-codified by the 2005 Legislature in Second Substitute House Bill 1346, signed into law by Governor Gregoire as Chapter 146, Laws of 2005. Chapter 146, Laws of 2005 became effective July 24, 2005. The Code Reviser's Office is in the process of completing the re-codification and conversion of the bill into RCW. The RCW referenced at the top of this HPA has been superseded by Chapter 146, Laws of 2005. Until the recodification process has been completed, the following reflects the section(s) of Chapter 146, Laws of 2005 under which sections of former Chapter 77.55 RCW can now be found:

FORMER TITLE 77.55 RCW  |  CHAPTER 146 LAWS of 2005
------------------------  |  ---------------
RCW 77.55.010            |  Sec. 406
RCW 77.55.100            |  Sec. 101, 201, 301, 507, 508, 601, 605
RCW 77.55.110            |  Sec. 101, 201
RCW 77.55.150            |  Sec. 101, 303, 401
RCW 77.55.200            |  Sec. 501
RCW 77.55.210            |  Sec. 504
RCW 77.55.220            |  Sec. 101, 502
RCW 77.55.270            |  Sec. 101, 402
RCW 77.55.280            |  Sec. 403
RCW 77.55.290            |  Sec. 505

APPEALS INFORMATION

IF YOU WISH TO APPEAL THE ISSUANCE OR DENIAL OF, OR CONDITIONS PROVIDED IN A HYDRAULIC PROJECT APPROVAL, THERE ARE INFORMAL AND FORMAL APPEAL PROCESSES AVAILABLE.

A. INFORMAL APPEALS (WAC 220-110-340) OF DEPARTMENT ACTIONS TAKEN PURSUANT TO RCW 77.55.100, 77.55.110, 77.55.140, 77.55.190, 77.55.200, and 77.55.290: A person who is aggrieved or adversely affected by the following Department actions may request an informal review of:
   (A) The denial or issuance of a Hydraulic Project Approval, or the conditions or provisions made part of a Hydraulic Project Approval; or
   (B) An order imposing civil penalties. A request for an INFORMAL REVIEW shall be in WRITING to the Department of Fish and Wildlife HPA Appeals Coordinator, 600 Capitol Way North, Olympia, Washington 98501-1091 and shall be RECEIVED by the Department within 30-days of the denial or issuance of a Hydraulic Project Approval or receipt of an order imposing civil penalties. If agreed to by the aggrieved party, and the aggrieved party is the Hydraulic Project Approval applicant, resolution of the concerns will be facilitated through discussions with the Area Habitat Biologist and his/her supervisor. If resolution is not reached, or the aggrieved party is not the Hydraulic Project Approval applicant, the Habitat Environmental Services Division Manager or his/her designee shall conduct a review and recommend a decision to the Director or his/her designee. If you are not satisfied with the results of this informal appeal, a formal appeal may be filed.

B. FORMAL APPEALS (WAC 220-110-350) OF DEPARTMENT ACTIONS TAKEN PURSUANT TO RCW 77.55.100
OR 77.55.140: A person who is aggrieved or adversely affected by the following Department actions may request a formal review of:

(A) The denial or issuance of a Hydraulic Project Approval, or the conditions or provisions made part of a Hydraulic Project Approval;

(B) An order imposing civil penalties; or

(C) Any other 'agency action' for which an adjudicative proceeding is required under the Administrative Procedure Act, Chapter 34.05 RCW.

A request for a FORMAL APPEAL shall be in WRITING to the Department of Fish and Wildlife HPA Appeals Coordinator, shall be plainly labeled as 'REQUEST FOR FORMAL APPEAL' and shall be RECEIVED DURING OFFICE HOURS by the Department at 600 Capitol Way North, Olympia, Washington 98501-1091, within 30-days of the Department action that is being challenged. The time period for requesting a formal appeal is suspended during consideration of a timely informal appeal. If there has been an informal appeal, the deadline for requesting a formal appeal shall be within 30-days of the date of the Department's written decision in response to the informal appeal.

C. FORMAL APPEALS OF DEPARTMENT ACTIONS TAKEN PURSUANT TO RCW 77.55.110, 77.55.200, 77.55.230, or 77.55.290: A person who is aggrieved or adversely affected by the denial or issuance of a Hydraulic Project Approval, or the conditions or provisions made part of a Hydraulic Project Approval may request a formal appeal. The request for FORMAL APPEAL shall be in WRITING to the Hydraulic Appeals Board per WAC 259-04 at Environmental Hearings Office, 4224 Sixth Avenue SE, Building Two - Rowe Six, Lacey, Washington 98504; telephone 360/459-6327.

D. FORMAL APPEALS OF DEPARTMENT ACTIONS TAKEN PURSUANT TO CHAPTER 43.21L RCW: A person who is aggrieved or adversely affected by the denial or issuance of a Hydraulic Project Approval, or the conditions or provisions made part of a Hydraulic Project Approval may request a formal appeal. The FORMAL APPEAL shall be in accordance with the provisions of Chapter 43.21L RCW and Chapter 199-08 WAC. The request for FORMAL APPEAL shall be in WRITING to the Environmental and Land Use Hearings Board at Environmental Hearings Office, Environmental and Land Use Hearings Board, 4224 Sixth Avenue SE, Building Two - Rowe Six, P.O. Box 40903, Lacey, Washington 98504; telephone 360/459-6327.

E. FAILURE TO APPEAL WITHIN THE REQUIRED TIME PERIODS RESULTS IN FORFEITURE OF ALL APPEAL RIGHTS. IF THERE IS NO TIMELY REQUEST FOR AN APPEAL, THE DEPARTMENT ACTION SHALL BE FINAL AND UNAPPEALABLE.

ENFORCEMENT: Sergeant Grant (22) P2

<table>
<thead>
<tr>
<th>Eric Bartrand</th>
<th>509-457-9310</th>
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<tbody>
<tr>
<td>Habitat Biologist</td>
<td></td>
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</table>

Eric Bartrand for Director WDFW

CC:
Ladies and Gentlemen:

Our regulatory program utilizes a series of nationwide permits (NWPs) to authorize specific categories of work that have minimal impact on the aquatic environment when conducted in accordance with the permit conditions (Federal Register, January 15, 2002, Vol. 67, No. 10). Based on the information you provided to us, NWP 23, Approved Categorical Exclusions, authorizes your proposal to extend a 5 foot culvert to approximately 15 feet for a road-widening project, as depicted on the enclosed drawings, dated August 13, 2004. The new culvert work will be done in the dry to reduce impacts. The project would occur in the Kelly/Lowery Ditch at the Town of Naches, Yakima County, Washington.

In order for this NWP authorization to be valid, you must ensure that the work is performed in accordance with the enclosed Nationwide Permit 23, Terms and Conditions and the following special conditions that we have added to ensure that this project would have no more than a minimal adverse impact on the aquatic environment:

a. You must implement and abide by the ESA requirements and/or agreements set forth in the Biological Assessment for South Naches River Road Re-alignment, dated March 15, 2004, in its entirety. The U.S. Fish and Wildlife Service (USFWS) concurred with a finding of “may affect, not likely to adversely affect” based on this document on April 8, 2004 (USFWS Reference Number 1-9-04-I-177). The National Marine Fisheries Service (NMFS) concurred with a finding of “may affect, not likely to adversely affect” based on this document on July 7, 2004 (NMFS Reference Number 2004/00332). Both agencies will be informed of this permit issuance. Failure to comply with the commitments made in this document constitutes non-compliance with the ESA and your U.S. Army Corps of Engineers (Corps) permit. The USFWS/NMFS is the appropriate authority to determine compliance with ESA.

b. In order to protect the listed threatened and endangered species in the project area, the permittee may conduct the authorized activities in the work window as agreed to and documented in writing through consultation by the U.S. Fish and Wildlife Service and
National Marine Fisheries Service (Services) in any year this permit is valid. If changes to the originally authorized work window are proposed, the permittee must re-coordinate these changes with the Services and receive written concurrence on the changes. Copies of the concurrences must be sent to the U.S. Army Corps of Engineers, Regulatory Branch, South Application Review Section, within 10 days of the date of the revised concurrence.

In order for this NWP authorization to be valid, the State of Washington (State) must have issued or waived Section 401 Water Quality Certification (WQC). Based on our review of the proposed work, the Corps has determined that the proposed work will be in compliance with the State’s WQC requirements for this NWP. Therefore, no further coordination with the State is required.

For this project, the Federal Highway Administration is the Federal lead agency responsible for compliance with Section 7 of the Endangered Species Act, (ESA) the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, and Section 106 of the National Historic Preservation Act. For the purpose of this Department of the Army authorization, the Corps has determined that this project will comply with the requirements of the above laws provided you comply with special condition “a” and “b” listed above.

Our verification of this NWP authorization is valid for 2 years from the date of this letter unless the NWP is modified or revoked prior to that date. If the authorized work has not been completed by that date, please contact us to discuss the status of your authorization. This verification includes a preliminary jurisdictional determination that is not appealable. More information about our administrative appeal process is available on our website at: http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=Appeals.

If this project complies with all terms and conditions of this authorization, you will need no further authorization from us. However, you must still obtain all State and local permits that apply to your project. Also, we remind you that failure to comply with all terms and conditions of this NWP verification invalidates your authorization and could result in a violation of Section 404 of the Clean Water Act.

Upon completing the authorized work, please fill out and return the enclosed Certificate of Compliance with Department of the Army Permit form to the address indicated on the form. Your signature on this form is our assurance that the completed work and any required mitigation was conducted in accordance with the terms and conditions of this NWP.

Thank you for your cooperation during the permit process. Your efforts help us protect our nation’s aquatic resources, including wetlands. We are interested in your thoughts and opinions concerning your experience with the U.S. Army Corps of Engineers, Seattle District's Regulatory Program. A Customer Service Survey form is available on our website at:
http://per2.nwp.usace.army.mil/survey.html. At your request, we will mail you a paper copy that you may complete and return to us by mail or fax.

If you have any questions about this letter or our regulatory program, please contact me at (206) 764-6911 or via e-mail Sandra.L.Manning@nws02.usacc.army.mil.

Sincerely,

Sandra Manning, Project Manager
South Application Section

Enclosures

cc w/drawings and RAMS Location Screen:

Washington Department of Ecology
SEA Program
ATTN: Ms. Cathy Reed

cc w/drawings only:

U.S. Fish and Wildlife Service – Spokane

National Marine Fisheries Services - Olympia
PURPOSE: Road Safety Improvements

DATUM: NGVD 1929

Longitude 120° 42' 00.24"
Latitude 46° 43' 35.37"

NAME: Yakima County
S. Naches Rd. Improvement Project
REFERENCE: 200400734
Yakima County

SITE LOCATION ADDRESS:
10063 South Naches Road
Naches, WA 98937

PROPOSED: Extend existing 5' conc. culvert with 5' concrete culvert pipe

IN: Kelly/Lowery Ditch (Irrigation Facility)
NEAR: In Town of Naches

COUNTY: Yakima
STATE: WA

SHEET: 1 OF 2
DATE: 8/13/04
NOTE:
1) MATCH EXISTING CULVERT INVERT ELEVATIONS (EACH END)

PURPOSE Road Safety Improvements

DATUM NGVD 1929

ADJACENT PROPERTY OWNERS:
1. Archie Parmentier
2. James Cooley

NAME Yakima County
S. Naches Rd. Improvement Project
REFERENCE # 200400734
YAKIMA COUNTY

SITE LOCATION ADDRESS
10063 South Naches Road
Naches, WA 98937

PROPOSED Extend existing 5' conc. culvert with 5' concrete culvert pipe

IN Kelly/Lowery Ditch (Irrigation Facility)
NEAR In Town of Naches
COUNTY Yakima
STATE WA

SHEET 2 of 2 DATE 8/13/04
In addition to any special condition that may be required on a case-by-case basis by the District Engineer, the following terms and conditions must be met, as applicable, for a Nationwide Permit 23 authorization to be valid in Washington State.

A. DESCRIPTION OF AUTHORIZED ACTIVITIES

Approved Categorical Exclusions. Activities undertaken, assisted, authorized, regulated, funded, or financed, in whole or in part, by another Federal agency or department where that agency or department has determined, pursuant to the Council on Environmental Quality Regulation for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA)(40 CFR Part 1500 et seq.), that the activity, work, or discharge is categorically excluded from environmental documentation, because it is included within a category of actions which neither individually nor cumulatively have a significant effect on the human environment, and the Office of the Chief of Engineers (ATTN: CECW-OR) has been furnished notice of the agency's or department's application for the categorical exclusion and concurs with that determination. Before approval for purposes of this NWP of any agency's categorical exclusions, the Chief of Engineers will solicit public comment. In addressing these comments, the Chief of Engineers may require certain conditions for authorization of an agency's categorical exclusions under this NWP. (Sections 10 and 404)
B. CORPS REGIONAL CONDITIONS FOR THIS NWP

The permittee must notify the District Engineer in accordance with General Condition 13 for projects within the State of Washington.

NOTE: Notification should include a statement/form that the proposed work is categorically exempt. The statement/form must be signed by an official of the Federal agency that has issued the categorical exemption.

C. EPA, PUYALLUP TRIBE AND CHEHALIS TRIBE WQC CONDITIONS FOR THIS NWP

EPA, Puyallup Tribe and Chehalis Tribe water quality certificate (WQC) has been denied without prejudice. An individual WQC is required for all Section 404 activities.

D. STATE WQC CONDITIONS FOR THIS NWP

State WQC has been partially denied without prejudice for this permit. Written approval of the proposed mitigation plan for the project is required by Ecology for the activities and impacts listed below:

1. Any fill-related impacts to tidal waters or to non-tidal wetlands adjacent to tidal waters.

2. Any fill-related impacts greater than ½ acre.

An individual 401 certification, in addition to an approved mitigation plan, is required prior to starting work for the following:

1. For the activities listed in 1 and 2 above where Ecology determines the mitigation proposed for the project is insufficient and written approval is not received;
2. Any project impacting 1 acre or greater of wetlands

NOTE: Mitigation plans submitted for Ecology review and approval shall be based on the guidance provided in Guidelines for Developing Freshwater Wetlands Mitigation Plans and Proposals (Ecology Publication 94-29 or as revised).

For projects proposing mitigation at an Ecology-approved mitigation bank, applicants shall provide a copy of the bank credit withdrawal transaction recorded at the county auditor’s office.

An individual 401 Certification is required for projects or activities authorized under this NWP if the project/activity will likely result in any of the following adverse effects:

1. The project or activity will likely cause or contribute to an exceedance of a State water quality standard (WAC 173-201A) or sediment quality standard (WAC 173-204). The requirement to obtain an individual 401 certification shall not apply to projects or activities that are carried out in accordance with the following permits, approvals, or management practices. These projects are presumed to comply with state water quality standards including state sediment management standards:
   a. Projects or activities where the discharges authorized under this NWP are explicitly authorized or covered by a National Pollutant Discharge Elimination System permit.
   b. Projects, activities or portions of projects or activities designed, constructed and maintained in accordance with the stormwater standards and practices contained in the most current version of Ecology’s Stormwater Manual or an Ecology approved equivalent.
c. For WSDOT in-water or over-water construction and maintenance activities, an individual 401 certification is not required for those projects carried out in compliance with 2 through 4 below and the Ecology approved Implementing Agreement regarding compliance with the state of Washington Surface Water Quality Standards.

Compliance with this condition will be determined through receipt of a signed statement by the WSDOT project engineer or maintenance supervisor, guaranteeing that the project will meet the latest Ecology approved Water Quality Implementing Agreement for work In-Water. This statement shall be sent to the Corps of Engineers along with the JARPA application.

2. For projects/activities not designed in accordance with either Ecology’s stormwater manual or an Ecology approved equivalent, or for projects where there is credible site specific information which indicates that the permits, approvals, or management practices identified above will not be sufficient to meet state water quality standards, the applicant may provide documentation with the application that the project/activity will otherwise comply with state water quality standards. An individual 401 Certification is required for projects which are unable to provide documentation that the project/activity will otherwise comply with state water quality standards.

3. Projects or activities that cause or contribute to a discharge to a waterbody on the state’s list of impaired waterbodies [i.e., the 303(d) list] and the discharge may result in further exceedances of a specific parameter the waterbody is listed for. The current list of 303(d)-listed waterbodies is available on Ecology’s web site at http://www.ecy.wa.gov/programs/wq/303d/1998/1998_by_wriAs.html or by contacting Ecology’s Federal Permits staff.

NOTE: An individual 401 Certification will not be required if the applicant provides documentation showing that the project or activity will either not result in a discharge containing the listed parameter or, if present, the parameter will not contribute to an increased impairment of the waterbody.

4. Projects that do not incorporate structures and/or modifications beneficial for fish or wildlife habitat (e.g., soil bioengineering, biotechnical design, rock barbs, etc.).

NOTE: An individual 401 certification will not be required if the project/activity is designed and constructed in accordance to guidelines developed by the Washington State Department of Fish and Wildlife.

E. STATE CZM CONSISTENCY DETERMINATION CONDITIONS FOR THIS NWP

The Coastal Zone Management (CZM) Consistency Determination has been partially denied without prejudice for this NWP. An individual CZM Consistency Response must be obtained for projects requiring individual 401 Certification and located within counties in the coastal zone.

F. CORPS NATIONAL GENERAL CONDITIONS FOR ALL NWPs

1. Navigation. No activity may cause more than a minimal adverse effect on navigation.

2. Proper Maintenance. Any structure or fill authorized shall be properly maintained, including maintenance to ensure public safety.

3. Soil Erosion and Sediment Controls. Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow.
4. **Aquatic Life Movements.** No activity may substantially disrupt the necessary life-cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. Culverts placed in streams must be installed to maintain low flow conditions.

5. **Equipment.** Heavy equipment working in wetlands must be placed on mats, or other measures must be taken to minimize soil disturbance.

6. **Regional and Case-By-Case Conditions.** The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case specific conditions added by the Corps or by the state or tribe in its Section 401 Water Quality Certification and Coastal Zone Management Act consistency determination.

7. **Wild and Scenic Rivers.** No activity may occur in a component of the National Wild and Scenic River System; or in a river officially designated by Congress as a "study river" for possible inclusion in the system, while the river is in an official study status; unless the appropriate Federal agency, with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation, or study status. Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency in the area (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service).

8. **Tribal Rights.** No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

9. **Water Quality.**

   (a) In certain states and tribal lands an individual 401 Water Quality Certification must be obtained or waived (See 33 CFR 330.4(c)).

   (b) For NWPs 12, 14, 17, 18, 32, 39, 40, 42, 43, and 44, where the state or tribal 401 certification (either generically or individually) does not require or approve water quality management measures, the permittee must provide water quality management measures that will ensure that the authorized work does not result in more than minimal degradation of water quality (or the Corps determines that compliance with state or local standards, where applicable, will ensure no more than minimal adverse effect on water quality). An important component of water quality management includes stormwater management that minimizes degradation of the downstream aquatic system, including water quality (refer to General Condition 21 for stormwater management requirements). Another important component of water quality management is the establishment and maintenance of vegetated buffers next to open waters, including streams (refer to General Condition 19 for vegetated buffer requirements for the NWPs). This condition is only applicable to projects that have the potential to affect water quality. While appropriate measures must be taken, in most cases it is not necessary to conduct detailed studies to identify such measures or to require monitoring.

10. **Coastal Zone Management.** In certain states, an individual state coastal zone management consistency concurrence must be obtained or waived (see 33 CFR 330.4(d)).

11. **Endangered Species.**

   (a) No activity is authorized under any NWP which is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will destroy or adversely modify the critical habitat of such species. Nonfederal permittees shall notify the District Engineer if any listed species or designated critical habitat might be affected or is in the vicinity of the project, or is located in the designated critical habitat and shall not begin work on the activity until notified by the District Engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that may affect Federally-listed endangered or threatened species or designated critical habitat, the notification must include the name(s) of the endangered or threatened species that may be affected by the
proposed work or that utilize the designated critical habitat that may be affected by the proposed work. As a result of formal or informal consultation with the FWS or NMFS the District Engineer may add species-specific regional endangered species conditions to the NWP.

(b) Authorization of an activity by a NWP does not authorize the “take” of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with “incidental take” provisions, etc.) from the USFWS or the NMFS, both lethal and non-lethal “takes” of protected species are in violation of the ESA. Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the USFWS and NMFS or their world wide web pages at http://www.fws.gov/9endpp/endpp.html and http://www.nmfs.noaa.gov/prot_res/overview/es.html respectively.

12. Historic Properties. No activity which may affect historic properties listed, or eligible for listing, in the National Register of Historic Places is authorized, until the District Engineer has complied with the provisions of 33 CFR part 325, Appendix C. The prospective permittee must notify the District Engineer if the authorized activity may affect any historic properties listed, determined to be eligible, or which the prospective permittee has reason to believe may be eligible for listing on the National Register of Historic Places, and shall not begin the activity until notified by the District Engineer that the requirements of the National Historic Preservation Act have been satisfied and that the activity is authorized. Information on the location and existence of historic resources can be obtained from the State Historic Preservation Office and the National Register of Historic Places (see 33 CFR 330.44). For activities that may affect historic properties listed in, or eligible for listing in, the National Register of Historic Places, the notification must state which historic property may be affected by the proposed work or include a vicinity map indicating the location of the historic property.


(a) Timing: Where required by the terms of the NWP, the prospective permittee must notify the District Engineer with a preconstruction notification (PCN) as early as possible. The District Engineer must determine if the notification is complete within 30 days of the date of receipt and can request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the District Engineer will notify the prospective permittee that the notification is still incomplete and the PCN review process will not commence until all of the requested information has been received by the District Engineer. The prospective permittee shall not begin the activity:

(1) Until notified in writing by the District Engineer that the activity may proceed under the NWP with any special conditions imposed by the District or Division Engineer; or

(2) If notified in writing by the District or Division Engineer that an Individual Permit is required; or

(3) Unless 45 days have passed from the District Engineer’s receipt of the complete notification and the prospective permittee has not received written notice from the District or Division Engineer. Subsequently, the permittee’s right to proceed under the NWP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) Contents of Notification: The notification must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed project;

(3) Brief description of the proposed project; the project’s purpose; direct and indirect adverse environmental effects the project would cause; any other NWP(s), Regional General Permit(s), or Individual Permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. Sketches should be provided when necessary to show that the activity complies with the terms of the NWP (Sketches usually clarify the project and when provided result in a quicker decision);
(4) For NWPs 7, 12, 14, 18, 21, 34, 38, 39, 40, 41, 42, and 43, the PCN must also include a delineation of affected special aquatic sites, including wetlands, vegetated shallows (e.g., submerged aquatic vegetation, seagrass beds), and riffle and pool complexes (see paragraph 13(f));

(5) For NWP 7 (Outfall Structures and Maintenance), the PCN must include information regarding the original design capacities and configurations of those areas of the facility where maintenance dredging or excavation is proposed;

(6) For NWP 14 (Linear Transportation Projects), the PCN must include a compensatory mitigation proposal to offset permanent losses of waters of the US and a statement describing how temporary losses of waters of the US will be minimized to the maximum extent practicable;

(7) For NWP 21 (Surface Coal Mining Activities), the PCN must include an Office of Surface Mining (OSM) or state-approved mitigation plan, if applicable. To be authorized by this NWP, the District Engineer must determine that the activity complies with the terms and conditions of the NWP and that the adverse environmental effects are minimal both individually and cumulatively and must notify the project sponsor of this determination in writing;

(8) For NWP 27 (Stream and Wetland Restoration Activities), the PCN must include documentation of the prior condition of the site that will be reverted by the permittee;

(9) For NWP 29 (Single-Family Housing), the PCN must also include:

(i) Any past use of this NWP by the Individual Permittee and/or the permittee’s spouse;

(ii) A statement that the single-family housing activity is for a personal residence of the permittee;

(iii) A description of the entire parcel, including its size, and a delineation of wetlands. For the purpose of this NWP, parcels of land measuring 1/4-acre or less will not require a formal on-site delineation. However, the applicant shall provide an indication of where the wetlands are and the amount of wetlands that exists on the property. For parcels greater than 1/4-acre in size, formal wetland delineation must be prepared in accordance with the current method required by the Corps. (See paragraph 13(f));

(iv) A written description of all land (including, if available, legal descriptions) owned by the prospective permittee and/or the prospective permittee’s spouse, within a one mile radius of the parcel, in any form of ownership (including any land owned as a partner, corporation, joint tenant, co-tenant, or as a tenant-by-the-entirety) and any land on which a purchase and sale agreement or other contract for sale or purchase has been executed;

(10) For NWP 31 (Maintenance of Existing Flood Control Facilities), the prospective permittee must either notify the District Engineer with a PCN prior to each maintenance activity or submit a five year (or less) maintenance plan. In addition, the PCN must include all of the following:

(i) Sufficient baseline information identifying the approved channel depths and configurations and existing facilities. Minor deviations are authorized, provided the approved flood control protection or drainage is not increased;

(ii) A delineation of any affected special aquatic sites, including wetlands; and,

(iii) Location of the dredged material disposal site;

(11) For NWP 33 (Temporary Construction, Access, and Dewatering), the PCN must also include a restoration plan of reasonable measures to avoid and minimize adverse effects to aquatic resources;

(12) For NWPs 39, 43 and 44, the PCN must also include a written statement to the District Engineer explaining how avoidance and minimization for losses of waters of the US were achieved on the project site;
(13) For NWP 39 and NWP 42, the PCN must include a compensatory mitigation proposal to offset losses of waters of the US or justification explaining why compensatory mitigation should not be required. For discharges that cause the loss of greater than 300 linear feet of an intermittent stream bed, to be authorized, the District Engineer must determine that the activity complies with the other terms and conditions of the NWP, determine adverse environmental effects are minimal both individually and cumulatively, and waive the limitation on stream impacts in writing before the permittee may proceed;

(14) For NWP 40 (Agricultural Activities), the PCN must include a compensatory mitigation proposal to offset losses of waters of the US. This NWP does not authorize the relocation of greater than 300 linear-feet of existing serviceable drainage ditches constructed in non-tidal streams unless, for drainage ditches constructed in intermittent non-tidal streams, the District Engineer waives this criterion in writing, and the District Engineer has determined that the project complies with all terms and conditions of this NWP, and that any adverse impacts of the project on the aquatic environment are minimal, both individually and cumulatively;

(15) For NWP 43 (Stormwater Management Facilities), the PCN must include, for the construction of new stormwater management facilities, a maintenance plan (in accordance with state and local requirements, if applicable) and a compensatory mitigation proposal to offset losses of waters of the US. For discharges that cause the loss of greater than 300 linear feet of an intermittent stream bed, to be authorized, the District Engineer must determine that the activity complies with the other terms and conditions of the NWP, determine adverse environmental effects are minimal both individually and cumulatively, and waive the limitation on stream impacts in writing before the permittee may proceed;

(16) For NWP 44 (Mining Activities), the PCN must include a description of all waters of the US adversely affected by the project, a description of measures taken to minimize adverse effects to waters of the US, a description of measures taken to comply with the criteria of the NWP, and a reclamation plan (for all aggregate mining activities in isolated waters and non-tidal wetlands adjacent to headwaters and any hard rock/mineral mining activities);

(17) For activities that may adversely affect Federally-listed endangered or threatened species, the PCN must include the name(s) of those endangered or threatened species that may be affected by the proposed work or utilize the designated critical habitat that may be affected by the proposed work; and

(18) For activities that may affect historic properties listed in, or eligible for listing in, the National Register of Historic Places, the PCN must state which historic property may be affected by the proposed work or include a vicinity map indicating the location of the historic property.

(c) **Form of Notification**: The standard Individual Permit application form (Form ENG 4345) may be used as the notification but must clearly indicate that it is a PCN and must include all of the information required in (b) (1)-(18) of General Condition 13. A letter containing the requisite information may also be used.

(d) **District Engineer's Decision**: In reviewing the PCN for the proposed activity, the District Engineer will determine whether the activity authorized by the NWP will result in more than minimal individual or cumulative adverse environmental effects or may be contrary to the public interest. The prospective permittee may submit a proposed mitigation plan with the PCN to expedite the process. The District Engineer will consider any proposed compensatory mitigation the applicant has included in the proposal in determining whether the net adverse environmental effects to the aquatic environment of the proposed work are minimal. If the District Engineer determines that the activity complies with the terms and conditions of the NWP and that the adverse effects on the aquatic environment are minimal, after considering mitigation, the District Engineer will notify the permittee and include any conditions the District Engineer deems necessary. The District Engineer must approve any compensatory mitigation proposal before the permittee commences work. If the prospective permittee is required to submit a compensatory mitigation proposal with the PCN, the proposal may be either conceptual or detailed. If the prospective permittee elects to submit a compensatory mitigation proposal with the PCN, the District Engineer will expeditiously review the proposed compensatory mitigation plan. The District Engineer must review the plan within 45 days of receiving a complete PCN and determine whether the conceptual or specific proposed mitigation would ensure no more than minimal adverse effects on the aquatic environment. If the net adverse effects of the project on the aquatic environment (after consideration of the compensatory mitigation proposal) are determined by the District Engineer to be minimal, the District Engineer will provide a timely written response to the applicant. The response will state that
the project can proceed under the terms and conditions of the NWP. If the District Engineer determines that the adverse effects of the proposed work are more than minimal, then the District Engineer will notify the applicant either: (1) That the project does not qualify for authorization under the NWP and instruct the applicant on the procedures to seek authorization under an Individual Permit; (2) that the project is authorized under the NWP subject to the applicant’s submission of a mitigation proposal that would reduce the adverse effects on the aquatic environment to the minimal level; or (3) that the project is authorized under the NWP with specific modifications or conditions. Where the District Engineer determines that mitigation is required to ensure no more than minimal adverse effects occur to the aquatic environment, the activity will be authorized within the 45-day PCN period. The authorization will include the necessary conceptual or specific mitigation or a requirement that the applicant submit a mitigation proposal that would reduce the adverse effects on the aquatic environment to the minimal level. When conceptual mitigation is included, or a mitigation plan is required under item (2) above, no work in waters of the US will occur until the District Engineer has approved a specific mitigation plan.

(e) Agency Coordination: The District Engineer will consider any comments from Federal and state agencies concerning the proposed activity’s compliance with the terms and conditions of the NWP and the need for mitigation to reduce the project’s adverse environmental effects to a minimal level. For activities requiring notification to the District Engineer that result in the loss of greater than 1/2-acre of waters of the US, the District Engineer will provide immediately (e.g., via facsimile transmission, overnight mail, or other expeditious manner) a copy to the appropriate Federal or state offices (USFWS, state natural resource or water quality agency, EPA, State Historic Preservation Officer (SHPO), and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will then have 10 calendar days from the date the material is transmitted to telephone or fax the District Engineer notice that they intend to provide substantive, site-specific comments. If so contacted by an agency, the District Engineer will wait an additional 15 calendar days before making a decision on the notification. The District Engineer will fully consider agency comments received within the specified time frame, but will provide no response to the resource agency, except as provided below. The District Engineer will indicate in the administrative record associated with each notification that the resource agencies’ concerns were considered. As required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act, the District Engineer will provide a response to NMFS within 30 days of receipt of any Essential Fish Habitat conservation recommendations. Applicants are encouraged to provide the Corps multiple copies of notifications to expedite agency notification.

(f) Wetland Delineations: Wetland delineations must be prepared in accordance with the current method required by the Corps (For NWP 29 see paragraph (b)(9)(iii) for parcels less than (1/4-acre in size). The permittee may ask the Corps to delineate the special aquatic site. There may be some delay if the Corps does the delineation. Furthermore, the 45-day period will not start until the wetland delineation has been completed and submitted to the Corps, where appropriate.

14. Compliance Certification. Every permittee who has received NWP verification from the Corps will submit a signed certification regarding the completed work and any required mitigation. The certification will be forwarded by the Corps with the authorization letter and will include:

(a) A statement that the authorized work was done in accordance with the Corps authorization, including any general or specific conditions;

(b) A statement that any required mitigation was completed in accordance with the permit conditions; and

(c) The signature of the permittee certifying the completion of the work and mitigation.

15. Use of Multiple Nationwide Permits. The use of more than one NWP for a single and complete project is prohibited, except when the acreage loss of waters of the US authorized by the NWP does not exceed the acreage limit of the NWP with the highest specified acreage limit (e.g., if a road crossing over tidal waters is constructed under NWP 14, with associated bank stabilization authorized by NWP 13, the maximum acreage loss of waters of the US for the total project cannot exceed 1/3-acre).

16. Water Supply Intakes. No activity, including structures and work in navigable waters of the US or discharges of dredged or fill material, may occur in the proximity of a public water supply intake except where the activity is for repair of the public water supply intake structures or adjacent bank stabilization.
17. Shellfish Beds. No activity, including structures and work in navigable waters of the US or discharges of dredged or fill material, may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWP 4.

18. Suitable Material. No activity, including structures and work in navigable waters of the US or discharges of dredged or fill material, may consist of unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.) and material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the CWA).

19. Mitigation. The District Engineer will consider the factors discussed below when determining the acceptability of appropriate and practicable mitigation necessary to offset adverse effects on the aquatic environment that are more than minimal.

(a) The project must be designed and constructed to avoid and minimize adverse effects to waters of the US to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing or compensating) will be required to the extent necessary to ensure that the adverse effects to the aquatic environment are minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland impacts requiring a PCN, unless the District Engineer determines in writing that some other form of mitigation would be more environmentally appropriate and provides a project-specific waiver of this requirement. Consistent with National policy, the District Engineer will establish a preference for restoration of wetlands as compensatory mitigation, with preservation used only in exceptional circumstances.

(d) Compensatory mitigation (i.e., replacement or substitution of aquatic resources for those impacted) will not be used to increase the acreage losses allowed by the acreage limits of some of the NWPs. For example, 1/4-acre of wetlands cannot be created to change a 3/4-acre loss of wetlands to a 1/2-acre loss associated with NWP 39 verification. However, 1/2-acre of created wetlands can be used to reduce the impacts of a 1/2-acre loss of wetlands to the minimum impact level in order to meet the minimal impact requirement associated with NWPs.

(e) To be practicable, the mitigation must be available and capable of being done considering costs, existing technology, and logistics in light of the overall project purposes. Examples of mitigation that may be appropriate and practicable include, but are not limited to: reducing the size of the project; establishing and maintaining wetland or upland vegetated buffers to protect open waters such as streams; and replacing losses of aquatic resource functions and values by creating, restoring, enhancing, or preserving similar functions and values, preferably in the same watershed.

(f) Compensatory mitigation plans for projects in or near streams or other open waters will normally include a requirement for the establishment, maintenance, and legal protection (e.g., easements, deed restrictions) of vegetated buffers to open waters. In many cases, vegetated buffers will be the only compensatory mitigation required. Vegetated buffers should consist of native species. The width of the vegetated buffers required will address documented water quality or aquatic habitat loss concerns. Normally, the vegetated buffer will be 25 to 50 feet wide on each side of the stream, but the District Engineers may require slightly wider vegetated buffers to address documented water quality or habitat loss concerns. Where both wetlands and open waters exist on the project site, the Corps will determine the appropriate compensatory mitigation (e.g., stream buffers or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where vegetated buffers are determined to be the most appropriate form of compensatory mitigation, the District Engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland impacts.

(g) Compensatory mitigation proposals submitted with the “notification” may be either conceptual or detailed. If conceptual plans are approved under the verification, then the Corps will condition the verification to require detailed plans be submitted and approved by the Corps prior to construction of the authorized activity in waters of the US.

(h) Permittees may propose the use of mitigation banks, in-lieu fee arrangements or separate activity-specific compensatory mitigation. In all cases that require compensatory mitigation, the mitigation provisions will specify the party responsible for accomplishing and/or complying with the mitigation plan.
20. Spawning Areas. Activities, including structures and work in navigable waters of the US or discharges of dredged or fill material, in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., excavate, fill, or smother downstream by substantial turbidity) of an important spawning area are not authorized.

21. Management of Water Flows. To the maximum extent practicable, the activity must be designed to maintain preconstruction downstream flow conditions (e.g., location, capacity, and flow rates). Furthermore, the activity must not permanently restrict or impede the passage of normal or expected high flows (unless the primary purpose of the fill is to impound waters) and the structure or discharge of dredged or fill material must withstand expected high flows. The activity must, to the maximum extent practicable, provide for retaining excess flows from the site, provide for maintaining surface flow rates from the site similar to preconstruction conditions, and provide for not increasing water flows from the project site, relocating water, or redirecting water flow beyond preconstruction conditions. Stream channelizing will be reduced to the minimal amount necessary, and the activity must, to the maximum extent practicable, reduce adverse effects such as flooding or erosion downstream and upstream of the project site, unless the activity is part of a larger system designed to manage water flows. In most cases, it will not be a requirement to conduct detailed studies and monitoring of water flow. This condition is only applicable to projects that have the potential to affect waterflows. While appropriate measures must be taken, it is not necessary to conduct detailed studies to identify such measures or require monitoring to ensure their effectiveness. Normally, the Corps will defer to state and local authorities regarding management of water flow.

22. Adverse Effects From Impoundments. If the activity creates an impoundment of water, adverse effects to the aquatic system due to the acceleration of the passage of water, and/or the restricting its flow shall be minimized to the maximum extent practicable. This includes structures and work in navigable waters of the US, or discharges of dredged or fill material.

23. Waterfowl Breeding Areas. Activities, including structures and work in navigable waters of the US or discharges of dredged or fill material, into breeding areas for migratory waterfowl must be avoided to the maximum extent practicable.

24. Removal of Temporary Fills. Any temporary fills must be removed in their entirety and the affected areas returned to their preexisting elevation.

25. Designated Critical Resource Waters. Critical resource waters include, NOAA-designated marine sanctuaries, National Estuarine Research Reserves, National Wild and Scenic Rivers, critical habitat for Federally listed threatened and endangered species, coral reefs, state natural heritage sites, and outstanding national resource waters or other waters officially designated by a state as having particular environmental or ecological significance and identified by the District Engineer after notice and opportunity for public comment. The District Engineer may also designate additional critical resource waters after notice and opportunity for comment.

(a) Except as noted below, discharges of dredged or fill material into waters of the US are not authorized by NWPs 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, and 44 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters. Discharges of dredged or fill materials into waters of the US may be authorized by the above NWPs in National Wild and Scenic Rivers if the activity complies with General Condition 7. Further, such discharges may be authorized in designated critical habitat for Federally listed threatened or endangered species if the activity complies with General Condition 11 and the USFWS or the NMFS has concurred in a determination of compliance with this condition.

(b) For NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, and 38, notification is required in accordance with General Condition 13, for any activity proposed in the designated critical resource waters including wetlands adjacent to those waters. The District Engineer may authorize activities under these NWPs only after it is determined that the impacts to the critical resource waters will be no more than minimal.

26. Fills Within 100-Year Floodplains. For purposes of this General Condition, 100-year floodplains will be identified through the existing Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Maps or FEMA-approved local floodplain maps.
(a) Discharges in Floodplain; Below Headwaters. Discharges of dredged or fill material into waters of the US within the mapped 100-year floodplain, below headwaters (i.e., 5 cfs), resulting in permanent above-grade fills, are not authorized by NWPs 39, 40, 42, 43, and 44.

(b) Discharges in Floodway; Above Headwaters. Discharges of dredged or fill material into waters of the US within the FEMA or locally mapped floodway, resulting in permanent above-grade fills, are not authorized by NWPs 39, 40, 42, and 44.

(c) The permittee must comply with any applicable FEMA-approved state or local floodplain management requirements.

27. Construction Period. For activities that have not been verified by the Corps and the project was commenced or under contract to commence by the expiration date of the NWP (or modification or revocation date), the work must be completed within 12-months after such date (including any modification that affects the project). For activities that have been verified and the project was commenced or under contract to commence within the verification period, the work must be completed by the date determined by the Corps. For projects that have been verified by the Corps, an extension of a Corps approved completion date maybe requested. This request must be submitted at least one month before the previously approved completion date.

G. CORPS REGIONAL GENERAL CONDITIONS FOR ALL NWPs

1. Mature Forested and Bog and Bog-like Wetlands. The use of NWPs is specifically prohibited in mature forested wetlands or bog and bog-like wetlands or just these components of a wetland system (as defined in the Definition section of this Public Notice), except for projects provided coverage under the following NWPs:

   NWP 3(i,ii) – Maintenance
   NWP 20 – Oil Spill Cleanup
   NWP 32 – Completed Enforcement Actions
   NWP 38 – Cleanup of Hazardous and Toxic Waste
   NWP 40(a) – USDA program participant

NOTE: NWP regulations do not allow the regional conditioning of NWP 40(a).

2. Access. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being, or has been, accomplished in accordance with the terms and conditions of your permit.

3. Commencement Bay. An individual permit is required in the Commencement Bay Study Area (CBSA) for activities which would have qualified for the following NWPs:

   NWP 12 – Utility Line Activities (substations and access roads)
   NWP 13 – Bank Stabilization
   NWP 14 – Linear Transportation Crossings
   NWP 23 – Approved Categorical Exclusions
   NWP 29 – Single-Family Housing
   NWP 39 – Residential, Commercial, and Institutional Developments
   NWP 40 – Agricultural Activities
   NWP 41 – Reshaping Existing Drainage Ditches
   NWP 42 – Recreational Facilities
   NWP 43 – Stormwater Management Facilities

The CBSA is located near the southern end of Puget Sound’s main basin at Tacoma, Pierce County, Washington. The CBSA extends from Brown’s Point around the bay to Point Defiance and includes the commercial waterways, wetlands, and any other jurisdictional waters. From Point Defiance, the line runs southeast to State Route 7 (Pacific...
Avenue), then south to the centerline of I-5; then east (northbound lanes) along I-5 to the Puyallup River. The boundary extends 200 feet on either side of the Puyallup River southeast to the Clark Creek Road (Melroy) Bridge. From the Puyallup River, the boundary extends east along I-5 to 70th Avenue E. The line then returns to Brown’s Point to the northwest, following the 100-foot contour elevation above sea level located east of Hylebos Creek and Marine View Drive.

4. **Mill Creek Special Area Management Plan (SAMP).** Within the boundaries of the (SAMP), the following NWPs can be used only in those areas designated as “Developable Wetlands”:

- NWP 14 — Linear Transportation Crossings
- NWP 23 — Approved Categorical Exclusions
- NWP 29 — Single-Family Housing
- NWP 33 — Temporary Construction, Access and Dewatering
- NWP 39 — Residential, Commercial, and Institutional Developments
- NWP 40 — Agricultural Activities
- NWP 41 — Reshaping Existing Drainage Ditches
- NWP 42 — Recreational Facilities
- NWP 43 — Stormwater Management Facilities

Until the SAMP is approved, the users of these NWPs listed above (except NWP 40a) must notify the District Engineer in accordance with General Condition 13 for any acreage or volume proposed. Once the SAMP is approved, the “Notification” limits will be as specified in the individual NWPs.

Mitigation requirements for these projects must either be onsite or within the areas designated as “Preferred Mitigation Sites”. Mitigation plans must comply with the requirements found within the Mill Creek Special Area Management Plan, King County, Washington, dated April 2000.

An individual permit is required for all proposals in “Developable Wetlands” that would have qualified for NWPs other than those listed above.

NWP 27, Stream Restoration and Enhancement Activities, can be used within the SAMP, but, must comply with the requirements found within the Mill Creek Special Area Management Plan, King County, Washington.

The Mill Creek SAMP applies to all areas and tributaries drained by Mill Creek (Auburn), Mullen Slough, Midway Creek, Auburn Creek, and the area bounded by 4th Street Northeast in Auburn on the south, and the Ordinary High Water mark of the Green River on the east and north.

5. **Prohibited Work Times for Bald Eagle Protection.** For compliance with National General Condition 11, the following construction activity prohibitions apply to protect bald eagles, listed as threatened under the Endangered Species Act:

   (a) No construction activity authorized under a NWP shall occur within 1/4 mile of an occupied bald eagle nest, nocturnal roost site, or wintering concentration area, within the following seasonal work prohibition times.

   (b) No construction activity authorized under a NWP shall occur within 1/2 mile BY LINE OF SIGHT of an occupied bald eagle nest or nocturnal roost site, within the following seasonal work prohibition times:

   Work prohibition times:

   (1) Nesting between January 1 and August 15 each year.
   (2) Wintering areas between November 1 and March 31 each year.

Exceptions to these prohibited work times can be made by request to the Corps and approved by the U.S. Fish and Wildlife Service (USFWS).
Contact the USFWS to determine if a bald eagle nest, nocturnal roost, or wintering concentration occurs near your proposed project:

West of Cascades: Olympia Office – (360) 753-9440
East of Cascades: Ephrata – (509) 754-8580 or Spokane – (509) 893-8002
Mainstem of the Columbia River downstream from McNary Dam: Portland – (503) 231-6179

H. ADDITIONAL LIMITATIONS ON THE USE OF NWPs

1. District Engineers have authority to determine if an activity complies with the terms and conditions of an NWP.

2. NWPs do not obviate the need to obtain other Federal, state, or local permits, approvals, or authorizations required by law.

3. NWPs do not grant any property rights or exclusive privileges.

4. NWPs do not authorize any injury to the property or rights of others.

5. NWPs do not authorize interference with any existing or proposed Federal project.

6. If future operations by the United States require the removal, relocation, or other alteration of the work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, you will be required, upon due notice from the U.S. Army Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

I. FURTHER INFORMATION

Further information about the U.S. Army Corps of Engineers regulatory program, including nationwide permits, may also be accessed on our Internet page: http://www.nws.usace.army.mil (select “Regulatory/Permits”).
CERTIFICATE OF COMPLIANCE
WITH DEPARTMENT OF THE ARMY PERMIT

 Permit Number: 200400734
 Name of Permittee: County of Yakima
 Date of Issuance: AUG 25 2004

Upon completion of the activity authorized by this permit, please check the applicable boxes below, sign this certification, and return it to the following address:

Department of the Army
U.S. Army Corps of Engineers
Seattle District, Regulatory Branch
Post Office Box 3755
Seattle, Washington 98125-3755

Please note that your permitted activity is subject to a compliance inspection by a U.S. Army Corps of Engineers representative. If you fail to comply with the terms and conditions of your authorization, your project is subject to suspension, modification, or revocation.

☐ The work authorized by the above-referenced permit has been completed in accordance with the terms and conditions of this permit.

☐ The mitigation required (not including monitoring) by the above-referenced permit has been completed in accordance with the terms and conditions of this permit.

_______________________________
Signature of Permittee
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 08-31-05

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<td>BACKHOE, EXCAVATOR, SHOVEL (3 YD &amp; UNDER)</td>
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<td>BACKHOE, EXCAVATOR, SHOVEL (OVER 3 YD &amp; UNDER 6 YD)</td>
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<td>BROOMS</td>
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<td>BUMP CUTTER</td>
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<td>CONCRETE PUMP-TRUCK MOUNT WITH BOOM ATTACHMENT</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>
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<td>CRANES, 45 TONS - 99 TONS, UNDER 150 FT OF BOOM (INCLUDING JIB WITH ATTACHMENTS)</td>
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<tr>
<td>Classification</td>
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<td>Code</td>
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<td>CRANES, 100 TONS - 199 TONS, OR 150 FT OF BOOM (INCLUDING JIB WITH ATTACHMENTS)</td>
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<td>CRANES, 200 TONS TO 300 TONS, OR 250 FT OF BOOM (INCLUDING JIB WITH ATTACHMENTS)</td>
<td>$42.68</td>
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<td>CRANES, A-FRAME, 10 TON AND UNDER</td>
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<td>CRANES, A-FRAME, OVER 10 TON</td>
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<td>CRANES, OVER 300 TONS, OR 300' OF BOOM INCLUDING JIB WITH ATTACHMENTS</td>
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<td>CRANES, OVERHEAD, BRIDGE TYPE (20 - 44 TONS)</td>
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<td>CRANES, OVERHEAD, BRIDGE TYPE (45 - 99 TONS)</td>
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<td>5D</td>
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<td>CRANES, OVERHEAD, BRIDGE TYPE (100 TONS &amp; OVER)</td>
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<td>CRANES, TOWER CRANE, UP TO 175' IN HEIGHT, BASE TO BOOM</td>
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<td>CRANES, TOWER CRANE OVER 175' IN HEIGHT, BASE TO BOOM</td>
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<td>1T</td>
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<td>8L</td>
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<td>CRUSHERS</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>ELEVATOR AND MANLIFT, PERMANENT AND SHAFT-TYPE</td>
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<td>FINISHING MACHINE/BIDWELL GAMACO AND SIMILAR EQUIP</td>
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<td>FORK LIFTS, (3000 LBS AND OVER)</td>
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<td>GUARDRAIL PUNCH</td>
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<td>HOISTS, OUTSIDE (ELEVATORS AND MANLIFTS), AIR TUGGERS</td>
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<td>HYDRAULIFTS/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>MIXERS, ASPHALT PLANT</td>
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<td>OIL DISTRIBUTORS, BLOWER DISTRIBUTION AND MULCH SEEDING OPERATOR</td>
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<td>PILEDRIVER (OTHER THAN CRANE MOUNT)</td>
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<td>PLANT OILER (ASPHALT, CRUSHER)</td>
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<td>PUMPS, WATER</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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<td>ROLLER, OTHER THAN PLANT ROAD MIX</td>
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<td>ROLLERS, PLANTMIX OR MULTILIFT MATERIALS</td>
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<td>SCRAPERS - SELF PROPELLED, HARD TAIL END DUMP, ARTICULATING</td>
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<td>OFF-ROAD EQUIPMENT (45 YD AND OVER)</td>
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<td>SCRAPERS, CONCRETE AND CARRY ALL</td>
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<td>SCREEN MAN</td>
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<td>SHOTCRETE, GUNITE</td>
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<td>SPREADER, TOPSIDE OPERATOR - BLAW KNOX</td>
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## YAKIMA COUNTY
### Effective 08-31-05

(See Benefit Code Key)

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

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

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

G. THE FIRST TEN (10) HOURS WORKED ON SATURDAYS AND THE FIRST TEN (10) HOURS WORKED ON A FIFTH CALENDAR WEEKDAY IN A FOUR - TEN HOUR SCHEDULE, SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED IN EXCESS OF TEN (10) HOURS PER DAY MONDAY THROUGH SATURDAY AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

H. ALL HOURS WORKED ON SATURDAYS (EXCEPT MAKEUP DAYS IF WORK IS LOST DUE TO INCLEMENT WEATHER CONDITIONS OR EQUIPMENT BREAKDOWN) SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED MONDAY THROUGH SATURDAY OVER TWELVE (12) HOURS AND ALL HOURS WORKED ON SUNDAYS AND HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.

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 SUNDAY SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE. ALL HOURS WORKED ON HOLIDAYS SHALL BE PAID AT DOUBLE THE HOURLY RATE OF WAGE.
1. **Q.** The first two (2) hours after eight (8) regular hours Monday through Friday and up to ten (10) hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays (except Christmas Day) shall be paid at double the hourly rate of wage. All hours worked on Christmas Day shall be paid at two and one-half times the hourly rate of wage.

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

3. **S.** The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

4. **T.** 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.

5. **U.** All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays (except Labor Day) shall be paid at two times the hourly rate of wage.
2. 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).


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).
5. 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 DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, DAY BEFORE OR AFTER CHRISTMAS DAY (10).

X. PAID HOLIDAYS: NEW YEAR'S DAY, DAY BEFORE OR AFTER NEW YEAR'S DAY, PRESIDENTS DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, DAY AFTER THANKSGIVING DAY, CHRISTMAS DAY, DAY BEFORE OR AFTER CHRISTMAS DAY, 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
   OVER 250' - DIVERS MAY NAME THEIR OWN PRICE, PROVIDED IT IS NO LESS THAN THE SCALE LISTED FOR 250 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 bridges. For use with Catch Basin type 2. The casting to meet AASHTO-M-105, class 30 gray iron casting. See Std. Plan B-1f, B-23a, B-23b, B-23c, and B-23d.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2. Frame &amp; Grate - frame and Grate for Catch Basin type 1, 1L, 1P, 2, 3, 4 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-2, B-2a, and B-2b.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3. Grate Inlet &amp; Drop Inlet Frame &amp; Grate - Frame and Grate for Grate Inlets Type 1 or 2 or Drop Inlet. Angle iron frame to be cast into top of inlet. See Std. Plan B-4b or B-4h. Frames &amp; Grates to be galvanized.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes smaller than 60 inch diameter.</td>
<td>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>
<td>X</td>
<td></td>
</tr>
</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 9-28.15(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 9-28.15(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.  

X

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

X


X

16. Catch Basin - Catch Basin type 1, 1L, 1P, 2, 3, and 4, including risers, frames maybe cast into riser. See Std. Plans.  

X

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

X

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

X

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

X

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

X

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.  

X
22. Vault Risers - For use with Valve Vaults and Utilities Vaults.


24. Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier or may also be used as Temporary Concrete Barrier. Only new state approved barrier may be used as permanent barrier.

25. Reinforced Earth Wall Panels - Reinforced Earth Wall Panels in size and shape as shown in the Plans. Fabrication plant has annual approval for methods and materials to be used. See Shop Drawing. Fabrication at other locations may be approved, after facilities inspection, contact HQ. Lab.

26. Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size and shape as shown in Plans. Fabrication plant has annual approval for methods and materials to be used.

27. Precast Railroad Crossings - Concrete Crossing Structure Slabs.

28. 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.
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 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.

31. Prestressed Precast Hollow-Core Slab - Precast Prestressed 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, 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, G-2b, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.

X

37. Steel Sign Post - Fabricated steel sign posts as detailed in Std. Plan G-8. Shop drawings for approval are to be provided prior to fabrication.

X

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

X

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-1, J-1a, and J-1b. See Special Provisions for pre-approved drawings.

X

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-1, J-7a, J-7c, and J-8. See Special Provisions for pre-approved drawings.

X

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.

X
42. Traffic Signs - Prior to approval of a Fabricator of Traffic Signs, the sources of the following signing 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.

43. Cutting & bending reinforcing steel

44. Guardrail components

45. Aggregates/Concrete mixes

46. Asphalt

47. Fiber fabrics

48. Electrical wiring/components

49. treated or untreated timber piles

50. Girder pads (elastomeric bearing)
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<tr>
<th></th>
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<th>YES</th>
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<tbody>
<tr>
<td>51. Standard Dimension lumber</td>
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<td>X</td>
<td></td>
</tr>
<tr>
<td>52. Irrigation components</td>
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<td>X</td>
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<tr>
<td>53. Fencing materials</td>
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<td>54. Guide Posts</td>
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<tr>
<td>55. Traffic Buttons</td>
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<td>X</td>
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<tr>
<td>56. Epoxy</td>
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<tr>
<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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<td>61. Steel pile tips, standard</td>
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<td>62. Steel pile tips, custom</td>
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# Washington State Prevailing Wage Rates - Effective 08/31/05

## Metal Fabrication (In Shop)

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**Counties Covered:**
Adams, Asotin, Columbia, Douglas, Ferry, Franklin, Garfield, Kittitas, Lincoln, Okanogan, Pend Oreille, Stevens, Walla Walla and Whitman

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**Counties Covered:**
Benton

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**Counties Covered:**
Chelan

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<tr>
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<td>11.41</td>
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<tr>
<td>Laborer</td>
<td>11.13</td>
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</tr>
</tbody>
</table>

**Counties Covered:**
Clallam, Grays Harbor, Island, Jefferson, Lewis, Mason, Pacific, San Juan and Skagit
METAL FABRICATION (IN SHOP) 08/31/05

<table>
<thead>
<tr>
<th>Classification</th>
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<th>Over Time Code</th>
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Supplemental To Wage Rates
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Supplemental To Wage Rates
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## Washington State Prevailing Wage Rates - Effective 08/31/05
### 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 administrating 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
HEAVY AND HIGHWAY AND DREDGING CONSTRUCTION PROJECTS (Excludes D.O.E. Hanford Site in Benton and Franklin Counties)

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CARP0001-008 06/01/2005

Rates Fringes

Carpenters:
COLUMBIA RIVER AREA -
ADAMS, BENTON, COLUMBIA,
DOUGLAS (EAST OF THE 120TH
MERIDIAN), FERRY,
FRANKLIN, GRANT, OKANOGAN
(EAST OF THE 120TH
MERIDIAN) AND WALLA WALLA
COUNTIES

GROUP 1:......................$ 24.18 7.75
GROUP 2:......................$ 25.29 7.75
GROUP 3:......................$ 24.45 7.75
GROUP 4:......................$ 24.18 7.75
GROUP 5:......................$ 59.90 7.75
GROUP 6:......................$ 28.32 7.75

WA030001 Modification 39
Federal Wage Determination
SPOKANE AREA: ASOTIN, GARFIELD, LINCOLN, PEND OREILLE, SPOKANE, STEVENS AND WHITMAN COUNTIES
GROUP 1: ..................$ 23.51  7.75
GROUP 2: ..................$ 24.61  7.75
GROUP 3: ..................$ 23.77  7.75
GROUP 4: ..................$ 23.51  7.75
GROUP 5: ..................$ 58.24  7.75
GROUP 6: ..................$ 27.60  7.75

CARPENTERS CLASSIFICATIONS

GROUP 1: Carpenter; Burner-Welder; Rigger and Signaler; Insulators (all types), Acoustical, Drywall and Metal Studs, Metal Panels and Partitions; Floor Layer, Sander, Finisher and Astro Turf; Layout Carpenters; Form Builder, Rough Framer; Outside or Inside Finisher, including doors, windows, and jams; Sawfiler; Shingler (wood, composition) Solar, Fiberglass, Aluminum or Metal; Scaffold Erecting and Dismantling; Stationary Saw-Off Bearer; Wire, Wood and Metal Lather Applicator

GROUP 2: Millwright, machine erector

GROUP 3: Piledriver - includes driving, pulling, cutting, placing collars, setting, welding, or creosote treated material, on all piling

GROUP 4: Bridge, dock and wharf carpenters

GROUP 5: Divers

GROUP 6: Divers Tender

ZONE PAY:
ZONE 1  0-45 MILES FREE
ZONE 2  46-65 MILES $2.00/PER HOUR
ZONE 3  66-100 MILES $3.00/PER HOUR
ZONE 4  OVER 100 MILES $4.50/PER HOUR

DISPATCH POINTS:
CARPENTERS/MILLRIGHTS: PASCO (2819 W. SYLVESTER) or Main Post Office of established residence of employee.

CARPENTERS/PILE DRIVER: SPOKANE (127 E. AUGUSTA AVE.) or Main Post Office of established residence of employee.

CARPENTERS: WENATCHEE (27 N. CHELAN) or Main Post Office of established residence of employee.

CARPENTERS: COEUR D' ALENE (1839 N. GOVERNMENT WAY) or Main Post Office of established residence of employee.

CARPENTERS: MOSCOW (302 N. JACKSON) or Main Post Office of established residence of employee.
DEPTH PAYY FOR DIVERS:
Each foot over 50-100 feet $1.00
Each foot over 100-175 feet 2.25
Each foot over 175-250 feet 5.50

HAZMAT PROJECTS:

Anyone working on a HAZMAT job (task), where HAZMAT certification is required, shall be compensated at a premium, in addition to the classification working in as follows:

LEVEL D + $.25 per hour - This is the lowest level of protection. No respirator is used and skin protection is minimal.
LEVEL C + $.50 per hour - This level uses an air purifying respirator or additional protective clothing.
LEVEL B + $.75 per hour - Uses same respirator protection as Level A. Supplied air line is provided in conjunction with a chemical "splash suit".
LEVEL A +$1.00 per hour - This level utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line.
SOUTHWEST WASHINGTON: CLARK, COWLITZ, Klickitat, Lewis (Piledriver only), Pacific (South of a straight line made by extending the north boundary line of Wahkiakum County west to Willapa Bay to the Pacific Ocean), Skamania and Wahkiakum Counties and includes the entire peninsula west of Willapa Bay

SEE ZONE DESCRIPTION FOR CITIES BASE POINTS

ZONE 1:

<table>
<thead>
<tr>
<th></th>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpenters:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carpenters; Acoustical</td>
<td>$28.41</td>
<td>11.16</td>
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<tr>
<td>Divers Tenders</td>
<td>$31.01</td>
<td>11.16</td>
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<tr>
<td>Divers</td>
<td>$67.18</td>
<td>11.16</td>
</tr>
<tr>
<td>Drywall</td>
<td>$28.41</td>
<td>11.16</td>
</tr>
<tr>
<td>Floor Layers &amp; Floor Finishers (the laying of all hardwood floors nailed and mastic set, parquet and wood-type tiles, and block floors, the sanding and finishing of floors, the preparation of old and new floors when the materials mentioned above are to be installed); Insulators (fiberglass and similar irritating materials)</td>
<td>$28.56</td>
<td>11.16</td>
</tr>
<tr>
<td>Millwrights</td>
<td>$28.91</td>
<td>11.16</td>
</tr>
<tr>
<td>Piledrivers</td>
<td>$28.91</td>
<td>11.16</td>
</tr>
</tbody>
</table>

DEPTTH PAY:
50 TO 100 FEET $1.00 PER FOOT OVER 50 FEET
100 TO 150 FEET 1.50 PER FOOT OVER 100 FEET
150 TO 200 FEET 2.00 PER FOOT OVER 150 FEET

Zone Differential (Add up Zone 1 rates):
Zone 2 - $0.85
Zone 3 - 1.25
Zone 4 - 1.70
Zone 5 - 2.00
Zone 6 - 3.00
BASEPOINTS: ASTORIA, LONGVIEW, PORTLAND, THE DALLES, AND VANCOUVER, (NOTE: All dispatches for Washington State Counties: Cowlitz, Wahkiakum and Pacific shall be from Longview Local #1707 and mileage shall be computed from that point.)

ZONE 1: Projects located within 30 miles of the respective city hall of the above mentioned cities
ZONE 2: Projects located more than 30 miles and less than 40 miles of the respective city of the above mentioned cities
ZONE 3: Projects located more than 40 miles and less than 50 miles of the respective city of the above mentioned cities
ZONE 4: Projects located more than 50 miles and less than 60 miles of the respective city of the above mentioned cities.
ZONE 5: Projects located more than 60 miles and less than 70 miles of the respective city of the above mentioned cities
ZONE 6: Projects located more than 70 miles of the respected city of the above mentioned cities

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tr>
<td>$21.71</td>
<td>10.45</td>
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<tr>
<td>$21.45</td>
<td>10.45</td>
</tr>
<tr>
<td>$21.55</td>
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<tr>
<td>$32.26</td>
<td>10.67</td>
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<tr>
<td>$72.52</td>
<td>10.67</td>
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<tr>
<td>$21.45</td>
<td>10.45</td>
</tr>
<tr>
<td>$30.40</td>
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<tr>
<td>$29.40</td>
<td>10.45</td>
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<tr>
<td>$29.60</td>
<td>10.45</td>
</tr>
<tr>
<td>$21.58</td>
<td>10.45</td>
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</tbody>
</table>
(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - ALL CLASSIFICATIONS EXCEPT MILLRIGHTS AND PILEDRIVERS)

Hourly Zone Pay shall be paid on jobs located outside of the free zone computed from the city center of the following listed cities:

Seattle       Olympia       Bellingham
Auburn        Bremerton     Anacortes
Renton         Shelton       Yakima
Aberdeen-Hoquiam  Tacoma    Wenatchee
Ellensburg     Everett       Port Angeles
Centralia      Mount Vernon  Sunnyside
Chelan         Pt. Townsend

Zone Pay:
0 - 25 radius miles       Free
25 - 35 radius miles       $1.00/hour
35 - 45 radius miles       $1.15/hour
45 - 55 radius miles       $1.35/hour
Over 55 radius miles       $1.55/hour

(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - MILLRIGHT AND PILEDRIVER ONLY)

Hourly Zone Pay shall be computed from Seattle Union Hall, Tacoma City center, and Everett City center

Zone Pay:
0 - 25 radius miles       Free
25 - 45 radius miles       $.70/hour
Over 45 radius miles       $1.50/hour
Carpenters:

WESTERN WASHINGTON: CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS (excludes piledrivers only), MASON, PACIFIC (North of a straight line made by extending the north boundary line of Wahkiakum County west to the Pacific Ocean), PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES

<table>
<thead>
<tr>
<th></th>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACoustical Workers</td>
<td>$29.56</td>
<td>10.67</td>
</tr>
<tr>
<td>Bridge, Dock &amp; Wharf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carpenters</td>
<td>$29.40</td>
<td>10.67</td>
</tr>
<tr>
<td>Carpenters AND Drywall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applicators</td>
<td>$29.40</td>
<td>10.67</td>
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<tr>
<td>Carpenters ON CREOSOTE</td>
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<tr>
<td>Material</td>
<td>$29.50</td>
<td>10.67</td>
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<tr>
<td>Divers Tender</td>
<td>$32.26</td>
<td>10.67</td>
</tr>
<tr>
<td>Divers</td>
<td>$72.52</td>
<td>10.67</td>
</tr>
<tr>
<td>Insulation Applicators</td>
<td>$29.40</td>
<td>10.67</td>
</tr>
<tr>
<td>Millwright and Machine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Erectors</td>
<td>$30.40</td>
<td>10.67</td>
</tr>
<tr>
<td>PileDriver, Driving, Pulling, Cutting, Placing Collars, Setting, Welding or Creosote Treated Material, All Piling</td>
<td>$29.60</td>
<td>10.67</td>
</tr>
<tr>
<td>Sawfilers, Stationary Power Saw Operators, Floor Finisher, Floor Layer, Shingler, Floor Sander Operator and Operators of Other Stationary Wood Working Tools</td>
<td>$29.53</td>
<td>10.67</td>
</tr>
</tbody>
</table>

(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - ALL CLASSIFICATIONS EXCEPT MILLWRIGHTS AND PILEDRIVERS)

Hourly Zone Pay shall be paid on jobs located outside of the free zone computed from the city center of the following listed cities:

Seattle Olympia Bellingham
Auburn Bremerton Anacortes
Renton Shelton Yakima
Aberdeen-Hoquiam Tacoma Wenatchee
Ellensburg Everett Port Angeles
Centralia Mount Vernon Sunnyside
Chelan Pt. Townsend

Zone Pay:
0 - 25 radius miles Free
25 - 35 radius miles $1.00/hour
35 - 45 radius miles $1.15/hour
45 - 55 radius miles $1.35/hour
Over 55 radius miles $1.55/hour
(HOURLY ZONE PAY: WESTERN AND CENTRAL WASHINGTON - MILLWRIGHT AND PILEDRIVER ONLY)

Hourly Zone Pay shall be computed from Seattle Union Hall, Tacoma City center, and Everett City center

<table>
<thead>
<tr>
<th>Zone Pay</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>0 -25 radius miles</td>
<td>Free</td>
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<tr>
<td>25-45 radius miles</td>
<td>$ .70/hour</td>
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</tr>
<tr>
<td>Over 45 radius miles</td>
<td>$1.50/hour</td>
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ELEC0046-001 06/06/2005

CALLAM, JEFFERSON, KING AND KITSAP COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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</thead>
<tbody>
<tr>
<td>Cable splicer</td>
<td>$ 36.85</td>
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<tr>
<td>Electrician</td>
<td>$ 33.50</td>
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</table>

ELEC0048-003 01/01/2005

CLARK, KLICKITAT AND SKAMANIA COUNTIES

<table>
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<th>Rates</th>
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<tbody>
<tr>
<td>Cable splicer</td>
<td>$ 31.60</td>
</tr>
<tr>
<td>Electrician</td>
<td>$ 31.35</td>
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</tbody>
</table>

* ELEC0073-001 07/01/2005

ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>Cable splicer</td>
<td>$ 26.64</td>
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<tr>
<td>Electrician</td>
<td>$ 24.22</td>
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ELEC0076-002 09/01/2005

GRAYS HARBOR, LEWIS, MASON, PACIFIC, PIERCE, AND THURSTON COUNTIES

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<th>Rates</th>
<th>Fringes</th>
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<tr>
<td>Cable splicer</td>
<td>$ 34.78</td>
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<tr>
<td>Electrician</td>
<td>$ 31.62</td>
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<td>Rates</td>
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<tr>
<td>---------</td>
<td>-----------</td>
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<tr>
<td><strong>Line Construction:</strong></td>
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</tr>
<tr>
<td>CABLE SPLICERS.............. $39.48</td>
<td>3.875%+9.75</td>
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<tr>
<td>GROUNDMEN.................. $24.68</td>
<td>3.875%+8.00</td>
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<tr>
<td>LINE EQUIPMENT MEN.......... $30.32</td>
<td>3.875%+8.00</td>
</tr>
<tr>
<td>LINEMEN, POLE SPRAYERS,</td>
<td></td>
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<tr>
<td>HEAVY LINE EQUIPMENT MAN... $35.25</td>
<td>3.875%+9.75</td>
</tr>
<tr>
<td>POWDERMEN, JACKHAMMERMEN... $26.44</td>
<td>3.875%+8.00</td>
</tr>
<tr>
<td>TREE TRIMMER............... $20.98</td>
<td>3.875%+7.94</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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</thead>
<tbody>
<tr>
<td><strong>ASOTIN, BENTON, COLUMBIA, FRANKLIN, GARFIELD, KITTITAS, WALLA WALLA, YAKIMA COUNTIES</strong></td>
<td></td>
</tr>
<tr>
<td>Cable splicer.............. $31.24</td>
<td>3%+12.28</td>
</tr>
<tr>
<td>Electrician................ $29.90</td>
<td>3%+12.43</td>
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</table>

<table>
<thead>
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<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ISLAND, SAN JUAN, SNOHOMISH, SKAGIT AND WHATCOM COUNTIES</strong></td>
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<tr>
<td>Cable splicer.............. $33.72</td>
<td>3%+11.72</td>
</tr>
<tr>
<td>Electrician................ $30.66</td>
<td>3%+11.72</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHELAN, DOUGLAS, GRANT AND OKANOGAN COUNTIES</strong></td>
<td></td>
</tr>
<tr>
<td>Cable splicer.............. $29.33</td>
<td>3%+11.67</td>
</tr>
<tr>
<td>Electrician................ $26.66</td>
<td>3%+11.67</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COWLITZ AND WAHKIAKUM COUNTIES</strong></td>
<td></td>
</tr>
<tr>
<td>Cable splicer.............. $31.57</td>
<td>3%+10.60</td>
</tr>
<tr>
<td>Electrician................ $28.70</td>
<td>3%+10.60</td>
</tr>
</tbody>
</table>
CHELAN (WEST OF THE 120TH MERIDIAN), CLALLAM, DOUGLAS (WEST OF THE 120TH MERIDIAN), GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, KITTITAS, MASON, OKANOGAN (WEST OF THE 120TH MERIDIAN), SAN JUNA, SKAGIT, SNOHOMISH, WHATCOM AND YAKIMA (WEST OF THE 120TH MERIDIAN) COUNTIES

PROJECTS: CATEGORY A PROJECTS (EXCLUDES CATEGORY B PROJECTS, AS SHOWN BELOW)

Zone 1 (0-25 radius miles):

<table>
<thead>
<tr>
<th>Power equipment operators:</th>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 1A ..................</td>
<td>$ 31.08</td>
<td>11.05</td>
</tr>
<tr>
<td>Group 1AA ..................</td>
<td>$ 31.63</td>
<td>11.05</td>
</tr>
<tr>
<td>Group 1AAA ..................</td>
<td>$ 32.17</td>
<td>11.05</td>
</tr>
<tr>
<td>Group 1 ..................</td>
<td>$ 30.54</td>
<td>11.05</td>
</tr>
<tr>
<td>Group 2 ..................</td>
<td>$ 30.07</td>
<td>11.05</td>
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<tr>
<td>Group 3 ..................</td>
<td>$ 29.66</td>
<td>11.05</td>
</tr>
<tr>
<td>Group 4 ..................</td>
<td>$ 27.37</td>
<td>11.05</td>
</tr>
</tbody>
</table>

Zone Differential (Add to Zone 1 rates):
Zone 2 (26-45 radius miles) - $.70
Zone 3 (Over 45 radius miles) - $1.00

BASEPOINTS: Aberdeen, Bellingham, Bremerton, Everett, Kent, Mount Vernon, Port Angeles, Port Townsend, Seattle, Shelton, Wenatchee, Yakima

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1AAA - Cranes—over 300 tons, or 300 ft of boom (including jib with attachments)

GROUP 1AA - Cranes 200 to 300 tons, or 250 ft of boom (including jib with attachments); Tower crane over 175 ft in height, base to boom

GROUP 1A - Cranes, 100 tons thru 199 tons, or 150 ft of boom (including jib with attachments); Crane—overhead, bridge type, 100 tons and over; Tower crane up to 175 ft in height base to boom; Loaders—overhead, 8 yards and over; Shovels, excavator, backhoes—6 yards and over with attachments

GROUP 1 - Cableway; Cranes 45 tons thru 99 tons, under 150 ft of boom (including jib with attachments); Crane—overhead, bridge type, 45 tons thru 99 tons; Derricks on building work; Excavator, shovel, backhoes over 3 yards and under 6 yards; Hard tail end dump articulating off-road equipment 45 yards and over; Loader—overhead 6 yards to, but not including 8 yards; Mucking machine, mole, tunnel, drill and/or shield; Quad 9, HD 41, D-10; Remote control operator on rubber tired earth moving equipment; Rollagon; Scrapers—self propelled 45 yards and over; Slipform pavers; Transporters, all truck or track type
GROUP 2 - Barrier machine (zipper); Batch Plant Operator-Concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with attachments; Crane-overhead, bridge type-20 tons through 44 tons; Chipper; Concrete Pump-truck mount with boom attachment; Crusher; Deck Engineer/Deck Winches (power); Drilling machine; Excavator, shovel, backhoe-3 yards and under; Finishing Machine, Bidwell, Gamaco and similar equipment; Guardrail punch; Horizontal/directional drill operator; Loaders-overhead under 6 yards; Loaders-plant feed; Locomotives-all; Mechanics-all; Mixers-asphalt plant; Motor patrol graders-finishing; Piledriver (other than crane mount); Roto-mill,roto-grinder; Screedman, spreader, topside operator-Blaw Knox, Cedar Rapids, Jaeger, Caterpillar, Barbar Green; Scraper-self propelled, hard tail end dump, articulating off-road equipment-under 45 yards; Subgrade trimmer; Tractors, backhoes-over 75 hp; Transfer material service machine-shuttle buggy, blaw knox-roadtec; Truck crane oiler/driver-100 tons and over; Truck Mount portable conveyor; Yo Yo Pay dozer

GROUP 3 - Conveyors; Cranes-thru 19 tons with attachments; A-frame crane over 10 tons; Drill oilers-auger type, truck or crane mount; Dozers-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loader-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler- asphalt, crusher; Pumps-concrete; Roller, plant mix or multi-lift materials; Saws-concrete; Scrpers-concrete and carry-all; Service engineer-equipment; Trenching machines; Truck Crane Oilier/Driver under 100 tons; Tractors, backhoe 75 hp and under

GROUP 4 - Assistant Engineer; Bobcat; Brooms; Compressor; Concrete finish machine-laser screed; Cranes-A frame-10 tons and under; Elevator and Manlift-permanent or shaft type; Gradechecker, Stakehop; Forklifts under 3000 lbs. with attachments; Hydralifts/boom trucks, 10 tons and under; Oil distributors, blower distribution and mulch seeding operator; Pavement breaker; Posthole digger, mechanical; Power plant; Pumps, water; Rigger and Bellman; Roller-other than plant mix; Wheel Tractors, farmall type; Shotcrete/gunite equipment operator
CATEGORY B PROJECTS: 95% OF THE BASIC HOURLY RATE FOR EACH GROUP PLUS FULL FRINGE BENEFITS APPLICABLE TO CATEGORY A PROJECTS SHALL APPLY TO THE FOLLOWING PROJECTS. REDUCED RATES MAY BE PAID ON THE FOLLOWING:

1. Projects involving work on structures such as buildings and bridges whose total value is less than $1.5 million excluding mechanical, electrical, and utility portions of the contract.
2. Projects of less than $1 million where no building is involved. Surfacing and paving including, but utilities excluded.
3. Marine projects (docks, wharfs, etc.) less than $150,000.

HANDLING OF HAZARDOUS WASTE MATERIALS: Personnel in all craft classifications subject to working inside a federally designed hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing.
H-2 Class "C" Suit - Base wage rate plus $.25 per hour.
H-3 Class "B" Suit - Base wage rate plus $.50 per hour.
H-4 Class "A" Suit - Base wage rate plus $.75 per hour.

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ENG10302-009 06/01/2005

CHELAN (WEST OF THE 120TH MERIDIAN), CLALLAM, DOUGLAS (WEST OF THE 120TH MERIDIAN), GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, KITTITAS, MASON, OKANOGAN (WEST OF THE 120TH MERIDIAN), SAN JUNA, SKAGIT, SNOHOMISH, WHATCOM AND YAKIMA (WEST OF THE 120TH MERIDIAN) COUNTIES

ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 95% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY.

WORK PERFORMED ON HYDRAULIC DREDGES:
Zone 1 (0-25 radius miles):

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power equipment operators:</td>
<td></td>
</tr>
<tr>
<td>GROUP 1</td>
<td></td>
</tr>
<tr>
<td>TOTAL PROJECT COST $300,000 AND OVER..............$ 29.23</td>
<td>11.05</td>
</tr>
<tr>
<td>TOTAL PROJECT COST UNDER $300,000....................$ 26.96</td>
<td>8.40</td>
</tr>
<tr>
<td>GROUP 2</td>
<td></td>
</tr>
<tr>
<td>TOTAL PROJECT COST $300,000 AND OVER..............$ 29.35</td>
<td>11.05</td>
</tr>
<tr>
<td>TOTAL PROJECT COST UNDER $300,000....................$ 27.06</td>
<td>8.40</td>
</tr>
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</table>
GROUP 3
TOTAL PROJECT COST
$300,000 AND OVER............$ 29.72 11.05
TOTAL PROJECT COST UNDER
$300,000........................$ 27.38 8.40

GROUP 4
TOTAL PROJECT COST
$300,000 AND OVER............$ 29.77 11.05
TOTAL PROJECT COST UNDER
$300,000........................$ 27.43 8.40

GROUP 5
TOTAL PROJECT COST
$300,000 AND OVER............$ 31.29 11.05
TOTAL PROJECT COST UNDER
$300,000........................$ 28.75 8.40

GROUP 6
TOTAL PROJECT COST
$300,000 AND OVER............$ 29.23 11.05
TOTAL PROJECT COST UNDER
$300,000........................$ 26.96 8.40

Zone Differential (Add to Zone 1 rates):
Zone 2 (26-45 radius miles) - $ .70
Zone 3 (Over 45 radius miles) - $1.00

BASEPOINTS: Aberdeen, Bellingham, Bremerton, Everett, Kent,
Mount Vernon, Port Angeles, Port Townsend, Seattle, Shelton,
Wenatchee, Yakima

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1 - ASSISTANT MATE (DECKHAND)
GROUP 2 - OILER
GROUP 3 - ASSISTANT ENGINEER (ELECTRIC, DIESEL, STEAM OR
BOOSTER PUMP); MATES AND BOATMEN
GROUP 4 - CRANE MAN, ENGINEER WELDER
GROUP 5 - LEVER MAN, HYDRAULIC
GROUP 6 - MAINTENANCE

CATEGORY B PROJECTS: 95% OF THE BASIC HOURLY RATE FOR EACH
GROUP PLUS FULL FRINGE BENEFITS APPLICABLE TO CATEGORY A
PROJECTS SHALL APPLY TO THE FOLLOWING PROJECTS. REDUCED RATES
MAY BE PAID ON THE FOLLOWING:
1. Projects involving work on structures such as buildings and bridges whose total value is less than $1.5 million excluding mechanical, electrical, and utility portions of the contract.
2. Projects of less than $1 million where no building is involved. Surfacing and paving including, but utilities excluded.
3. Marine projects (docks, wharfs, ect.) less than $150,000.

HEAVY WAGE RATES (CATEGORY A) APPLIES TO CLAM SHELL DREDGE, HOE AND DIPPER, SHOVELS AND SHOVEL ATTACHMENTS, CRANES AND BULLDOZERS.

HANDLING OF HAZARDOUS WASTE MATERIALS: Personnel in all craft classifications subject to working inside a federally designed hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing.
H-2 Class "C" Suit - Base wage rate plus $.25 per hour.
H-3 Class "B" Suit - Base wage rate plus $.50 per hour.
H-4 Class "A" Suit - Base wage rate plus $.75 per hour.
ADAMS, ASOTIN, BENTON, CHELAN (EAST OF THE 120TH MERIDIAN),
COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY,
FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN (EAST OF THE 120TH
MERIDIAN), PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN
AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES

ZONE 1:

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>GROUP 1A</td>
<td>$21.79</td>
</tr>
<tr>
<td>GROUP 1</td>
<td>$22.34</td>
</tr>
<tr>
<td>GROUP 2</td>
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<tr>
<td>GROUP 7</td>
<td>$24.14</td>
</tr>
<tr>
<td>GROUP 8</td>
<td>$25.24</td>
</tr>
</tbody>
</table>

ZONE DIFFERENTIAL (Add to Zone 1 rate): Zone 2 - $2.00

Zone 1: Within 45 mile radius of Spokane, Moses Lake, Pasco,
Washington; Lewiston, Idaho

Zone 2: Outside 45 mile radius of Spokane, Moses Lake,
Pasco, Washington; Lewiston, Idaho

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1A: Boat Operator; Crush Feeder; Oiler; Steam Cleaner

GROUP 1: Bit Grinders; Bolt Threading Machine; Compressors
(under 2000 CFM, gas, diesel, or electric power); Deck
Hand; Drillers Helper (Assist driller in making drill rod
connections, service drill engine and air compressor,
repair drill rig and drill tools, drive drill support truck
to and on the job site, remove drill cuttings from around
bore hole and inspect drill rig while in operation);
Fireman & Heater Tender; Grade Checker; Hydro-seeder,
Mulcher, Nozzleman; Oiler Driver, & Cable Tender, Mucking
Machine; Pumpman; Rollers, all types on subgrade, including
seal and chip coatings (farm type, Case, John Deere &
similar, or Compacting Vibrator), except when pulled by
Dozer with operable blade; Welding Machine
GROUP 2: A-frame Truck (single drum); Assistant Refrigeration Plant (under 1000 ton); Assistant Plant Operator, Fireman or Pugmixer (asphalt); Bagley or Stationary Scraper; Belt Finishing Machine; Blower Operator (cement); Cement Hog; Compressor (2000 CFM or over, 2 or more, gas diesel or electric power); Concrete Saw (multiple cut); Distributor Leverman; Ditch Witch or similar; Elevator Hoisting Materials; Dope Pots (power agitated); Fork Lift or Lumber Stacker, hydra-lift & similar; Gin Trucks (pipeline); Hoist, single drum; Loaders (bucket elevators and conveyors); Longitudinal Float; Mixer (portable-concrete); Pavement Breaker, Hydra-Hammer & similar; Power Broom; Railroad Ballast Regulation Operator (self-propelled); Railroad Power Tamper Operator (self-propelled); Railroad Tamper Jack Operator (self-propelled); Spray Curing Machine (concrete); Spreader Box (self-propelled); Straddle Buggy (Ross & similar on construction job only); Tractor (Farm type R/T with attachment, except Backhoe); Tugger Operator

GROUP 3: A-frame Truck (2 or more drums); Assistant Refrigeration Plant & Chiller Operator (over 1000 ton); Backfillers (Cleveland & similar); Batch Plant & Wet Mix Operator, single unit (concrete); Belt-Crete Conveyors with power pack or similar; Belt Loader (Rocal or similar); Bending Machine; Bob Cat; Boring Machine (earth); Boring Machine (rock under 8 inch bit) (Quarry Master, Joy or similar); Bump Cutter (Wayne, Saginaw or similar); Canal Lining Machine (concrete); Chipper (without crane); Cleaning & Doping Machine (pipeline); Deck Engineer; Elevating Belt-type Loader (Euclid, Barber Green & similar); Elevating Grader-type Loader (Dumor, Adams or similar); Generator Plant Engineers (diesel or electric); Gunnite Combination Mixer & Compressor; Locomotive Engineer; Mixermobile; Nucking Machine; Posthole Auger or Punch; Pump (grout or jet); Soil Stabilizer (F & H or similar); Spreader Machine; Tractor (to D-6 or equivalent) and Traxcavator; Traverse Finish Machine; Turnhead Operator

GROUP 4: Concrete Pumps (squeeze-crete, flow-crete, pumpcrete, Whitman & similar); Curb Extruder (asphalt or concrete); Drills (churn, core, calyx or diamond) (operate drilling machine, drive or transport drill rig to and on job site and weld well casing); Equipment Serviceman; Greaser & Oiler; Hoist (2 or more drums or Tower Hoist); Loaders (overhead & front-end, under 4 yds. R/T); Refrigeration Plant Engineer (under 1000 ton); Rubber-tired Skidders (R/T with or without attachments); Surface Heater & Plant Machine; Trenching Machines (under 7 ft. depth capacity); Turnhead (with re-screening); Vacuum Drill (reverse circulation drill under 8 inch bit)
GROUP 5: Backhoe (under 45,000 gw); Backhoe & Hoe Ram (under 3/4 yd.); Carrydeck & Boom Truck (under 25 tons); Cranes (25 tons & under), all attachments including clamshell, dragline; Derricks & Stifflegs (under 65 tons); Drilling Equipment (8 inch bit & over) (Robbins, reverse circulation & similar) (operates drilling machine, drive or transport drill rig to and on job site and weld well casing); Hoe Ram; Piledriving Engineers; Paving (dual drum); Railroad Track Liner Operator (self-propelled); Refrigeration Plant Engineer (1000 tons & over); Signalman (Whireys, Highline Hammerheads or similar)

GROUP 6: Asphalt Plant Operator; Automatic Subgrader (Ditches & Trimmers) (Autograde, ABC, R.A. Hansen & similar on grade wire); Backhoe (45,000 gw and over to 110,000 gw); Backhoes & Hoe Ram (3/4 yd. to 3 yd.); Batch Plant (over 4 units); Batch & Wet Mix Operator (multiple units, 2 & incl. 4); Blade Operator (motor patrol & attachments, Athey & Huber); Boom Cats (side); Cable Controller (dispatcher); Clamshell Operator (under 3 yds.); Compactor (self-propelled with blade); Concrete Pump Boom Truck; Concrete Slip Form Paver; Cranes (over 25 tons, to and including 45 tons), all attachments including clamshell, dragline; Crusher, Grizzle & Screening Plant Operator; Dozer, 834 R/T & similar; Draglines (under 3 yds.); Drill Doctor; H.D. Mechanic; H.D. Welder; Loader Operator (front-end & overhead, 4 yds. incl. 8 yds.); Multiple Dozer Units with single blade; Paving Machine (asphalt and concrete); Quad-Track or similar equipment; Rollerman (finishing asphalt pavement); Roto Mill (pavement grinder); Scrapers, all, rubber-tired; Screed Operator; Shovel (under 3 yds.); Tractors (D-6 & equivalent & over); Trenching Machines (7 ft. depth & over); Tug Boat Operator Vactor guzzler, super sucker

GROUP 7: Backhoe (over 110,000 gw); Backhoes & Hoe Ram (3 yds & over); Blade (finish & bluetop) Automatic, CMI, ABC, Finish Athey & Huber, similar when used as automatic; Cableway Operators; Concrete Cleaning/Decontamination machine operator; Cranes (over 45 tons to but not including 85 tons), all attachments including clamshell and dragline; Derricks & Stifflegs (65 tons & over); Elevating Belt (Holland type); Heavy equipment robotics operator; Loader (360 degrees revolving Koehring Scooper or similar); Loaders (overhead & front-end, over 8 yds. to 10 yds.); Rubber-tired Scrapers (multiple engine with three or more scrapers); Shovels (3 yds. & over); Whireys & Hammerheads, ALL

GROUP 8: Cranes (85 tons and over, and all climbing, overhead, rail and tower), all attachments including clamshell, dragline; Loaders (overhead and front-end, 10 yards and over); Helicopter Pilot

BOOM PAY: (All Cranes, Including Tower)
180 ft to 250 ft $ .30 over scale
Over 250 ft $ .60 over scale
NOTE:
In computing the length of the boom on Tower Cranes, they shall be measured from the base of the Tower to the point of the boom.

HAZMAT:
Anyone working on HAZMAT jobs, working with supplied air shall receive $1.00 an hour above classification.

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ADAMS, ASOTIN, BENTON, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES

WORK PERFORMED ON HYDRAULIC DREDGES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
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<tbody>
<tr>
<td>GROUP 1: $32.41</td>
<td>7.87</td>
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<tr>
<td>GROUP 2: $32.53</td>
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<td>GROUP 6: $32.41</td>
<td>7.87</td>
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</table>

GROUP 1: Assistant Mate (Deckhand)
GROUP 2: Assistant Engineer (Electric, Diesel, Steam, or Booster Pump); Mates and Boatmen
GROUP 3: Engineer Welder
GROUP 4: Leverman, Hydraulic
GROUP 5: Maintenance
GROUP 6: Oilier

HEAVY WAGE RATES APPLIES TO CLAM SHELL DREDGE, HOE AND DIPPER, SHOVELS AND SHOVEL ATTACHMENTS, CRANES AND BULLDOZERS.
LEWIS, PIERCE, PACIFIC (THAT PORTION WHICH LIES NORTH OF A PARALLEL LINE EXTENDED WEST FROM THE NORTHERN BOUNDARY OF WAHKAUKUM COUNTY TO THE SEA IN THE STATE OF WASHINGTON) AND THURSTON COUNTIES

PROJECTS:
CATEGORY A PROJECTS (excludes Category B projects, as shown below)

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power equipment operators:</td>
<td></td>
</tr>
<tr>
<td>WORK PERFORMED ON</td>
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</tr>
<tr>
<td>HYDRAULIC DREDGES:Total</td>
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<td>Project cost $300,000 and over</td>
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<tr>
<td>GROUP 1 ...................$ 29.23</td>
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<tr>
<td>GROUP 2 ...................$ 29.35</td>
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<td>GROUP 6 ...................$ 29.23</td>
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<tr>
<td>WORK PERFORMED ON</td>
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<tr>
<td>HYDRAULIC DREDGES:Total</td>
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<tr>
<td>Project Cost under $300,000</td>
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<td>GROUP 1 ...................$ 26.96</td>
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<tr>
<td>GROUP 6 ...................$ 26.96</td>
<td>8.40</td>
</tr>
<tr>
<td>ZONE 2 (26-45 radius miles) - Add $.70 to Zone 1 rates</td>
<td></td>
</tr>
<tr>
<td>ZONE 3 (Over 45 radius miles) - Add $1.00 to Zone 1 rates</td>
<td></td>
</tr>
</tbody>
</table>

BASEPOINTS: Tacoma, Olympia, and Centralia

CATEGORY B PROJECTS - 95% of the basic hourly rate for each group plus full fringe benefits applicable to Category A projects shall apply to the following projects: Reduced rates may be paid on the following:
1. Projects involving work on structures such as buildings and structures whose total value is less than $1.5 million excluding mechanical, electrical, and utility portions of the contract.
2. Projects of less than $1 million where no building is involved. Surfacing and paving included, but utilities excluded.
3. Marine projects (docts, wharfs, etc.) less than $150,000
WORK PERFORMED ON HYDRAULIC DREDGES:

GROUP 1: Assistant Mate (Deckhand
GROUP 2: Oiler
GROUP 3: Assistant Engineer (Electric, Diesel, Steam or Booster Pump); Mates and Boatmen
GROUP 4: Cranesman, Engineer Welder
GROUP 5: Leverman, Hydraulic GROUP 6: Maintenance

HEAVY WAGE RATES APPLIES TO CLAM SHEEL DREDGE, HOE AND DIPPER, SHOVELS AND SHOVEL ATTACHMENTS, CRANES AND BULLDOZERS

HANDLING OF HAZARDOUS WASTE MATERIALS

H-1 - When not outfitted with protective clothing of level D equipment - Base wage rate
H-2 - Class "C" Suit - Base wage rate + $.25 per hour
H-3 - Class "B" Suit - Base wage rate + $.50 per hour
H-4 - Class "A" Suit - Base wage rate +$.75 per hour

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LEWIS, PIERCE, PACIFIC (portion lying north of a parallel line extending west from the northern boundary of Wahkaikum County to the sea) AND THURSTON COUNTIES

ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY.

Zone 1 (0-25 radius miles):

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>$31.08</td>
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<tr>
<td>$31.63</td>
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<td>$32.17</td>
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<td>$30.54</td>
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<td>$30.07</td>
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<td>$29.66</td>
<td>11.05</td>
</tr>
<tr>
<td>$27.37</td>
<td>11.05</td>
</tr>
</tbody>
</table>

Zone Differential (Add to Zone 1 rates):
Zone 2 (26-45 radius miles) = $ .70
Zone 3 (Over 45 radius miles) - $1.00

BASEPOINTS: CENTRALIA, OLYMPIA, TACOMA

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1 AAA - Cranes-over 300 tons or 300 ft of boom (including jib with attachments)

GROUP 1AA - Cranes- 200 tonsto 300 tons, or 250 ft of boom (including jib with attachments; Tower crane over 175 ft in height, bas to boom

WA030001 Modification 39
Federal Wage Determination
GROUP 1A - Cranes, 100 tons thru 199 tons, or 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 100 tons and over; Tower crane up to 175 ft in height base to boom; Loaders-overhead, 8 yards and over; Shovels, excavator, backhoes-6 yards and over with attachments

GROUP 1 - Cableway; Cranes 45 tons thru 99 tons under 150 ft of boom (including jib with attachments); Crane-overhead, bridge type, 45 tons thru 99 tons; Derricks on building work; Excavator, shovel, backhoes over 3 yards and under 6 yards; Hard tail end dump articulating off-road equipment 45 yards and over; Loader- overhead, 6 yards to, but not including, 8 yards; Mucking machine, mole, tunnel, drill and/or shield; Quad 9 HD 41, D-10; Remote control operator on rubber tired earth moving equipment; Rollagons; Scrapers-self-propelled 45 yards and over; Slipform pavers; Transporters, all track or truck type

GROUP 2 - Barrier machine (zipper); Batch Plant Operator-concrete; Bump Cutter; Cranes, 20 tons thru 44 tons with attachments; Crane-Overhead, bridge type, 20 tons through 44 tons; Chipper; Concrete pump-truck mount with boom attachment; Crusher; Deck engineer/deck winches (power); Drilling machine; Excavator, shovel, backhoe-3 yards and under; Finishing machine, Bidwell, Gamaco and similar equipment; Guardrail punch; Loaders, overhead under 6 yards; Loaders-plant feed; Locomotives-all; Mechanics- all; Mixers, asphalt plant; Motor patrol graders, finishing; Piledriver (other than crane mount); Roto-mill, roto-grinder; Screedman, spreader, topside operator-Blaw Knox, Cedar Rapids, Jaeger, Caterpillar, Barbar Green; Scraper-self-propelled, hard tail end dump, articulating off-road equipment-under 45 yards; Subgrader trimmer; Tractors, backhoe over 75 hp; Transfer material service machine-shuttle buggy, Blaw Knox- Roadtec; Truck Crane oiler/driver-100 tons and over; Truck Mount Portable Conveyor; Yo Yo pay

GROUP 3 - Conveyors; Cranes through 19 tons with attachments; Crane-A-frame over 10 tons; Drill oilers-auger type, truck or crane mount; Dozer-D-9 and under; Forklift-3000 lbs. and over with attachments; Horizontal/directional drill locator; Outside Hoists-(elevators and manlifts), air tuggers, strato tower bucket elevators; Hydralifts/boom trucks over 10 tons; Loaders-elevating type, belt; Motor patrol grader-nonfinishing; Plant oiler- asphalt, crusher; Pump-Concrete; Roller, plant mix or multi-lfit materials; Saws-concrete; Scrapers, concrete and carry all; Service engineers-equipment; Trenching machines; Truck crane oiler/driver under 100 tons; Tractors, backhoe under 75 hp
GROUP 4 - Assistant Engineer; Bobcat; Brooms; Compressor; Concrete Finish Machine-laser screed; Cranes A-frame 10 tons and under; Elevator and manlift (permanent and shaft type); Forklifts-under 3000 lbs. with attachments; Gradechecker, stakehop; Hydralifts/boom trucks, 10 tons and under; Oil distributors, blower distribution and mulch seeding operator; Pavement breaker; Posthole digger-mechanical; Power plant; Pumps-water; Rigger and Bellman; Roller-other than plant mix; Wheel Tractors, farmall type; Shotcrete/gunite equipment operator

FOOTNOTE A- Reduced rates may be paid on the following:
1. Projects involving work on structures such as buildings and bridges whose total value is less than $1.5 million excluding mechanical, electrical, and utility portions of the contract.
2. Projects of less than $1 million where no building is involved. Surfacing and paving included, but utilities excluded.
3. Marine projects (docks, wharfs, etc.) less than $150,000.

HANDLING OF HAZARDOUS WASTE MATERIALS: Personnel in all craft classifications subject to working inside a federally designated hazardous perimeter shall be eligible for compensation in accordance with the following group schedule relative to the level of hazardous waste as outlined in the specific hazardous waste project site safety plan.

H-1 Base wage rate when on a hazardous waste site when not outfitted with protective clothing
H-2 Class "C" Suit - Base wage rate plus $.25 per hour.
H-3 Class "B" Suit - Base wage rate plus $.50 per hour.
H-4 Class "A" Suit - Base wage rate plus $.75 per hour.

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CLARK, COWLITZ, Klickitat, Pacific (South), Skamania, and Wahkiakum Counties

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
</table>

Power equipment operators:
(See Footnote A)

GROUP 1. .................. $ 30.44  9.95
GROUP 1A .................. $ 31.96  9.95
GROUP 1B .................. $ 33.48  9.95
GROUP 2 .................. $ 29.14  9.95
GROUP 3 .................. $ 28.34  9.95
GROUP 4 .................. $ 27.78  9.95
GROUP 5 .................. $ 27.15  9.95
GROUP 6 .................. $ 24.66  9.95

Zone Differential (add to Zone 1 rates):
Zone 2 - $1.50
Zone 3 - 3.00

WA030001 Modification 39
Federal Wage Determination
For the following metropolitan counties: MULTNOMAH; CLACKAMAS; MARION; WASHINGTON; YAMHILL; AND COLUMBIA; CLARK; AND COWLITZ COUNTY, WASHINGTON WITH MODIFICATIONS AS INDICATED:

All jobs or projects located in Multnomah, Clackamas and Marion Counties, West of the western boundary of Mt. Hood National Forest and West of Mile Post 30 on Interstate 84 and West of Mile Post 30 on State Highway 26 and West of Mile Post 30 on Highway 22 and all jobs or projects located in Yamhill County, Washington County and Columbia County and all jobs or projects located in Clark & Cowlitz County, Washington except that portion of Cowlitz County in the Mt. St. Helens "Blast Zone" shall receive Zone I pay for all classifications.

All jobs or projects located in the area outside the identified boundary above, but less than 50 miles from the Portland City Hall shall receive Zone II pay for all classifications.

All jobs or projects located more than 50 miles from the Portland City Hall, but outside the identified border above, shall receive Zone III pay for all classifications.

For the following cities: ALBANY; BEND; COOS BAY; EUGENE; GRANTS PASS; Klamath Falls; MEDFORD; ROSEBURG

All jobs or projects located within 30 miles of the respective city hall of the above mentioned cities shall receive Zone I pay for all classifications.

All jobs or projects located more than 30 miles and less than 50 miles from the respective city hall of the above mentioned cities shall receive Zone II pay for all classifications.

All jobs or projects located more than 50 miles from the respective city hall of the above mentioned cities shall receive Zone III pay for all classifications.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: CONCRETE: Batch Plant and/or Wet Mix Operator, three units or more; CRANE: Helicopter Operator, when used in erecting work; Whirley Operator, 90 ton and over; LATTICE BOOM CRANE: Operator 200 tons through 299 tons, and/or over 200 feet boom; HYDRAULIC CRANE: Hydraulic Crane Operator 90 tons through 199 tons with luffing or tower attachments; FLOATING EQUIPMENT: Floating Crane, 150 ton but less than 250 ton

GROUP 1A: HYDRAULIC CRANE: Hydraulic Operator, 200 tons and over (with luffing or tower attachment); LATTICE BOOM CRANE: Operator, 200 tons through 299 tons, with over 200 feet boom; FLOATING EQUIPMENT: Floating Crane 250 ton and over

WA030001 Modification 39
Federal Wage Determination
GROUP 1B: LATTICE BOOM CRANE: Operator, 300 tons through 399 tons with over 200 feet boom; Operator 400 tons and over; FLOATING EQUIPMENT: Floating Crane 350 ton and over

GROUP 2: ASPHALT: Asphalt Plant Operator (any type); Roto Mill, pavement profiler, operator, 6 foot lateral cut and over; BLADE: Auto Grader or "Trimmer" (Grade Checker required); Blade Operator, Robotic; BULLDOZERS: Bulldozer operator over 120,000 lbs and above; Bulldozer operator, twin engine; Bulldozer Operator, tandem, quadnine, D10, D11, and similar type; Bulldozere Robotic Equipment (any type); CONCRETE: Batch Plant and/or Wet Mix Operator, one and two drum; Automatic Concrete Slip Form Paver Operator; Concrete Canal Line Operator; Concrete Profiler, Diamond Head; CRANE: Cableway Operator, 25 tons and over; HYDRAULIC CRANE: Hydraulic crane operator 90 tons through 199 tons (with luffing or tower attachment); TOWER/WHIRLEY OPERATOR: Tower Crane Operator; Whirley Operator, under 90 tons; LATTICE BOOM CRANE: 90 through 199 tons and/or 150 to 200 feet boom; CRUSHER: Crusher Plant Operator; FLOATING EQUIPMENT: Floating Clamshell, etc. operator, 3 cu. yds. and over; Floating Crane (derrick barge) Operator, 30 tons but less than 150 tons; LOADERS: Loader operator, 120,000 lbs. and above; REMOTE CONTROL: Remote controlled earth-moving equipment; RUBBER-TIRED SCRAPERS: Rubber-tired scraper operator, with tandem scrapers, multi-engine; SHOVEL, DRAGLINE, CLAMSHELL, SKOOPER OPERATOR: Shovel, Dragline, Clamshell, operator 5 cu. yds and over; TRENCHING MACHINE: Wheel Excavator, under 750 cu. yds. per hour (Grade Oiler required); Canal Trimmer (Grade Oiler required); Wheel Excavator, over 750 cu. yds. per hour; Band Wagon (in conjunction with wheel excavator); UNDERWATER EQUIPMENT: Underwater Equipment Operator, remote or otherwise; HYDRAULIC HOES-EXCAVATOR: Excavator over 130,000 lbs.

GROUP 3: BULLDOZERS: Bulldozer operator, over 70,000 lbs. up to and including 120,000 lbs.; HYDRAULIC CRANE: Hydraulic crane operator, 50 tons through 89 tons (with luffing or tower attachment); LATTICE BOOM CRANES: Lattice Boom Crane-50 through 89 tons (and less than 150 feet boom); FORKLIFT: Rock Hound Operator; HYDRAULIC HOES-EXCAVATOR: excavator over 80,000 lbs. through 130,000 lbs.; LOADERS: Loader operator 60,000 and less than 120,000; RUBBER-TIRED SCRAPERS: Scraper Operator, with tandem scrapers; Self-loading, paddle wheel, auger type, finish and/or 2 or more units; SHOVEL, DRAGLINE, CLAMSHELL, SKOOPER OPERATOR: Shovel, Dragline, Clamshell operators 3 cu. yds. but less than 5 cu yds.
GROUP 4: ASPHALT: Screed Operator; Asphalt Paver operator (screener required); BLADE: Blade operator; Blade operator, finish; Blade operator, externally controlled by electronic, mechanical hydraulic means; Blade operator, multi-engine; BULLDOZERS: Bulldozer Operator over 20,000 lbs and more than 100 horse up to 70,000 lbs; Drill Cat Operator; Side-boom Operator; Cable-Flow Operator (any type); CLEARING: Log Skidders; Chippers; Incinerator; Stump Splitter (loader mounted or similar type); Stump Grinder (loader mounted or similar type; Tub Grinder; Land Clearing Machine (Track mounted forestry mowing & grinding machine); Hydro Axe (loader mounted or similar type); COMPACTORS SELF-PROPELLED: Compactor Operator, with blade; Compactor Operator, multi-engine; Compactor Operator, robotic; CONCRETE: Mixer Mobile Operator; Screed Operator; Concrete Cooling Machine Operator; Concrete Paving Road Mixer; Concrete Breaker; Reinforced Tank Banding Machine (K-17 or similar types); Laser Screed; CRANE: Chicago boom and similar types; Lift Slab Machine Operator; Boom type lifting device, 5 ton capacity or less; Hoist Operator, two (2) drum; Hoist Operator, three (3) or more drums; Derrick Operator, under 100 ton; Hoist Operator, stiff leg, guy derrick or similar type, 50 ton and over; Cableway Operator up to twenty (25) ton; Bridge Crane Operator, Locomotive, Gantry, Overhead; Cherry Picker or similar type crane; Carry Deck Operator; Hydraulic Crane Operator, under 50 tons; LATTICE BOOM CRANE OPERATOR: Lattice Boom Crane Operator, under 50 tons; CRUSHER: Generator Operator; Diesel-Electric Engineer; Grizzley Operator; Drill Doctor; Boring Machine Operator; Driller-Percussion, Diamond, Core, Cable, Rotary and similar type; Cat Drill (John Henry); Directional Drill Operator over 20,000 lbs pullback; FLOATING EQUIPMENT: Diesel-electric Engineer; Jack Operator, elevating barges, Barge Operator, self-unloading; Piledriver Operator (not crane type) (Deckhand required); Floating Clamshell, etc. Operator, under 3 cu. yds. (Fireman or Diesel-Electric Engineer required); Floating Crane (derrick barge) Operator, less than 30 tons; GENERATORS: Generator Operator; Diesel-electric Engineer; GUARDRAIL EQUIPMENT: Guardrail Punch Operator (all types); Guardrail Auger Operator (all types); Combination Guardrail machines, i.e., punch auger, etc.; HEATING PLANT: Surface Heater and Planer Operator; HYDRAULIC HOES EXCAVATOR: Robotic Hydraulic backhoe operator, track and wheel type up to and including 20,000 lbs. with any or all attachments; Excavator Operator over 20,000 lbs through 80,000 lbs.; LOADERS: Belt Loaders, Kolman and Ko Cal types; Loaders Operator, front end and overhead, 25,000 lbs and less than 60,000 lbs; Elevating Grader Operator by Tractor operator, Sierra, Euclid or similar types; PILEDRIVERS: Hammer Operator; Piledriver Operator (not crane type); PIPELINE, SEWER WATER: Pipe Cleaning Machine Operator; Pipe Doping Machine Operator; Pipe Bending Machine Operator; Pipe Wrapping Machine Operator; Boring Machine Operator; Back Filling Machine Operator; REMOTE CONTROL: Concrete Cleaning Decontamination Machine Operator; Ultra High Pressure Water Jet Cutting Tool System Operator/Mechanic; Vacuum Blasting
Machine Operator/mechanic; REPAIRMEN, HEAVY DUTY: Diesel Electric Engineer (Plant or Floating; Bolt Threading Machine operator; Drill Doctor (Bit Grinder); H.D. Mechanic; Machine Tool Operator; RUBBER-TIRED SCRAPERS: Rubber-tired Scraper Operator, single engine, single scraper; Self-loading, paddle wheel, auger type under 15 cu. yds.; Rubber-tired Scraper Operator, twin engine; Rubber-tired Scraper Operator, with push-pull attachments; Self Loading, paddle wheel, auger type 15 cu. yds. and over, single engine; Water pulls, water wagons; SHOVEL, DRAGLINE, CLAMSHELL, SKOOPER OPERATOR: Diesel Electric Engineer; Stationary Drag Scraper Operator; Shovel, Dragline, Clamshell, Operator under 3 cy yds.; Grade-all Operator; SURFACE (BASE) MATERIAL: Blade mounted spreaders, Ulrich and similar types; TRACTOR-RUBBERED TIRED: Tractor operator, rubber-tired, over 50 hp flywheel; Tractor operator, with boom attachment; Rubber-tired dozers and pushers (Michigan, Cat, Hough type); Skip Loader, Drag Box; TRENCHING MACHINE: Trenching Machine operator, digging capacity over 3 ft depth; Back filling machine operator; TUNNEL: Mucking machine operator.

GROUP 5: ASPHALT: Extrusion Machine Operator; Roller Operator (any asphalt mix); Asphalt Burner and Reconditioner Operator (any type); Roto-Mill, pavement profiler, ground man; BULLDOZERS: Bulldozer operator, 20,000 lbs. or less or 100 horse or less; COMPRESSORS: Compressor Operator (any power), over 1,250 cu. ft. total capacity; COMPACTORS: Compactor Operator, including Vibratory; Wagner Pactor Operator or similar type (without blade); CONCRETE: Combination mixer and Compressor Operator, gunite work; Concrete Batch Plant Quality Control Operator; Beltcrete Operator; Pumpcrete Operator (any type); Pavement Grinder and/or Grooving Machine Operator (riding type); Cement Pump Operator, Fuller-Kenyon and similar; Concrete Pump Operator; Grouting Machine Operator; Concrete mixer operator, single drum, under (5) bag capacity; Cast in place pipe laying machine; maginiss Internal Full slab vibrator operator; Concrete finishing machine operator, Clary, Johnson, Bidwell, Burgess Bridge deck or similar type; Curb Machine Operator, mechanical Bern, Curb and/or Curb and Gutter; Concrete Joint Machine Operator; Concrete Planer Operator; Tower Mobile Operator; Power Jumbo Operator setting slip forms in tunnels; Slip Form Pumps, power driven hydraulic lifting device for concrete forms; Concrete Paving Machine Operator; Concrete Finishing Machine Operator; Concrete Spreader Operator; CRANE: Helicopter Hoist Operator; Hoist Operator, single drum; Elevator Operator; A-frame Truck Operator, Double drum; Boom Truck Operator; HYDRAULIC CRANE OPERATOR: Hydraulic Boom Truck, Pittman; DRILLING: Churh Drill and Earth Boring Machine Operator; Vacuum Truck; Directional Drill Operator over 20,000 lbs pullback; FLOATING EQUIPMENT: Fireman; FORKLIFT: Fork Lift, over 10 ton and/or robotic; HYDRAULIC HOES EXCAVATORS: Hydraulic Backhoe Operator, wheel type (Ford, John Deere, Case type); Hydraulic Backhoe Operator track type up to and including
20,000 lbs.; LOADERS: Loaders, rubber-tired type, less than 25,000 lbs; Elevating Grader Operator, Tractor Towed requiring Operator or Grader; Elevating loader operator, Athey and similar types; OILERS: Service oiler (Greaser); PIPELINE-SEWER WATER: Hydra hammer or simialr types; Pavement Breaker Operator; PUMPS: Pump Operator, more than 5 (any size); Pot Rammer Operator; RAILROAD EQUIPMENT: Locomotive Operator, under 40 tons; Ballast Regulator Operator; Ballast Tamper Multi-Purpose Operator; Track Liner Operator; Tie Spacer Operator; Shuttle Car Operator; Locomotive Operator, 40 tons and over; MATERIAL HAULRS: Cat wagon DBs Volvo similar types; Conveyored material hauler; SURFACING (BASE) MATERIAL: Rock Spreaders, self-propelled; Pulva-mixer or similar types; Chip Spreading machine operator; Lime spreading operator, construction job siter; SWEEPERS: Sweeper operator (Wayne type) self-propelled construction job site; TRACTOR-RUBBER TIRED: Tractor operator, rubber-tired, 50 hp flywheel and under; Trenching machine operator, maximum digging capacity 3 ft depth; TUNNEL: Dinkey

GROUP 6: ASPHALT: Plant Oilier; Plant Fireman; Pugmill Operator (any type); Truck mounted asphalt spreader, with screed; COMPRESSORS: Compressor Operator (any power), under 1,250 cu. ft. total capacity; CONCRETE: Plant Oilier, Assistant Conveyor Operator; Conveyor Operator; Mixer Box Operator (C.T.B., dry batch, etc.); Cement Hog Operator; Concrete Saw Operator; Concrete Curing Machine Operator (riding type); Wire Mat or Brooming Machine Operator; CRANE: Oilier; Fireman, all equipment; Truck Crane Oilier Driver; A-frame Truck Operator, single drum; Tugger or Coffin Type Hoist Operator; CRUSHER: Crusher Oilier; Crusher Feederman; CRUSHER: Crusher oilier; Crusher feederman; DRILLING: Drill Tender; Auger Oilier; FLOATING EQUIPMENT: Deckhand; Boatman; FORKLIFT: Self-propelled Scaffolding Operator, construction job site (excluding working platform); Fork Lift or Lumber Stacker Operator, construction job site; Ross Carrier Operator, construction job site; Lull Hi-Lift Operator or Similar Type; GUARDRAIL EQUIPMENT: Oilier; Auger Oilier; Oilier, combination guardrail machines; Guardrail Punch Oilier; HEATING PLANT: Temporary Heating Plant Operator; LOADERS: Bobcat, skid steer (less than 1 cu yd.); Bucket Elevator Loader Operator, BarberGreene and similar types; OILERS: Oilier; Guardrail Punch Oilier; Truck Crane Oilier-Driver; Auger Oilier; Grade Oilier, required to check grade; Grade Checker; Rigger; PIPELINE-SEWER WATER: Tar Pot Fireman; Tar Pot Fireman (power agitated); PUMPS: Pump Operator (any power); Hydrostatic Pump Operator; RAILROAD EQUIPMENT: Brakeman; Oilier; Switchman; Motorman; Ballast Jack Tamper Operator; SHOVEL, DRAGLINE, CLAMSHELL, SKOOPER, ETC. OPERATOR: Oilier, Grade Oilier (required to check grade); Grade Checker; Fireman; SWEEPER: Broom operator, self propelled, construction job site; SURFACING (BASE) MATERIAL: Roller Operator, grading of base rock (not asphalt); Tamping Machine Operator, mechanical, self-propelled; Hydrographic Seeder Machine Operator; TRENCHING MACHINE: Oilier; Grade
Oiler; TUNNEL: Conveyor operator; Air filtration equipment operator

ENGI0701-003 06/01/2005

CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHHIAXKUM COUNTIES

DREDGING:

Rates Fringes

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<tr>
<td>ZONE A</td>
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<tr>
<td>ASSISTANT ENGINEER $ 32.02</td>
<td>9.75</td>
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<tr>
<td>ASSISTANT MATE   $ 28.12</td>
<td>9.75</td>
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<tr>
<td>FLOATING CLAMSHELL $ 34.34</td>
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<tr>
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<td>ZONE B</td>
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<tr>
<td>ASSISTANT ENGINEER $ 34.02</td>
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<td>ZONE C</td>
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<td>TENDERMAN        $ 33.96</td>
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ZONE DESCRIPTION FOR DREDGING:

ZONE A - All jobs or projects located within 30 road miles of Portland City Hall.
ZONE B - Over 30-50 road miles from Portland City Hall.
ZONE C - Over 50 road miles from Portland City Hall.

*All jobs or projects shall be computed from the city hall by the shortest route to the geographical center of the project.

IRON0014-005 07/01/2005

ADAMS, ASOTIN, BENTON, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA AND WHITMAN COUNTIES

Rates Fringes

| Ironworker  | $ 27.42 | 13.89 |

WA030001 Modification 39
Federal Wage Determination
<table>
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<th>Rate</th>
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ZONE 1:

Laborers:
CALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (NORTH OF STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY WAHKIAKUN COUNTY WEST TO THE PACIFIC OCEAN), FERIERE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES
GROUP 1 ....................... $ 18.56  7.95
GROUP 2 ....................... $ 20.88  7.95
GROUP 3 ....................... $ 25.56  7.95
GROUP 4 ....................... $ 26.04  7.95
GROUP 5 ....................... $ 26.40  7.95
CHelan, DOUGLAS (WEST OF THE 120TH MERIDIAN), KITTITAS AND YAKIMA COUNTIES
GROUP 1 ....................... $ 15.14  7.95
GROUP 2 ....................... $ 17.46  7.95
GROUP 3 ....................... $ 19.18  7.95
GROUP 4 ....................... $ 19.66  7.95
GROUP 5 ....................... $ 20.02  7.95

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES):
ZONE 2 - $ .70
ZONE 3 - $1.00

BASE POINTS: CHelan, SUNNYSIDE, WENATCHEE, AND YAKIMA

ZONE 1 - Projects within 25 radius miles of the respective city hall
ZONE 2 - More than 25 but less than 45 radius miles from the respective city hall
ZONE 3 - More than 45 radius miles from the respective city hall

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON

ZONE 1 - Projects within 25 radius miles of the respective city hall
ZONE 2 - More than 25 but less than 45 radius miles from the respective city hall
ZONE 3 - More than 45 radius miles from the respective city hall
LABORERS CLASSIFICATIONS

GROUP 1: Landscaping and Planting; Watchman; Window Washer/Cleaner (detail clean-up, such as but not limited to cleaning floors, ceilings, walls, windows, etc., prior to final acceptance by the owner)

GROUP 2: Batch Weighman; Crusher Feeder; Fence Laborer; Flagman; Pilot Car

GROUP 3: General Laborer; Air, Gas, or Electric Vibrating Screed; Asbestos Abatement Laborer; Ballast Regulator Machine; Brush Cutter; Brush Hog Feeder; Burner; Carpenter Tender; Cement Finisher Tender; Change House or Dry Shack; Chipping Gun (under 30 lbs.); Choker Setter; Chuck Tender; Clean-up Laborer; Concrete Form Stripper; Curing Laborer; Demolition (wrecking and moving including charred material); Ditch Digger; Dump Person; Fine Graders; Firewatch; Form Setter; Gabian Basket Builders; Grout Machine Tender; Grinders; Guardrail Erector; Hazardous Waste Worker (Level C); Maintenance Person; Material Yard Person; Pot Tender; Rip Rap Person; Riggers; Scale Person; Sloper Sprayer; Signal Person; Stock Piler; Stake Hopper; Toolroom Man (at job site); Topper-Tailer; Track Laborer; Truck Spotter; Vinyl Seamer

GROUP 4: Cement Dumper-Paving; Chipping Gun (over 30 lbs.); Clary Power Spreader; Concrete Dumper/Chute Operator; Concrete Saw Operator; Drill Operator (hydraulic, diamond, air/airtrack); Faller and Bucker Chain Saw; Grade Checker and Transit Person; Groutmen (pressure) including post tension beams; Hazardous Waste Worker (Level B); High Scaler; Jackhammer; Laserbeam Operator; Manhole Builder-Mudman; Mortarman and Hodcarrier; Nozzleman (concrete pump, green cutter when using combination of high pressure air and water on concrete and rock, sandblast, gunite, shotcrete, water blaster, vacuum blaster); Pavement Breaker; Pipe Layer and Caulker; Pipe Pot Tender; Pipe Reliner (not insert type); Pipe Wrapper; Power Jacks; Railroad Spike Puller-Power; Raker-Asphalt; Rivet Buster; Rodder; Sloper (over 20 ft); Spreader (concrete); Tamper and Similar electric, air and glas operated tool; Timber Person-sewer (lagger shorer and cribber); Track Liner Power; Tugger Operator; Vibrator; Well Point Laborer

GROUP 5: Caisson Worker; Miner; Powderman; Re-Timberman; Hazardous Waste Worker (Level A).
LAB00238-004 06/01/2005

ADAMS, ASOTIN, BENTON, COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND OREILLE, STEVENS, SPOKANE, WALLA WALLA AND WHITMAN COUNTIES

Rates Fringes

Laborers:
ZONE 1:
GROUP 1 .................... $17.71 6.95
GROUP 2 .................... $19.81 6.95
GROUP 3 .................... $20.08 6.95
GROUP 4 .................... $20.35 6.95
GROUP 5 .................... $20.63 6.95
GROUP 6 .................... $22.00 6.95

Zone Differential (Add to Zone 1 rate): $2.00

BASE POINTS: Spokane, Moses Lake, Pasco, Lewiston

Zone 1: 0-45 radius miles from the main post office.
Zone 2: 45 radius miles and over from the main post office.

LABORERS CLASSIFICATIONS

GROUP 1: Flagman; Landscape Laborer; Scaleman; Traffic Control Maintenance Laborer (to include erection and maintenance of barricades, signs and relief of flagperson); Window Washer/Cleaner (detail cleanup, such as, but not limited to cleaning floors, ceilings, walls, windows, etc. prior to final acceptance by the owner)

GROUP 2: Asbestos Abatement Worker; Brush Hog Feeder; Carpenter Tender; Cement Handler; Clean-up Laborer; Concrete Crewman (to include stripping of forms, hand operating jacks on slip form construction, application of concrete curing compounds, pumpcrete machine, signaling, handling the nozzle of squeezecrete or similar machine, 6 inches and smaller); Confined Space Attendant; Concrete Signalman; Crusher Feeder; Demolition (to include clean-up, burning, loading, wrecking and salvage of all material); Dumpman; Fence Erector; Firewatch; Form Cleaning Machine Feeder, Stacker; General Laborer; Grout Machine Header Tender; Guard Rail (to include guard rails, guide and reference posts, sign posts, and right-of-way markers); Hazardous Waste Worker, Level D (no respirator is used and skin protection is minimal); Miner, Class "A" (to include all bull gang, concrete crewman, dumpman and pumpcrete crewman, including distributing pipe, assembly & dismantle, and nipper); Nipper; Riprap Man; Sandblast Tailhouseman; Scaffold Erector (wood or steel); Stake Jumper; Structural Mover (to include separating foundation, preparation, cabling, shoring, jacking and unloading of structures); Tailhouseman (water nozzle); Timber Bucker and Faller (by hand); Track Laborer (RR); Truck Loader; Well-Point Man; All Other Work Classifications Not Specially Listed Shall Be Classified As General Laborer

WA030001 Modification 39
Federal Wage Determination 32
GROUP 3: Asphalt Raker; Asphalt Roller, walking; Cement Finisher Tender; Concrete Saw, walking; Demolition Torch; Dope Pot Firemen, non-mechanical; Driller Tender (when required to move and position machine); Form Setter, Paving; Grade Checker using level; Hazardous Waste Worker, Level C (uses a chemical "splash suit" and air purifying respirator); Jackhammer Operator; Miner, Class "B" (to include brakeman, finisher, vibrator, form setter); Nozzelman (to include squeeze and flo-crete nozzle); Nozzelman, water, air or steam; Pavement Breaker (under 90 lbs.); Pipelayer, corrugated metal culvert; Pipelayer, multi-plate; Pot Tender; Power Buggy Operator; Power Tool Operator, gas, electric, pneumatic; Railroad Equipment, power driven, except dual mobile power spiker or puller; Railroad Power Spiker or Puller, dual mobile; Rodder and Spreader; Tamper (to include operation of Barco, Essex and similar tampers); Trencher, Shawnee; Tugger Operator; Wagon Drills; Water Pipe Liner; Wheelbarrow (power driven)

GROUP 4: Air and Hydraulic Track Drill; Brush Machine (to include horizontal construction joint cleanup brush machine, power propelled); Caisson Worker, free air; Chain Saw Operator and Faller; Concrete Stack (to include laborers when laborers working on free standing concrete stacks for smoke or fume control above 40 feet high); Gunite (to include operation of machine and nozzle); Hazardous Waste Worker, Level B (uses same respirator protection as Level A. A supplied air line is provided in conjunction with a chemical "splash suit"); High Scaler; Laser Beam Operator (to include grade checker and elevation control); Miner, Class C (to include miner, nozzleman for concrete, laser beam operator and rigger on tunnels); Monitor Operator (air track or similar mounting); Mortar Mixer; Nozzleman (to include jet blasting nozzleman, over 1,200 lbs., jet blast machine power propelled, sandblasting nozzle); Pavement Breaker (90 lbs. and over); Pipelayer (to include working topman, caulk, collarman, jointer, mortarman, rigger, jacker, shorer, valve or meter installer); Pipewrapper; Plasterer Tender; Vibrators (all)

GROUP 5 - Drills with Dual Masts; Hazardous Waste Worker, Level A (utilizes a fully encapsulated suit with a self-contained breathing apparatus or a supplied air line); Miner Class "D", (to include raise and shaft miner, laser beam operator on riases and shafts)

GROUP 6 - Powderman
COUNTIES EAST OF THE 120TH MERIDIAN: ADAMS, ASOTIN, BENTON, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND OREILLE, STEVENS, SPOKANE, WALLA WALLA, WHITMAN

Hod Carrier........................$ 21.90

6.95

CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAKHIKAMU COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA AND WAKHIKAMU COUNTIES

Laborers:

ZONE 1:
GROUP 1.........................$ 24.22
GROUP 2.........................$ 24.78
GROUP 3.........................$ 25.20
GROUP 4.........................$ 25.56
GROUP 5.........................$ 21.86
GROUP 6.........................$ 19.58
GROUP 7.........................$ 16.57

7.95
7.95
7.95
7.95
7.95
7.95
7.95

Zone Differential (Add to Zone 1 rates):
Zone 2 $ 0.65
Zone 3 - 1.15
Zone 4 - 1.70
Zone 5 - 2.75

BASE POINTS: GOLDENDALE, LONGVIEW, AND VANCOUVER

ZONE 1: Projects within 30 miles of the respective city all.
ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.
ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.
ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.
ZONE 5: More than 80 miles from the respective city hall.
LABORERS CLASSIFICATIONS
GROUP 1: Asphalt Plant Laborers; Asphalt Spreaders; Batch
Weighman; Broomers; Brush Burners and Cutters; Car and
Truck Loaders; Carpenter Tender; Change-House Man or Dry
Shack Man; Choker Setter; Clean-up Laborers; Curing,
Concrete; Demolition, Wrecking and Moving Laborers;
Dumpers, road oiling crew; Dumpmen (for grading crew);
Elevator Feeders; Guard Rail, Median Rail Reference Post,
Guide Post, Right of Way Marker; Fine Graders; Fire Watch;
Form Stripers (not swinging stages); General Laborers;
Hazardous Waste Worker; Leverman or Aggregate Spreader
(Plaherty and similar types); Loading Spotters; Material
Yard Man (including electrical); Pittsburgh Chipper
Operator or Similar Types; Railroad Track Laborers; Ribbon
Setters (including steel forms); Rip Rap Man (hand placed);
Road Pump Tender; Sewer Labor; Signalman; Skipman; Slopers;
Spraymen; Stake Chaser; Stockpiler; Tie Back Shoring;
Timber Faller and Bucker (hand labor); Toolroom Man (at job
site); Tunnel Bullgang (above ground); Weight-Man- Crusher
(aggregate when used)

GROUP 2: Applicator (including pot power tender for same),
applying protective material by hand or nozzle on utility
lines or storage tanks on project; Brush Cutters (power
saw); Burners; Choker Splicer; Clary Power Spreader and
similar types; Clean- up Nozzelman-Green Cutter (concrete,
rock, etc.); Concrete Power Buggyman; Concrete Laborer;
Crusher Feeder; Demolition and Wrecking Charred Materials;
Gunit Nozzelman Tender; Gunite or Sand Blasting Pot
Tender; Handlers or Mixers of all Materials of an
irritating nature (including cement and lime); Tool
Operators (includes but not limited to: Dry Pack Machine;
Jackhammer; Chipping Guns; Faving Breakers); Pipe Doping
and Wrapping; Post Hole Digger, air, gas or electric;
Vibrating Screed; Tamper; Sand Blasting (Wet);
Stake-Setter; Tunnel-Muckers, Brakemen, Concrete Crew,
Bullgang (underground)

GROUP 3: Asbestos Removal; Bit Grinder; Drill Doctor; Drill
Operators, air tracks, cat drills, wagon drills,
rubber-mounted drills, and other similar types including at
crusher plants; Gunite Nozzelman; High Scalers, Strippers
and Drillers (covers work in swinging stages, chairs or
belts, under extreme conditions unusual to normal drilling,
blasting, barring-down, or sloping and stripping); Manhole
Builder; Powdermen; Concrete Saw Operator; Powdermen; Power
Bucking and Falling); Pumpcrete Nozzelman;
Sand Blasting (Dry); Sewer Timberman; Track Liners, Anchor
Machines, Ballast Regulators, Multiple Tamper, Power
Jacks, Tugger Operator; Tunnel-Chuck Tenders, Nippers and
Timbermen; Vibrator; Water Blaster

GROUP 4: Asphalt Raker; Concrete Saw Operator (walls);
Concrete Nozzelman; Grade Checker; Pipelayer; Laser Beam
(pipelaying)-applicable when employee assigned to move, set
up, align; Laser Beam; Tunnel Miners; Motorman-Dinky
Locomotive-Tunnel; Powderman-Tunnel; Shield Operator-Tunnel
GROUP 5: Traffic Flaggers

GROUP 6: Fence Builders

GROUP 7: Landscaping or Planting Laborers

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hod Carrier</td>
<td>$26.04</td>
</tr>
</tbody>
</table>

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PAIN0005-002 06/01/2005

STATEWIDE EXCEPT CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAKHIAKUM COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Painters:</td>
<td></td>
</tr>
<tr>
<td>STRIPERS</td>
<td>$23.20</td>
</tr>
</tbody>
</table>

---

PAIN0005-004 03/14/2005

CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Painter</td>
<td>$19.00</td>
</tr>
</tbody>
</table>
PAIN0005-006 07/01/2005

ADAMS, ASOTIN; BENTON AND FRANKLIN (EXCEPT HANFORD SITE); CHELAN, COLUMBIA, DOUGLAS, FERRY, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Painters:</td>
<td></td>
</tr>
<tr>
<td>Application of Cold Tar Products, Epoxies, Polyurethane, Acids, Radiation Resistant Material, Water and Sandblasting, Bridges, Towers, Tanks, Stacks, Steeples</td>
<td>$ 19.84</td>
</tr>
<tr>
<td>Brush, Roller, Striping, Steam-cleaning and Spray</td>
<td>$ 18.84</td>
</tr>
<tr>
<td>Lead Abatement, Asbestos Abatement</td>
<td>$ 19.84</td>
</tr>
<tr>
<td>TV Radio, Electrical Transmission Towers</td>
<td>$ 20.59</td>
</tr>
</tbody>
</table>

*$.70 shall be paid over and above the basic wage rates listed for work on swing stages and high work of over 30 feet.

PAIN0055-002 05/16/2005

CLARK, COWLITZ, Klickitat, PACIFIC, SKAMANIA, AND WAHIKIAKUM COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Painters:</td>
<td></td>
</tr>
<tr>
<td>Brush &amp; Roller</td>
<td>$ 18.03</td>
</tr>
<tr>
<td>High work - All work 60 ft. or higher</td>
<td>$ 18.78</td>
</tr>
<tr>
<td>Spray and Sandblasting</td>
<td>$ 18.63</td>
</tr>
</tbody>
</table>

PAIN0055-007 06/01/2005

CLARK, COWLITZ, Klickitat, SKAMANIA and WAHIKIAKUM COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Painters:</td>
<td></td>
</tr>
<tr>
<td>HIGHWAY &amp; PARKING LOT STRIPER</td>
<td>$ 25.49</td>
</tr>
</tbody>
</table>

WA030001 Modification 39
Federal Wage Determination 37
PLAS0072-004 06/01/2005

ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, AND YAKIMA COUNTIES

<table>
<thead>
<tr>
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<td>$22.73</td>
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<table>
<thead>
<tr>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.43</td>
</tr>
</tbody>
</table>

Zone Differential (Add to Zone 1 rate): Zone 2 - $2.00

BASE POINTS: Spokane, Pasco, Moses Lake, Lewiston

Zone 1: 0 - 45 radius miles from the main post office
Zone 2: Over 45 radius miles from the main post office

PLAS0528-001 06/01/2005

CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29.59</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.52</td>
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</table>

Cement Masons:
- COMPOSITION, COLOR MASTIC,
- TROWEL MACHINE, GRINDER,
- POWER TOOLS, GUNNITE NOZZLE.$ 29.84 11.52

PLAS0555-002 06/01/2005

CLARK, COWLITZ, KLiCKTAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES

ZONE 1:

<table>
<thead>
<tr>
<th>Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27.89</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.05</td>
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</tbody>
</table>

Cement Masons:
- CEMENT MASON DOING BOTH
- COMPOSITION/POWER
- MACHINERY AND
- SUSPENDED/HANGING SCAFFOLD.$ 27.39 11.05
- CEMENT MASONs ON
- SUSPENDED, SWINGING AND/OR
- HANGING SCAFFOLD.$ 26.89 11.05
- COMPOSITION WORKERS AND
- POWER MACHINERY OPERATORS.$ 27.39 11.05

WA030001 Modification 39
Federal Wage Determination
Zone Differential (Add To Zone 1 Rates):
Zone 2 - $0.65
Zone 3 - 1.15
Zone 4 - 1.70
Zone 5 - 3.00

BASE POINTS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER

ZONE 1: Projects within 30 miles of the respective city hall
ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.
ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.
ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.
ZONE 5: More than 80 miles from the respective city hall

PLUM0032-002 01/01/2005

CLALLAM, KING AND JEFFERSON COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plumbers and Pipefitters.......$ 35.63</td>
<td>15.43</td>
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</tbody>
</table>

PLUM0032-003 01/01/2005

CHELAN, KITITAS (NORTHERN TIP), DOUGLAS (NORTH), AND OKANOGAN (NORTH) COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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</thead>
<tbody>
<tr>
<td>Plumbers and Pipefitters.......$ 25.88</td>
<td>12.78</td>
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</tbody>
</table>

PLUM0044-003 06/01/2005

ADAMS (NORTHERN PART), ASOTIN (CLARKSTON ONLY), FERRY (EASTERN PART), LINCOLN, PEND ORIELLE, STEVENS, SPOKANE, AND WHITMAN COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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</thead>
<tbody>
<tr>
<td>Plumbers and Pipefitters.......$ 29.76</td>
<td>11.69</td>
</tr>
</tbody>
</table>
CLARK (NORTHERN TIP INCLUDING WOODLAND), COWLITZ, GRAYS HARBOR, LEWIS, MASON (EXCLUDING NE SECTION), PACIFIC, PIERCE SHAMANIA, THURSTON AND WAHKEAKUM COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plumbers and Pipefitters $32.95</td>
<td>13.77</td>
</tr>
</tbody>
</table>

---

PLUM0265-003 06/01/2005

ISLAND, SKAGIT, SNOHOMISH, SAN JUAN AND WHATCOM COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plumbers and Pipefitters $32.90</td>
<td>13.77</td>
</tr>
</tbody>
</table>

---

PLUM0290-003 10/01/2005

CLARK (ALL EXCLUDING NORTHERN TIP INCLUDING CITY OF WOODLAND)

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plumbers and Pipefitters $33.84</td>
<td>15.24</td>
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</tbody>
</table>

---

PLUM0598-005 06/01/2005

ADAMS (SOUTHERN PART), ASOTIN (EXCLUDING THE CITY OF CLARKSTON), BENTON, COLUMBIA, DOUGLAS (EASTERN HALF), FERRY (WESTERN PART), FRANKLIN, GARFIELD, GRANT, KITTITAS (ALL BUT NORTHERN TIP), KLICKITAT, LINCOLN (WESTERN PART), OKANOGAN (EASTERN), WALLA WALLA AND YAKIMA COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plumber $32.57</td>
<td>16.61</td>
</tr>
</tbody>
</table>
MASON (NE SECTION), AND KITSAP COUNTIES

Plumbers and Pipefitters
All new construction, additions, and remodeling of commercial building projects such as: cocktail lounges and taverns, professional buildings, medical clinics, retail stores, hotels and motels, restaurants and fast food types, gasoline service stations, and car washes where the plumbing and mechanical cost of the project is less than

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>$100,000...</td>
<td>$ 22.10</td>
</tr>
<tr>
<td></td>
<td>5.18</td>
</tr>
</tbody>
</table>

All other work where the plumbing and mechanical cost of the project is

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>$100,000 and over</td>
<td>$ 32.14</td>
</tr>
<tr>
<td></td>
<td>13.77</td>
</tr>
</tbody>
</table>

CLARK, COWLITZ, KLICKITAT, PACIFIC (South of a straight line made by extending the north boundary line of Wahkiakum County west to the Pacific Ocean), SKAMANIA, AND WAHNIKAM COUNTIES

Truck drivers:

<table>
<thead>
<tr>
<th>ZONE 1</th>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>GROUP 1</td>
<td>$ 24.65</td>
<td>10.00</td>
</tr>
<tr>
<td>GROUP 2</td>
<td>$ 24.77</td>
<td>10.00</td>
</tr>
<tr>
<td>GROUP 3</td>
<td>$ 24.90</td>
<td>10.00</td>
</tr>
<tr>
<td>GROUP 4</td>
<td>$ 25.16</td>
<td>10.00</td>
</tr>
<tr>
<td>GROUP 5</td>
<td>$ 25.38</td>
<td>10.00</td>
</tr>
<tr>
<td>GROUP 6</td>
<td>$ 25.54</td>
<td>10.00</td>
</tr>
<tr>
<td>GROUP 7</td>
<td>$ 25.74</td>
<td>10.00</td>
</tr>
</tbody>
</table>
Zone Differential (Add to Zone 1 Rates):
Zone 2 - $0.65
Zone 3 - 1.15
Zone 4 - 1.70
Zone 5 - 2.75

BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER

ZONE 1: Projects within 30 miles of the respective city hall.

ZONE 2: More than 30 miles but less than 40 miles from the respective city hall.

ZONE 3: More than 40 miles but less than 50 miles from the respective city hall.

ZONE 4: More than 50 miles but less than 80 miles from the respective city hall.

ZONE 5: More than 80 miles from the respective city hall.

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1: A Frame or Hydra lift truck w/load bearing surface; Articulated Dump Truck; Battery Rebuilders; Bus or Manhaul Driver; Concrete Buggies (power operated); Concrete Pump Truck; Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations there of: up to and including 10 cu. yds.; Lift Jitneys, Fork Lifts (all sizes in loading, unloading and transporting material on job site); Loader and/or Leverman on Concrete Dry Batch Plant (manually operated); Pilot Car; Pickup Truck; Solo Flat Bed and misc. Body Trucks, 0-10 tons; Truck Tender; Truck Mechanic Tender; Water Wagons (rated capacity) up to 3,000 gallons; Transit Mix and Wet or Dry Mix - 5 cu. yds. and under; Lubrication Man, Fuel Truck Driver, Tireman, Wash Rack, Steam Cleaner or combinations; Team Driver; Slurry Truck Driver or Leverman; Tireman

GROUP 2: Boom Truck/Hydra-lift or Retracting Crane; Challenger; Dumpsters or similar equipment all sizes; Dump Trucks/Articulated Dumps 6 cu to 10 cu.; Flaherty Spreader Driver or Leverman; Lowbed Equipment, Flat Bed Semi-trailer or doubles transporting equipment or wet or dry materials; Lumber Carrier, Driver-Straddle Carrier (used in loading, unloading and transporting of materials on job site); Oil Distributor Driver or Leverman; Transit mix and wet or dry mix trucks: over 5 cu. yds. and including 7 cu. yds.; Vacuum Trucks; Water truck/Wagons (rated capacity) over 3,000 to 5,000 gallons
GROUP 3: Ammonia Nitrate Distributor Driver; Dump trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 10 cu. yds. and including 30 cu. yds. includes Articulated Dump Trucks; Self-Propelled Street Sweeper; Transit mix and wet or dry mix truck: over 7 cu. yds. and including 11 cu yds.; Truck Mechanic-Welder-Body Repairman; Utility and Clean-up Truck; Water Wagons (rated capacity) over 5,000 to 10,000 gallons

GROUP 4: Asphalt Burner; Dump Trucks, side, end and bottom cumps, including Semi-Trucks and Trains or combinations thereof: over 30 cu. yds. and including 50 cu. yds. includes Articulated Dump Trucks; Fire Guard; Transit Mix and Wet or Dry Mix Trucks, over 11 cu. yds. and including 15 cu. yds.; Water Wagon (rated capacity) over 10,000 gallons to 15,000 gallons

GROUP 5: Composite Crewman; Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 50 cu. yds. and including 60 cu. yds. includes Articulated Dump Trucks

GROUP 6: Bulk Cement Spreader w/o Auger; Dry Pre-Batch concrete Mix Trucks; Dump trucks, side, end and bottom dumps, including Semi Trucks and Trains of combinations thereof: over 60 cu. yds. and including 80 cu. yds., and includes Articulated Dump Trucks; Skid Truck

GROUP 7: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 80 cu. yds. and including 100 cu. yds., includes Articulated Dump Trucks; Industrial Lift Truck (mechanical tailgate)

TEAM0174-001 06/01/2005

CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (North of a straight line made by extending the north boundary line of Wahkiakum County west to the Pacific Ocean), PIERCE, SAN JUAN, SGRIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES

<table>
<thead>
<tr>
<th>Truck drivers:</th>
</tr>
</thead>
<tbody>
<tr>
<td>GROUP 1: ......... $ 26.94 11.58</td>
</tr>
<tr>
<td>GROUP 2: ......... $ 26.36 11.58</td>
</tr>
<tr>
<td>GROUP 3: ......... $ 23.96 11.58</td>
</tr>
<tr>
<td>GROUP 4: ......... $ 19.71 11.58</td>
</tr>
<tr>
<td>GROUP 5: ......... $ 26.70 11.58</td>
</tr>
</tbody>
</table>

ZONE B (25-45 miles from center of listed cities*): Add $.70 per hour to Zone A rates.
ZONE C (over 45 miles from centr of listed cities*): Add $1.00 per hour to Zone A rates.
Zone pay will be calculated from the city center of the following listed cities:

BELLINGHAM CENTRALIA RAYMOND OLYMPIA
EVERETT SHELTON ANACORTES BELLEVUE
SEATTLE PORT ANGELES MT. VERNON KENT
TACOMA PORT TOWNSEND ABERDEEN BREMERTON

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1 - "A-frame or Hydralift" trucks and Boom trucks or similar equipment when "A" frame or "Hydralift" and Boom truck or similar equipment is used; Buggymobile; Bulk Cement Tanker; Dumpsters and similar equipment, Tournorockers, Tournowagon, Tournotrailer, Cat DW series, Terra Cobra, Le Tourneau, Westinghouse, Athye Wagon, Euclid Two and Four-Wheeled power tractor with trailer and similar top-loaded equipment transporting material: Dump Trucks, side, end and bottom dump, including semi-trucks and trains or combinations thereof with 16 yards to 30 yards capacity: Over 30 yards $.15 per hour additional for each 10 yard increment; Explosive Truck (field mix) and similar equipment; Hyster Operators (handling bulk loose aggregates); Lowbed and Heavy Duty Trailer; Road Oil Distributor Driver; Spreader, Flaherty Transit mix used exclusively in heavy construction; Water Wagon and Tank Truck-3,000 gallons and over capacity

GROUP 2 - Bulllifts, or similar equipment used in loading or unloading trucks, transporting materials on job site; Dumpsters, and similar equipment, Tournorockers, Tournowagon, Turnotrailer, Cat. D.W. Series, Terra Cobra, Le Tourneau, Westinghouse, Athye wagon, Euclid two and four-wheeled power tractor with trailer and similar top-loaded equipment transporting material: Dump trucks, side, end and bottom dump, including semi-trucks and trains or combinations thereof with less than 16 yards capacity; Flatbed (Dual Rear Axle); Grease Truck, Fuel Truck, Greaser, Battery Service Man and/or Tire Service Man; Leverman and loader at bunkers and batch plants; Oil tank transport; Scissor truck; Slurry Truck; Sno-Go and similar equipment; Swampers; Straddler Carrier (Ross, Hyster) and similar equipment; Team Driver; Tractor (small, rubber-tired) (when used within Teamster jurisdiction); Vacuum truck; Water Wagon and Tank trucks-less than 3,000 gallons capacity; Winch Truck; Wrecker, Tow truck and similar equipment

GROUP 3 - Flatbed (single rear axle); Pickup Sweeper; Pickup Truck. (Adjust Group 3 upward by $2.00 per hour for onsite work only)

GROUP 4 - Escort or Pilot Car

GROUP 5 - Mechanic
HAZMAT PROJECTS

Anyone working on a HAZMAT job, where HAZMAT certification is required, shall be compensated as a premium, in addition to the classification working in as follows:
LEVEL C: +$.25 per hour - This level uses an air purifying respirator or additional protective clothing.
LEVEL B: +$.50 per hour - Uses same respirator protection as Level A. Supplied air line is provided in conjunction with a chemical "splash suit."
LEVEL A: +$.75 per hour - This level utilizes a fully-encapsulated suit with a self-contained breathing apparatus or a supplied air line.

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ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN AND YAKIMA COUNTIES

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>GROUP 1</td>
<td>$ 17.83</td>
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<tr>
<td>GROUP 2</td>
<td>$ 20.10</td>
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<tr>
<td>GROUP 3</td>
<td>$ 20.60</td>
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<td>$ 21.04</td>
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<td>$ 21.21</td>
</tr>
<tr>
<td>GROUP 7</td>
<td>$ 21.74</td>
</tr>
<tr>
<td>GROUP 8</td>
<td>$ 22.07</td>
</tr>
</tbody>
</table>

Zone Differential (Add to Zone 1 rate: Zone 2 - $2.00)

BASE POINTS: Spokane, Moses Lake, Pasco, Lewiston
Zone 1: 0-45 radius miles from the main post office.
Zone 2: Outside 45 radius miles from the main post office

TRUCK DRIVERS CLASSIFICATIONS

GROUP 1: Escort Driver or Pilot Car; Employee Haul; Power Boat Hauling Employees or Material

GROUP 2: Fish Truck; Flat Bed Truck; Fork Lift (3000 lbs. and under); Lever person (loading trucks at bunkers); Trailer Mounted Hydro Seeder and Mulcher; Seeder & Mulcher; Stationary Fuel Operator; Tractor (small, rubber-tired, pulling trailer or similar equipment)
GROUP 3: Auto Crane (2000 lbs. capacity); Buggy Mobile & Similar; Bulk Cement Tanks & Spreader; Dumptron (6 yds. & under); Flat Bed Truck with Hydraulic System; Fork Lift (3001-16,000 lbs.); Fuel Truck Driver, Steamcleaner & Washer; Power Operated Sweeper; Rubber-tired Tunnel Jumbo; Scissors Truck; Slurry Truck Driver; Straddle Carrier (Ross, Hyster, & similar); Tireperson; Transit Mixers & Truck Hauling Concrete (3 yd. to & including 6 yds.); Trucks, side, end, bottom & articulated end dump (3 yards to and including 6 yds.); Warehouseperson (to include shipping & receiving); Wrecker & Tow Truck

GROUP 4: A-Frame; Burner, Cutter, & Welder; Service Greaser; Trucks, side, end, bottom & articulated end dump (over 6 yards to and including 12 yds.); Truck Mounted Hydro Seeder; Warehouseperson; Water Tank truck (0-8,000 gallons)

GROUP 5: Dumptron (over 6 yds.); Lowboy (50 tons & under); Self-loading Roll Off; Semi-Truck & Trailer; Tractor with Steer Trailer; Transit Mixers and Trucks Hauling Concrete (over 6 yds. to and including 10 yds.); Trucks, side, end, bottom and end dump (over 12 yds. to & including 20 yds.); Truck-Mounted Crane (with load bearing surface either mounted or pulled, up to 14 ton); Vacuum Truck (super sucker, guzzler, etc.)

GROUP 6: Flaherty Spreader Box Driver; Flowboys; Fork Lift (over 16,000 lbs.); Dumps (Semi-end); Mechanic (Field); Semi-end Dumps; Transfer Truck & Trailer; Transit Mixers & Trucks Hauling Concrete (over 10 yds. to & including 20 yds.); Trucks, side, end, bottom and articulated end dump (over 20 yds. to & including 40 yds.); Truck and Pup; Tournarocker, DWS & similar with 2 or more 4 wheel-power tractor with trailer, gallonage or yardage scale, whichever is greater Water Tank Truck (8,001- 14,000 gallons); Lowboy (over 50 tons)

GROUP 7: Oil Distributor Driver; Stringer Truck (cable operated trailer); Transit Mixers & Trucks Hauling Concrete (over 20 yds.); Truck, side, end, bottom end dump (over 40 yds. to & including 100 yds.); Truck Mounted Crane (with load bearing surface either mounted or pulled (16 through 25 tons);

GROUP 8: Prime Movers and Stinger Truck; Trucks, side, end, bottom and articulated end dump (over 100 yds.); Helicopter Pilot Hauling Employees or Materials

Footnote A - Anyone working on a HAZMAT job, where HAZMAT certification is required, shall be compensated as a premium, in addition to the classification working in as follows:

LEVEL C-D: - $.50 PER HOUR (This is the lowest level of protection. This level may use an air purifying respirator or additional protective clothing.

LEVEL A-B: - $1.00 PER HOUR (Uses supplied air is conjunction with a chemical spash suit or fully encapsulated suit with a self-contained breathing apparatus. Employees shall be paid Hazmat pay in increments of four(4) and eight(8) hours.}
NOTE:
Trucks Pulling Equipment Trailers: shall receive $.15/hour over applicable truck rate

---------------------------------------------

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.
---------------------------------------------

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

---------------------------------------------

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

---------------------------------------------

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210
2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION
Yakima County Details
NOTE:
1) FOR CATCH BASIN DETAILS SEE WASHINGTON STATE DEPARTMENT OF
TRANSPORTATION STANDARD PLAN B-1 AND B-1a.

TYPE 1 CATCH BASIN STRUCTURE

MINIMUM COVER PER
PIPE MANUFACTURER'S
RECOMMENDATION OR AS
SHOWN ON THE PLANS

RISER SECTION
(A S APPLICABLE)

RISER SECTION
(A S APPLICABLE)

GROUT BETWEEN RISERS
AND GRATE (TYP.)
PRECAST WATERPROOF SLEEVE
OR APPROVED GROUTING
INSIDE AND OUT (TYP.)

SEE PLANS FOR
INVERT ELEVATION

OUTLET

SEE PLANS FOR
INVERT ELEVATION

TYPE 1 CATCH BASIN

6" MINIMUM CRUSHED SURFACING
TOP COURSE FOR BEDDING

* WHEN STREET GRADE EXCEEDS
5%, USE VANED GRATE

D-1

STD PLAN

REVISION:  DESCRIPTION:
02-29-03
02-29-03

SHEET 1 OF 1
BARRIER CURB AND GUTTER CROSS SECTION VIEW

NOTES:

1) 1/4" THICK PREMOLDED JOINT FILLER SHALL BE PLACED AT ALL POINTS OF TANGENCY, AND AT 20'-0" INTERVALS. FULL DEPTH EXPANSION JOINTS WITH 1/4" ASPHALT EXPANSION JOINT FILLER AT 20'-0" INTERVALS, OR CONTRACTION JOINTS AT 10'-0" INTERVALS.

2) BACKFILL MATERIAL BEHIND CURB SHALL EXTEND FROM TOP OF CURB BACK TO A POINT AS DIRECTED BY THE ENGINEER, THE TOP 4" OF BACKFILL OR EXISTING MATERIAL SHALL BE OF A FINE GRADED MATERIAL, SUITABLE FOR LAWNS, BE DAMPENED AND COMPACTED TO 80% MINIMUM.

3) CONCRETE FOR CURBS AND GUTTERS SHALL MEET THE REQUIREMENTS FOR CLASS 4000 CONCRETE.

4) CEMENT CONCRETE CURBS AND GUTTERS SHALL BE FINISHED AS SPECIFIED IN SECTION 8-04 OF THE STANDARD SPECIFICATIONS.

5) CEMENT CONCRETE CURBS AND GUTTERS SHALL BE CURED AS SPECIFIED IN SECTION 5-05.3(13) OF THE STANDARD SPECIFICATIONS.

6) PREMOLDED JOINT FILLER SHALL MEET THE REQUIREMENTS OF SECTION 9-04.1 OF THE STANDARD SPECIFICATIONS.
NEW DRIVEWAY WIDTHS:

1) RESIDENTIAL DRIVEWAYS: 20'-0" MINIMUM
2) DEPRESSED DRIVEWAYS MUST BE SEPARATED BY AT LEAST 20'-0" OF FULL HEIGHT CURB (ANY DEVIATIONS MUST BE APPROVED BY THE COUNTY ENGINEER).
3) FOR MOUNTABLE CURBS, SIDEWALK 6" MINIMUM THICKNESS.
4) PREMOLDED JOINT FILLER SHALL MEET THE REQUIREMENT OF SECTION 9-04.1 OF THE STANDARD SPECIFICATIONS.
SEE STANDARD PLAN S-1, S-2, OR S-4 AS APPLICABLE FOR CONSTRUCTION JOINT DETAILS

BUFFER STRIP IF SHOWN ON PLANS

CURB AND GUTTER

CONSTRUCTION JOINT

DEPRESS BACK OF DRIVEWAY WITH CURB AND GUTTER

1/2 DRIVEWAY WIDTH

2% SLOPE

6'

ISOMETRIC VIEW

NTS

6' 20'-0' 6'

CONSTRUCTION JOINT WITH 1/4" JOINT FILLER

CONSTRUCTION JOINT WITH 1/4" JOINT FILLER

* 3' IF NO ADJACENT SIDEWALK

ELEVATION VIEW

NTS

CEMENT CONC. DRIVEWAY ENTRANCE

APPROVED BY:

County Engineer: DATE:

REVISION: DESCRIPTION: DATE:

S-5

STANDARD PLAN

SHEET 1 OF 2

FILE NAME: C:\SHEET\STANDARD\SHEET.85
NOTES:

1) CURB RAMPS SHALL NOT BE POURED INTEGRAL WITH SIDEWALK OR CURB AND GUTTER, AND SHALL BE ISOLATED BY PREMOLDED JOINT FILLER MATERIAL ON ALL SIDES BUT NOT AT THE END OF RAMP ADJACENT TO THE CURB AS INDICATED IN THE DETAIL.
2) PREMOLDED JOINT FILLER SHALL MEET THE REQUIREMENTS OF SECTION 9-04.1 OF THE STANDARD SPECIFICATIONS.
3) DETECTABLE WARNING PATTERN AREA SHALL MEET THE REQUIREMENTS SET FORTH ON WSDOT STANDARD PLANS F-3a AND F-3d.

THIS DETAIL INDICATES MINIMUM SIZE, SIDE SLOPE, AND PATTERN REQUIREMENTS FOR ACCEPTABLE RAMPS. STYLE, NUMBER AND LOCATION OF RAMPS WILL DEPEND ON SITE CONDITIONS (CROSSWALK SEPARATION, CURB RADIUS, ETC.) AND SHALL BE INSTALLED ACCORDING TO THE PROJECT PLANS APPROVED BY THE COUNTY ENGINEER.
NOTES:

1) SIDEWALK RAMP DIMENSIONS ARE AT BACK OF SIDEWALK.
2) DETECTABLE WARNING PATTERN AREA SHALL MEET THE REQUIREMENTS SET FORTH ON WSDOT STANDARD PLANS F-3d AND F-3d.
CONSTRUCT BUFFER STRIP IF SHOWN ON PLANS.

FULL DEPTH JOINT WITH FILLER

ASPHALT CONCRETE

CONCRETE CURB AND GUTTER

ROADWAY ASPHALT SURFACING

6.5' WITH BUFFER 5' WITHOUT BUFFER

1.5'

CONCRETE SIDEWALK

0.20' COMPACTED DEPTH ASPHALT CONCRETE CLASS A

PLAN VIEW

SECTION A-A

SECTION B-B

ASPHALT SIDEWALK RAMP

APPROVED BY:

County Engineer: ____________________ Date: ____________

REVISION: DESCRIPTION: DATE: 02-26-03

STANDARD PLAN

S-8

SHEET 1 OF 1

FILE NAME: WATER/STANDARD/STANDARD.jpg
NOTES:

1) THIS CONDUIT TRENCH SECTION MAY ALSO BE USED FOR CONDUIT RUN UNDER SIDEWALK AREAS FOR TRAFFIC SIGNAL SYSTEMS.

ILLUMINATION CONDUIT TRENCH SECTION
Standard Plans
NOTES
1. AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WIRE MESH HAVING A MINIMUM
   AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WIRE MESH SHALL
   NOT BE PLACED IN KNOCKOUTS.

2. THE KNOCKOUT DIAMETER SHALL NOT BE GREATER THAN 20". KNOCKOUTS
   SHALL HAVE A WALL THICKNESS OF 2" MINIMUM TO 2.5" MAXIMUM. PROVIDE
   A 1.5" MINIMUM GAP BETWEEN THE KNOCKOUT WALL AND THE OUTSIDE OF
   THE PIPE. AFTER THE PIPE IS INSTALLED, FILL THE GAP WITH JOINT MORTAR
   IN ACCORDANCE WITH STANDARD SPECIFICATION 9-04.3.

3. THE MAXIMUM DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT SHALL
   BE 5".

4. FRAME AND GRATE MAY BE INSTALLED WITH FLANGE DOWN OR CAST INTO
   ADJUSTMENT SECTION.

5. THE PRECAST BASE SECTION MAY HAVE A ROUGHED FLOOR AND THE WALLS
   MAY BE SLOPED AT A RATE OF 1:24 OR STEEPER.

6. OPENING SHALL BE MEASURED AT THE TOP OF THE PRECAST BASE SECTION.

PIPE ALLOWANCES

<table>
<thead>
<tr>
<th>PIPE MATERIAL</th>
<th>MAXIMUM INSIDE DIAMETER</th>
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<tbody>
<tr>
<td>REINFORCED OR PLAIN CONCRETE</td>
<td>12&quot;</td>
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<tr>
<td>ALL METAL PIPE</td>
<td>15&quot;</td>
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<td>CPSSP (STD. SPEC. 9-05.20)</td>
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<td>SOLID WALL PVC (STD. SPEC. 9-05.12(1))</td>
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<tr>
<td>PROFILE WALL PVC (STD. SPEC. 9-05.12(2))</td>
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* CORRUGATED POLYETHYLENE
STORM SEWER PIPE

CATCH BASIN TYPE 1
STANDARD PLAN B-1

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
APPROVED FOR PUBLICATION
7/1/03
PIPE ALLOWANCES

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<tr>
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<tr>
<td>PROFILE WALL PVC (STD. SPEC. 9-05.12(2))</td>
<td>21&quot;</td>
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</tbody>
</table>

* CORRUGATED POLYETHYLENE STORM SEWER PIPE

NOTES
1. As an acceptable alternate to rebar, wire mesh having a minimum area of 0.12 square inches per foot may be used. Wire mesh shall not be placed in knockouts.

2. The knockout diameter shall not be greater than 26". Knockouts shall have a wall thickness of 2" minimum to 2.5" maximum. Provide a 1.5" minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Standard Specification 9-04.3.

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

4. Frame and grate may be installed with flange down or cast into adjustment section.

5. The precast base section may have a rounded floor and the walls may be sloped at a rate of 1:24 or steeper.

6. Opening shall be measured at the top of the precast base section.

CATCH BASIN TYPE 1L
STANDARD PLAN B-1a

EXPIRES JULY 1, 2009

6/14/04

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES
1. No steps are required when height is 4 ft or less.
2. The bottom of the precast catch basin may be sloped to facilitate cleaning.
3. Frame and grate may be installed with flange down or cast into adjustment section.
4. Knockouts shall have a wall thickness of 2 in minimum to 2.0 in maximum. Provide a 1.5 in minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with Std. Spec. 9-04.3.

CATCH BASIN DIMENSIONS

<table>
<thead>
<tr>
<th>CATCH BASIN DIAMETER</th>
<th>WALL THICKNESS</th>
<th>BASE THICKNESS</th>
<th>MAXIMUM KNOCKOUT SIZE</th>
<th>MINIMUM DISTANCE BETWEEN KNOCKOUTS</th>
<th>BASE REINFORCING STEEL (in. in each direction)</th>
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<tr>
<td>48&quot;</td>
<td>4</td>
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PIPE ALLOWANCES

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<th>PIPE MATERIAL</th>
<th>CONCRETE</th>
<th>ALL METAL</th>
<th>CPSSP (1)</th>
<th>SOLID WALL PVC (2)</th>
<th>PROFILE WALL PVC (3)</th>
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<td>72&quot;</td>
<td>60&quot;</td>
<td>36&quot;</td>
<td>48&quot;</td>
<td></td>
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(1) CORRUGATED POLYETHYLENE STORM SEWER PIPE (Std. Spec. 9-05.20)
(2) (Std. Spec. 9-05.12(1))
(3) (Std. Spec. 9-05.12(2))
NOTE
As an acceptable alternative to rebar, wire mesh having a minimum area of 0.12 square inches per foot may be used for adjustment sections.

PREFABRICATED LADDER

RECTANGULAR ADJUSTMENT SECTION

CIRCULAR ADJUSTMENT SECTION

TYPICAL ORIENTATION FOR ACCESS AND STEPS

ECCENTRIC CONE SECTION

84" OR 96" FLAT SLAB TOP

72" FLAT SLAB TOP

48", 54" or 60" FLAT SLAB TOP

#5 BARS AT 7" SPACING

20" x 24"
24" DIAM, 40" DIAM OR 54" DIAM HOLE

12"
1" MIN. 2 1/2" MAX.

#5 BARS AT 8" SPACING

20" x 24"
24" DIAM, 40" DIAM OR 54" DIAM HOLE

12"
1" MIN. 2 1/2" MAX.

20" x 24 OR
24" DIAM HOLE

12"
1" MIN. 2 1/2" MAX.

#4 BARS AT 6" SPACING

20" x 24 OR
24" DIAM HOLE

12"
1" MIN. 2 1/2" MAX.

#3 BAR HOOP FOR 8"
TWO #3 BAR HOOPS FOR 12"

STEP

ONE #3 BAR HOOP
NOTES
1. This frame is designed to accommodate 20" x 24" grates or covers as shown on Standard Plans B-2, B-2b, B-2c and B-2d.

2. When bolt down grates or covers are specified in the Contract, provide two holes in the frame that are vertically aligned with the grate or cover slots. Tap each hole to accept a 5/8" - 11 NC x 2" Allen head cap screw. Location of bolt down holes varies among different manufacturers.

3. Refer to Standard Specification 9-05.15(2) for additional requirements.
NOTES

1. When bolt down grates are specified in the Contract, provide two slots in the grate that are vertically aligned with the holes in the frame. Location of bolt down slots varies among different manufacturers.

2. Refer to Standard Specification 9-05.15(2) for additional requirements.

3. For frame details, see Standard Plan B-2a.

SEE SLOT DETAIL & NOTE 1

PLAN VIEW

SECTION A

SLOT DETAIL

24" 7 OR 8 EQUAL SPACES

1 5/8" MAX

DIRECTION OF FLOW

SECTION B

VANED GRADE FOR CATCH BASIN AND CONCRETE INLET
STANDARD PLAN B-2b

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES

1. When bolt down grates are specified in the Contract, provide two slots in the grate that are vertically aligned with the holes in the frame. Location of bolt down slots varies among different manufacturers.

2. Refer to Standard Specification 9-06.15(2) for additional requirements.

3. For frame details, see Standard Plan B-2a.

4. The thickness of the grate shall not exceed 1 5/8".

---

HERRINGBONE GRATE FOR CATCH BASIN AND INLET
STANDARD PLAN B-2d

SEE SLOT DETAIL & NOTE 1
NOTES

1. THE ASYMMETRY OF THE COMBINATION INLET SHALL BE CONSIDERED WHEN CALCULATING THE OFFSET DISTANCE FOR THE CATCH BASIN. SEE SECTION "A".

2. THE DIMENSIONS OF THE FRAME AND HOOD MAY VARY SLIGHTLY AMONG DIFFERENT MANUFACTURERS. THE FRAME MAY HAVE CAST FEATURES INTENDED TO SUPPORT A GRATE GUARD. HOOD UNITS SHALL MOUNT OUTSIDE OF THE FRAME. THE METHODS FOR FASTENING THE SAFETY BAR / DEBRIS GUARD ROD TO THE HOOD MAY VARY. THE HOOD MAY INCLUDE CASTING LUGS. THE TOP OF THE HOOD MAY BE CAST WITH A PATTERN.

3. ATTACH THE HOOD TO THE FRAME WITH TWO 3/4" x 2" HEX HEAD BOLTS, NUTS, AND OVERRSIZE WASHERS. THE WASHERS SHALL BE USED ON THE SLOTTED SIDE, AND SHALL HAVE DIAMETERS ADEQUATE TO ASSURE FULL BEARING ACROSS THE SLOTS.

4. WHEN BOLT DOWN GRATES ARE SPECIFIED IN THE CONTRACT, PROVIDE TWO HOLES IN THE FRAME THAT ARE VERTICALLY ALIGNED WITH THE GRATE SLOTS. TAP EACH HOLE TO ACCEPT A 5/8" x .11 NC x 2" ALLEN HEAD CAP SCREW. LOCATION OF BOLT DOWN HOLES VARIES AMONG DIFFERENT MANUFACTURERS. SEE "BOLT DOWN DETAIL", STANDARD PLAN B-2a.

5. ONLY DUCTILE IRON VANED GRATES SHALL BE USED. SEE STANDARD PLANS B-2b AND B-2c FOR GRATE DETAILS. REFER TO STANDARD SPECIFICATION 9-05.15(2) FOR ADDITIONAL REQUIREMENTS.

6. THIS PLAN IS INTENDED TO SHOW THE INSTALLATION DETAILS OF A MANUFACTURED PRODUCT. IT IS NOT THE INTENT OF THIS PLAN TO SHOW THE SPECIFIC DETAILS NECESSARY TO FABRICATE THE CASTINGS SHOWN ON THIS DRAWING.
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

<table>
<thead>
<tr>
<th>PIPE</th>
<th>SIZE</th>
<th>MINIMUM DISTANCE BETWEEN BARRELS</th>
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</thead>
<tbody>
<tr>
<td>CIRCULAR PIPE</td>
<td>12&quot; to 24&quot;</td>
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</tr>
<tr>
<td></td>
<td>30&quot; to 96&quot;</td>
<td>DIAM./2</td>
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<tr>
<td></td>
<td>102&quot; to 180&quot;</td>
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<tr>
<td>PIPE ARCH</td>
<td>18&quot; to 36&quot;</td>
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<td>(SPAN) METAL ONLY</td>
<td>43&quot; to 142&quot;</td>
<td>SPAN./3</td>
</tr>
<tr>
<td></td>
<td>148&quot; to 200&quot;</td>
<td>48&quot;</td>
</tr>
</tbody>
</table>
NOTES

1. End Section Design G shall be used except where noted on the plans or contract.

2. Attach guardrail to bridge rail or concrete barrier with 7/8" diameter high strength bolts (Standard Specification 9-06 S5(2)) with thin slab female inserts or resin bonded anchors. See the Contract Plans.

3. A single piece having similar dimensional shape to Design G and mating with the W-beam guardrail is an alternate.

4. In cases where Design "F" end section is lapped on the outside of the guardrail, a galvanized 1" ID, 2" OD, 0.134" thick, narrow Type A Plain Washer or a anchor rail washer shall be placed under the splice bolt heads.

BEAM GUARDRAIL END SECTIONS

STANDARD PLAN C-7

SHEET 1 OF 1 SHEET

Washington State Department of Transportation
ELEVATION

ANCHOR PLATE
(See Note 1)

SECTION B-B

BEARING PLATE

ANCHOR CABLE

ANCHOR RAIL WASHER

BEAM GUARDRAIL ANCHOR
TYPE 1

STANDARD PLAN C-6

APPROVED FOR PUBLICATION

Sheet 2 of 2 Sheets
NOTES

1. Anchor plate may be constructed from 6" plates welded to equal strength and dimensions as shown.

2. For end section details, see Standard Plan "Beam Guardrail End Sections".

3. For post details, see Standard Plan "Beam Guardrail Posts and Blocks".

4. Eight 3/4" x 1 1/2" machine bolts with hex nut and washer. Place washer on face side of rail.

5. Outside nut shall be torqued against inside nut a minimum of 100 ft-lbs.

6. To panel bearing plate with 10d nail at corners to prevent turning.

7. Anchor post limit does not apply when anchor is included in a Beam Guardrail Terminal.

BEAM GUARDRAIL ANCHOR
TYPE 1

STANDARD PLAN C-6

APPROVED FOR PUBLICATION
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON
1. Attach guardrail to bridge rail or concrete barrier with 7/8" diameter high strength bolts (Standard Specification 9-06, §414) with thin slab ferrule inserts or resin bonded anchors. See the Contract Plans.

2. If the last guardrail post is 3' or less from the end of the bridge barrier, this attachment and blockout is not necessary.

3. This case is also applicable for vertical faces with no curbs.

4. When B Connection is used with Type 1A Transition, the maximum spacing between bolts is 6'-3".

NOTES

GUARDRAIL CONNECTION TO BRIDGE RAIL OR CONCRETE BARRIER
STANDARD PLAN C-5
SHEET 1 OF 1 SHEET
NOTES

1. Wood posts for all guardrail placement plans shall be 6x8 except where noted otherwise.

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

3. 6x6x9 steel posts and timber blocks are alternates for 6x8 timber posts and blocks. 6x6x10 steel posts and timber blocks are alternates for 10x10 timber posts and blocks.

4. Holes shall be located on approaching traffic side of web.

5. When contract requires "Beam Guardrail Type 1, 9 Foot Long Post," the steel post length shall be marked with numbers to ensure permanent identification of the location where the letter "H" is shown on the detail. The marking shall be 1/2" MIN height.

6. Soil plate may be welded to foundation tube. If so, holes in soil plate and foundation tube may be omitted.
1. When required by the contract, a Snow Load Post Washer shall be used on the backside of the post (in lieu of the 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 8 of a BCI 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, 2 Foot Long Post, is specified in Contract, the post length shall be stamped with numbers 1'-1" up to 4'-1" deep at the location where the letter "N" 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'-1" deep.
NOTES
1. The Type 1A Ramp is used to provide access to two crosswalks only when it is feasible to provide a separate ramp for each crosswalk.
2. The Type 2B Ramp Layout requires two (2) of this bid item: "Cement Conc. Sidewalk Ramp Type 2B." The bid item does not include the adjacent Curb (or Curb & Gutter), the Sidewalk between Ramps, or the Cement Conc. Pedestrian Curb.
3. Ramp slopes shall not be steeper than 1:12:1.
4. Avoid placing drainage structures, junction boxes or other obstructions in front of ramp access areas.
5. Curb & Gutter is shown, see the Contract Plans for the curb design specified. See Standard Plan F-1 for curb details.
7. Detectable warning patterns may be created by any method that will achieve the truncated dome dimensions and spacing shown.
NOTES

1. Dimensions for the parts used to assemble the base connections are intentionally not shown. Base connections are patented, manufactured products that are in compliance with NCHRP 352 crash test criteria. The base connection details are only shown on this plan to illustrate how the parts are assembled.

2. For "H" refer to the Sign Specification Sheet in the Contract.
ELEVATION
TYPE SB-1 & SB-2 SIGN SUPPORT

NOTES
1. For "W", Horizontal distance from edge of traveled way to center of nearest post, and "V", Vertical distance from edge of traveled way to bottom of sign, see Standard Plan G-1.
2. For "X", "Y", "H1", "H2", "H3", and "H4" refer to the Sign Specification Sheet in the Contract.
3. Windbeam may be substituted for "Z" Bar. For Windbeam details, see Standard Plan G-8g.

STEEL SIGN SUPPORT
TYPES SB-1 & SB-2
INSTALLATION DETAILS
STANDARD PLAN G-8g

APPROVAL IN WRITING
Washington State Department of Transportation
NOTES

1. Mounting brackets with steel straps shall be a stainless steel band and bundle system product or an approved equal. Mounting brackets shall be one bolt, flared leg, steel straps shall be 3/4" wide and 0.030" thick.

2. All signs shall be installed with horizontal edges level. Skewed windbeams are required only when the sign is mounted within 12" of the mast arm base (see Detail "A").

TYPICAL MAST ARM INSTALLATION

MAST ARM MOUNTED STREET NAME SIGNS
SIGN INSTALLATION ON LIGHT STANDARD

MAST ARM MOUNTED LANE USE SIGNS
WOOD POST FASTENERS

<table>
<thead>
<tr>
<th>SIZE / TYPE</th>
<th>QUANTITY</th>
<th>WASHERS</th>
<th>LOCKNUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/16&quot; DIA. X 4&quot; BOLT</td>
<td>2</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>3/8&quot; DIA. X 3/4&quot; BOLT</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>3/16&quot; DIA. X 1&quot; SCREW</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>

STEEL POST FASTENERS

<table>
<thead>
<tr>
<th>SIZE / TYPE</th>
<th>QUANTITY</th>
<th>WASHERS</th>
<th>LOCKNUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/8&quot; DIA. X 2 1/2&quot; BOLT</td>
<td>2</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>3/8&quot; DIA. X 3/4&quot; BOLT</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>3/16&quot; DIA. X 1&quot; SCREW</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>1 1/8&quot; M CLAMP</td>
<td>2</td>
<td>4</td>
<td>2</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 7/8" Muffer Clamps spaced 4" apart. Field drill 7/8" holes in the newspaper box to fit. Use 2 1/2" x 1/4" lag bolts to attach newspaper boxes to wood posts. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.

5. A Type 2 Support (Standard Plan H-12a) is required when 2 or more mailboxes are to be installed on one support.
NOTES

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

2. A 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" Muffler Clampers spaced 4" apart. Field drill 7/16" holes in the newspaper box to fit. Newspaper boxes must not extend beyond the front of the mailbox when the mailbox door is closed.
NOTES

1. MAXIMIZE DETENTION OF STORMWATER BY PLACING FENCE AS FAR AWAY FROM THE TOE OF SLOPE AS POSSIBLE WITHOUT ENCROACHING ON SENSITIVE AREAS OR OUTSIDE OF THE CLEARING BOUNDARIES.

2. INSTALL SILT FENCING ALONG CONTOURS WHENEVER POSSIBLE.

3. INSTALL THE ENDS OF THE SILT FENCE TO POINT SLIGHTLY UP-SLOPE TO PREVENT SEDIMENT FROM FLOWING AROUND THE ENDS OF THE FENCE.

4. PERFORM MAINTENANCE IN ACCORDANCE WITH STANDARD SPECIFICATIONS 8-01.3(9A) AND 9-01.3(19).

STATE OF WASHINGTON
LICENSED LANDSCAPE ARCHITECT
MARC W. HAINES
CERTIFICATE NO. 000595
9/1/2003

SILT FENCE

STANDARD PLAN I-4

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

APPROVED FOR PUBLICATION
7/17/03
GEOTEXTILE FOR TEMPORARY SILT FENCE
(SEE STD. SPEC. 9-33 2. TABLE 6)

POST (SEE STD. SPEC. 8-01.3(0A))

EMBED POSTS INTO SAND BAGS AS REQUIRED

EDGE OF GEOTEXTILE

SECTION A

PLACE SAND BAGS AS REQUIRED AROUND CULVERT TO PROVIDE SUPPORT FOR SILT FENCE

CULVERT, BOX CULVERT, OR PIPE ARCH
(END TREATMENT VARIES)

DISTURBED AREA

PROTECTED AREA

SILT FENCE DESIGN

NOTE
PERFORM MAINTENANCE IN ACCORDANCE WITH STANDARD SPECIFICATIONS 8-01.3(0A) AND 8-01.3(15).

FLOW

COMPOST BERM
SEE STD. PLAN 1-14

CULVERT, BOX CULVERT, OR PIPE ARCH
(END TREATMENT VARIES)

DISTURBED AREA

PROTECTED AREA

COMPOST BERM DESIGN

EROSION CONTROL AT CULVERT ENDS

STANDARD PLAN 1-5

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION 7-17-03

STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT

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(15).
NOTES
1. PERFORM MAINTENANCE IN ACCORDANCE WITH STANDARD SPECIFICATION 8-01 3(15).
2. SIZE THE BELOW GRATE INLET DEVICE (BGID) FOR THE STORM WATER STRUCTURE IT WILL SERVICE.
3. THE BGID SHALL HAVE A BUILT-IN HIGH-FLOW RELIEF SYSTEM (OVERFLOW BYPASS).
4. THE RETRIEVAL SYSTEM MUST ALLOW REMOVAL OF THE BGID WITHOUT SPILLING THE COLLECTED MATERIAL.

PREFABRICATED BELOW GRATE INLET DEVICE DETAILS

STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO. 000596
7/19/2003

STORM DRAIN INLET PROTECTION
STANDARD PLAN 1-7
SHEET 1 OF 1 SHEET
APPROVED FOR PUBLICATION
7/17/05
Washington State Department of Transportation
SLIP/ANCHOR PLATES DETAIL
Smooth finish top, bottom, and notched surfaces

SECTION A-A

KEEPER PLATE
Place between pole base plate and slip plate on top of middle washers.

POLE BASE PLATE
Smooth finish top, bottom, and notched surfaces

SECTION B-B

PLATE WASHER

STRAP TEMPLATE ASSEMBLY DETAIL
Place over anchor bolts (See Note 4)

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE.
THE DRAWING, DESIGNED BY THE AGENCY AND APPROVED FOR PUBLICATION, IS NOT ON FILE
AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED
UPON REQUEST.

APPROVED FOR PUBLICATION
Clifford E. Mansfield 10/08/99

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

SD: 02 1-5 3 1-3 DIABolt circle
1 3/8" hole
Anchor plate
Slip plate

1/8" back-up strip
Wall of pole
See Note 5

1/4" hole with chamfered edges
3/8" plate

2 2" x 1/4" x 15" bar
1 1/8" DIABolt circle

EXPRESSED 2/9/2000

STEEL LIGHT STANDARD
BASE DETAILS
STANDARD PLAN J-1b
SHEET 2 OF 3 SHEETS
HINTS

1. See Standard Plan C-8b for base plate and foundation requirements when light standards are mounted on concrete barriers.

2. Round and smooth all edges along wire-way to protect conductors. See Standard Plan J-3c for wiring details.

3. The top of the anchor rod shall be both threaded and galvanized a minimum of 12" long. The bottom of the anchor rod shall be threaded a minimum of 3". Galvanizing shall be in accordance with AASHTO M111 after threading. Hooked anchor bolts are not allowed.

4. Strap templates shall be held in place by nuts 6" from the top of the foundation, and at bottom of anchor bolts resting on 4" x ½" square washers.

5. Pole base plate for a slip base design shall be ½" AASHTO M223 Gr. 345. Pole base plate for a fixed base design may be either ½" AASHTO M223 Gr. 345 or ½" AASHTO M133.

6. Installation of a 50" pole with double mast arms on a slip base is not allowed.

SECTION C-G

VIEW D-D

ELEVATION

LIGHTING BRACKET DETAIL

For light standards with single arm ½" or less and double arms 8" or less mounted on bridges or retaining walls.
MAST ARM WIRING DETAIL

For Double Mast Arm, install additional cable and quick disconnects.

Junction box

24" Stack required to allow quick disconnects to be pulled outside handhole 6" MIN

See Detail A

WIRING DETAIL LIGHT STANDARD SLIP BASE

*Application for fixed base similar except no cable tie is required at junction box.

DETAIL A

Conductor attachment bracket

Strip outer cable

Insulated grounding bushing

Galvanized steel conduit

Eliminate oil stock

Insulating grounding bushing

Bend

120 Pound tensile strength stock cable tie

TYPICAL JUNCTION BOX LOCATION

Alternate locations allowed provided junction box to base distance does not exceed 10'
**PEDESTRIAN PUSHBUTTON DETAILS**

**STANDARD PLAN J-5**

**KEY**
1. Pushbutton switch assembly
2. Cast metal housing
3. Protective collar
4. Pushbutton switch
5. Gasket
6. Stainless steel fastener
7. Cast aluminum conduit
8. Aluminum plug with 5/8" drilled weep hole.
   On timber pole installation, remove plug for wire entrance and drill weep hole in conduit.
9. Aluminum 'H' extrusion
10. Chase nipple - 1/2" hex head x 1/2" pipe thread x 2 1/2" long
11. 3/4" - 16 x 2 1/2" stainless steel bolt with washer
12. 3/4" x 4" lag bolt with washer
13. Drill and tap shank for 5/8" bolt
14. Drill and tap shank for 1/2" nipple
15. Conduit and fittings as required for timber pole installations
16. Reverse conduit and conduit for top feed
17. Drill pilot hole for 3/8" lag bolt

**NOTE:**
When "PPB-M" or "PPB-WF" are specified in the contract, the arrow shall be installed in the opposite direction than as shown for "PPB-M" or "PPB-W".
NOTES:
1. Type N mounting shall have "O" ring groove and seal top and bottom of signal attachment.
2. Type M mounting for conventional heads shall have a 2" diameter opening at the signal attachment.
3. Type M mounting for optically programmed heads shall have a 5/8" DIA opening at the signal attachment.
4. Type M mounting with optically programmed heads shall be installed with 14' nominal arm.
5. See Standard Plan J-6h for tether wire, and backplate requirements.
NOTE
1. For Sections A and B, see Standard Plan J-8d.
LOOP INSTALLATION NOTES
1. Install the Junction Box and the lead-in conduit.
2. Saw out the loop slots and the lead-in slots.
3. Lay out the loop wire starting at the Junction Box, allowing 5' minimum slack.
4. Install the wire in the loop slot as shown.
5. Finish laying out the wire at the Junction Box and identify the leads with the loop number, the "S" for start and the "F" for finish, and the loop series number.
6. Twist each pair of the lead wires two times per foot from the loop to the Junction Box. Reverse the direction of the twist for each successive pair installed.
7. Construct a supplemental splice containing any series loop connections required in the plan. Supplemental splices are subject to the same requirements shown for the loop lead and the shielded cable splice.
8. Splice the loop leads of supplemental splice leads to the shielded cable as noted in the Contract.
9. Complete installation and test loop circuits or combination loop circuits. See Standard Specifications 8-20.3(14d).
10. Conduit for the loop stubout shall be as required in the Contract.

DETAIL "A"

DETAIL "B"

INDUCTION LOOP DETAILS

STANDARD PLAN J-8d

SHEET S OF 3 SHEETS

APPROVED FOR PUBLICATION

Harold J. Petersen 05-20-04

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

EXPRES MAY 5, 2005
NOTES:
1. SEE CONTRACT FOR HEAD TYPE, MOUNTING HEIGHT AND ORIENTATION.
2. ALL NIPPLES, FITTINGS AND CENTER PIPES SHALL BE 1 1/2" DIA NOMINAL TRADE SIZE (NEC).
3. INSTALL NEOPRENE GASKET OUTSIDE HEAD WHEN FLANGED ELBOWS ARE SUPPLIED.
KEY:
1. End cap
2. Conduit locknut, 1 1/2" DIA
3. Locknipple, 1/2" DIA
4. Steel washer
5. Neoprene gasket
6. Bronze serrated bell fitting with:
   - 3/8" stainless steel through bolt and nuts
   - Three set screws at slipfitter connection
   - Three allen head stainless steel set screws
   - Conduit nipple connection
7. Serrated ring with pins
8. Hex locknut with
   - Two allen head stainless steel set screws
   - Pin receptacles
9. Conduit nipple, 1 1/2" DIA
10. Hex locknut, 1/2" DIA
11. Mounting assembly
12. Bronze elevator plumbizer with ¾" stainless steel through bolt, washers, and two nuts
13. Aluminum arm with set screw
14. Slotted tube with closure strip
15. Tube clamp, 5/8" ID, MIN
16. Internally threaded clamp assembly with:
   - Two set screws
   - 1/2" x 0.045" stainless steel bands
   - Screw buckles, 3/16" with swivels, nuts, and washers
   - Band clips with allen head stainless steel set screws
17. Bronze messenger hanger with:
   - 5/8" DIA J bolts
   - Cable lock bar
   - Rivet
   - Cotter key
18. Bronze internally threaded wire entrance with:
   - Bushing insert
   - Allen head stainless steel set screw
19. Bronze balance adjuster
20. Multi-head mounting assembly
21. Spider assembly
22. Serrated ring with no pins

NOTES:
1. Type M mounting shall have "O" ring groove and seal top and bottom of signal attachment.
2. Type M mounting for conventional heads shall have a 2" diameter opening at the signal attachment.
3. Type M mounting for optically programmed heads shall have a 3/2" DIA opening of the signal attachment.
4. Type N mounting with optically programmed heads shall be installed with 14" nominal arms.
5. See Standard Plan J-6g for tether wire, and backplate requirements.
SLIP/ANCHOR PLATES DETAIL
Place between pole base plate and slip plate on top of middle washers.

KEEPER PLATE

BASE PLATE
See Slip Anchor Plate Detail for dimensions not shown. Match Slip Plate dimensions.

FLASHER WARNING BEACON
18" amber lens
Type D standard signal head mounting
Standard Plan J-6F
(reactor slippet to seat set screws)

RAMP METERED AHEAD WHEN FLASHING

FLASHER BEACON DETAIL
Shaft, slippet, weld and handhole are the same as shown for Type I standards, except shaft length is 14'.

STOP HERE ON RED

RAMP METER DETAIL
Secure conductors with cable ties. See Std. Plan J-14e.

ANCHOR BOLT LAYOUT

FLASHER BEACON AND RAMP METER BASE ELEVATION
See "FOUNDATION DETAIL" for other requirements.

PLATE WASHER TIP
(See details)

KEEPER PLATE

SLIP PLATE

TOP OF CONCRETE

3/4" CHAMFER

HEAVY HEX NUTS TYP

HARDENED WASHERS (TYP)

BASE PLATE (1/4"

SLIP PLATE (1/4"

SMOOTH FINISH TOP, BOTTOM & ROTTED SURFACES

HOLE FOR POLE SHAFT

VIEW A-A

VIEW B-B

FREE HARNESS TO ELECTRICIAN

SHUTTER (TYP)

INSTALL GRAY PAD AFTER PLUMBING STANDARD

1/4" DIA X 16" X 6"
Anchor Bolts TYP

1/4" Clamping bolts. Tighten to 50 ft-1bs. DO NOT OVERTIGHTEN. After state inspection, burr threads to prevent nut rotation.

RCA GROUND LEVEL

SECURE 24" CABLE WITH CABLE TIES. SEE STD. PLAN J-14e.

Traffic signal head
(Three 12" Lenses)
Type D standard signal head mounting
Standard Plan J-6F
(reactor slippet to seat set screws)

Traffic signal head
(Three 8" Lenses)
Type E mounting
Standard Plan J-6F
(reactor slippet to seat set screws)


See "FOUNDATION DETAIL"
NOTES
1. Fill the conduit trench to the top of the existing or new surface using CSTC sand or controlled density fill. See "Standard Specifications" Section 2.03.3(1)(E)
2. Minor Regional variation is allowed in the soft pocket closure. Consult with the Engineer or see the Contract for additional requirements.
3. Conduits shall be snug to the bottom of the sawcut. High density backer rod shall be snug to the conduit.

<table>
<thead>
<tr>
<th>LOOP LEAD PAIRS</th>
<th>1/8</th>
<th>3/8</th>
<th>1 1/4</th>
<th>1 1/2</th>
<th>2</th>
<th>3</th>
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<tbody>
<tr>
<td>CONDUIT SIZE (IN)</td>
<td>1&quot;</td>
<td>1 1/8&quot;</td>
<td>1 1/4&quot;</td>
<td>1 1/2&quot;</td>
<td>2&quot;</td>
<td>3&quot;</td>
</tr>
</tbody>
</table>

INDUCTION LOOP DETAILS
STANDARD PLAN J-8d

For conduit size to controller cabinet, see contract.
LOOP INSTALLATION NOTES

1. Install the Junction Box and the lead-in conduit.
2. Sawout the loop slots and the lead-in slots.
3. Lay out the loop wire starting at the Junction Box, allowing 6" minimum slack.
4. Install the wire in the loop slot as shown.
5. Finish laying out the wire at the Junction Box and identify the leads with the loop number, the "S" for start and the "F" for finish, and the loop series number.
6. Twist each pair of the lead wires two times per foot from the loop to the Junction Box. Reverse the direction of the twist for each successive pair installed.
7. Construct a supplemental splice containing any series loop connections required in the plan. Supplemental splices are subject to the same requirements shown for the loop lead and the shielded cable splice.
8. Splice the loop leads of supplemental splice leads to the shielded cable as noted in the Contract.
9. Complete installation and test loop circuits or combination loop circuits. See Standard Specifications 8-20.3(140).
10. Conduit for the loop stubout shall be as required in the Contract.

SAWCAST AND CONDUIT CONNECTION PLAN
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</th>
<th>X (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Roads</td>
<td>45/55 MPH 500'++</td>
</tr>
<tr>
<td>Urban Arterials</td>
<td>35/40 MPH 550'++</td>
</tr>
<tr>
<td>Urban Streets</td>
<td>Residential Areas &amp; 25/30 MPH 200'++</td>
</tr>
<tr>
<td>Business Districts</td>
<td></td>
</tr>
</tbody>
</table>

All signs are black on orange unless otherwise designated.

WORK BEYOND THE SHOULDER

SHOULDER WORK AREAS
STANDARD PLAN K-11
SHEET 1 OF 1 SHEET

SHOULDER WORK AREA PROTECTION NON-WORKING HOURS
### Protective Vehicle Roll Ahead Distance *

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Vehicle Weight (lbs)</th>
<th>Stationary</th>
<th>Mobile</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Yard Dump Truck</td>
<td>24,000</td>
<td>100'</td>
<td>175'</td>
</tr>
</tbody>
</table>

*Roll ahead stopping distance assumes dry pavement*

---

**NOTES**

1. Work vehicle and shadow/protective vehicle shall use warning beacons.
2. Shadow/protective vehicle recommended- shall maintain 500'-1000' of sight distance to approaching traffic.
3. This plan may be implemented on multi-lane highways with less than 10,000 ADT.
4. In those situations where multiple work locations within a limited distance make it practical to place stationary signs, the distance between the advance warning sign and the work should not exceed 2 miles.
5. In those situations where the distance between the advance warning signs and the work is 1 to 2 miles, a supplemental distance plaque shall be used with the road work ahead sign.

---

**Legend**

- Sequential Arrow Panel - Type "B" (Caution Mode)
- TMA - Truck Mounted Attenuator
- Warning Beacon

---

**Diagram**

Diagram showing the placement of work vehicles, work areas, and warning signs, with notes indicating the sequence of installation and the distances involved.
PEDESTRIAN DETOUR (NONWORKING HOURS)

LEGEND

□□□ SIGN LOCATION - TRIPOD MOUNTED
■ ■ ■ TEMPORARY TRAFFIC CONTROL DEVICES
□□□□ TYPE 2 BARRICADE

PEDESTRIAN DETOUR (WORKING HOURS)

NOTES
1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. USE WARNING LIGHTS ON BARRICADES.
3. TEMPORARY PEDESTRIAN ROUTES SHALL BE COMPLIANT WITH ADA REQUIREMENTS.
4. CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50' IN ADVANCE OF A MID-BLOCK CROSSWALK.
### Buffer Data

<table>
<thead>
<tr>
<th>Buffer Space = B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (mph)</td>
</tr>
<tr>
<td>Length (feet)</td>
</tr>
<tr>
<td>Protective Vehicle Roll Ahead Distance (feet)</td>
</tr>
</tbody>
</table>

### Minimum Taper Length = L (feet)

<table>
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<tr>
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<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
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<th>55</th>
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<tr>
<td>Length (feet)</td>
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<td>100</td>
<td>100</td>
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### Sign Spacing = X (feet)

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<th>40</th>
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<th>50</th>
<th>55</th>
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<tbody>
<tr>
<td>Rural Roads</td>
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<td>700+-</td>
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<td>450+-</td>
<td>500+-</td>
<td>550+-</td>
<td>600+-</td>
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<tr>
<td>Residential Areas &amp; Business Districts</td>
<td>25/30 MPH</td>
<td>200+-</td>
<td>250+-</td>
<td>300+-</td>
<td>350+-</td>
<td>400+-</td>
<td>450+-</td>
</tr>
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</table>

### Channelizing Device Spacing (feet)

<table>
<thead>
<tr>
<th>Type</th>
<th>MPH</th>
<th>Taper</th>
<th>Tangent</th>
</tr>
</thead>
<tbody>
<tr>
<td>50/50</td>
<td>40</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>35/40</td>
<td>30</td>
<td>40</td>
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</tr>
<tr>
<td>25/20</td>
<td>20</td>
<td>40</td>
<td></td>
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</tbody>
</table>

### Notes

1. For long-term projects, conflicting pavement markings no longer applicable shall be removed or obliterated as soon as practicable. Temporary markings shall be used as necessary and signs shall be post mounted.
2. Steady burning warning lights (Type C, MUTCD) shall be used to mark channelizing devices at night as needed.
3. If the lane shift is short and has sharp curves (30 MPH or less) use sign W1-3 in lieu of sign W1-4.
DESIGN 1

NOTES:
1. Type 2L Arrow is installed 50' back of Stop Bar or Crosswalk. Second Arrow is located 100' back, or at beginning of Left turn pocket.
2. L = \frac{\sqrt{3}}{2} \times \text{SFL}; See contract plans for WY, SFL in the posted Speed Limit.
3. A = 90' for posted speed less than 40 MPH. 
   \( A = 120' \) for posted speeds equal or greater than 40 MPH.
4. R = 150' for posted speed less than 40 MPH. 
   \( R = 300' \) for posted speed equal to or greater than 40 MPH.

DESIGN 2

LANE MARKING DETAILS

March 18, 1995

STANDARD PLAN H-3a
Sheet 1 of 2
NOTE

See the Contract Plans for the locations of Crosswalk centerlines.

CROSSWALK LAYOUT
STANDARD PLAN M-15.10-00

TYPICAL APPLICATIONS
NOTES

1. See the Standard Plans for Pavement Marking Details.
2. Dotted Extension Line shall be the same color as the line it is extending.
3. Double Yellow Center Line shall be 12" between lines for everything, except 4" for left turn channelization and narrow roadways with 10' lane widths or less.
4. Edge Line shall be white on right edge of traveled way, and yellow on left edge of traveled way on one way roadways.
NOTE
Use the dimensions shown on this plan for each type Traffic Arrow being placed on roadways with a posted speed limit of 40 mph or lower.
Traffic Control Plans
NOTICE: CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SITE SPECIFIC TRAFFIC CONTROL PLANS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL.
## GENERAL TRAFFIC CONTROL 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>POST MATERIAL</th>
<th>POST SIZE</th>
<th>POST LENGTH</th>
<th>CLEARANCE</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>W30-1</td>
<td>SOUTH NACHES ROAD, 1200' SOUTH OF BOP</td>
<td>48&quot; x 48&quot;</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>22'</td>
<td>7'</td>
<td>10'</td>
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<tr>
<td>2</td>
<td>W30-1</td>
<td>SOUTH NACHES ROAD, 725' SOUTH OF BOP</td>
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<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
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<td>3</td>
<td>W30-1</td>
<td>SOUTH NACHES ROAD, 355' SOUTH OF BOP</td>
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<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>22'</td>
<td>7'</td>
<td>10'</td>
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<td>4</td>
<td>W30-1</td>
<td>SOUTH NACHES ROAD, 550' SOUTH OF BOP</td>
<td>36&quot; x 18&quot;</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>14'</td>
<td>7'</td>
<td>10'</td>
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<tr>
<td>5</td>
<td>W30-1</td>
<td>STATE ROUTE 12, 500' WEST OF BOP</td>
<td>48&quot; x 48&quot;</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>16'</td>
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<tr>
<td>6</td>
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<tr>
<td>7</td>
<td>W30-1</td>
<td>STATE ROUTE 12, 2000' WEST OF BOP</td>
<td>48&quot; x 48&quot;</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>22'</td>
<td>7'</td>
<td>10'</td>
</tr>
<tr>
<td>8</td>
<td>W30-1</td>
<td>STATE ROUTE 12, 500' WEST OF BOP</td>
<td>36&quot; x 18&quot;</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>14'</td>
<td>7'</td>
<td>10'</td>
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<tr>
<td>9</td>
<td>W30-1</td>
<td>STATE ROUTE 12, 900' EAST OF SOUTH NACHES ROAD</td>
<td>48&quot; x 48&quot;</td>
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<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>16'</td>
<td>7'</td>
<td>10'</td>
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<tr>
<td>10</td>
<td>W30-1</td>
<td>STATE ROUTE 12, 1200' EAST OF SOUTH NACHES ROAD</td>
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<td>4&quot; x 4&quot;</td>
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<td>10'</td>
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<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
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<td>7'</td>
<td>10'</td>
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<td>13</td>
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<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>16'</td>
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<td>10'</td>
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<td>14</td>
<td>W30-1</td>
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<td>36&quot; x 18&quot;</td>
<td>I</td>
<td>WOOD</td>
<td>4&quot; x 4&quot;</td>
<td>16'</td>
<td>7'</td>
<td>10'</td>
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</tbody>
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**NOTES:**
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W-DISTANCE FROM THE EXISTING 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.
Improvement Plans
SOUTH NACHES ROAD
IMPROVEMENT PROJECT

C 2756 - PHASE 1

BRIDGE NO. 35 TO STATE ROUTE 12

FEDERAL AID PROJECT NO.: STPR Y393(001)

INDEX:

- SHEET 1 - COVER SHEET, LEGEND, INDEX AND VICINITY MAP
- SHEET 2 - ROADWAY SECTIONS AND SUMMARY OF QUANTITIES
- SHEET 3 - DRAINAGE STRUCTURE NOTES AND DRAINAGE DETAILS
- SHEET 4 - KELLEY/LOWRY DITCH CULVERT EXTENSION
- SHEET 5 - ROAD APPROACH PROFILES
- SHEET 6 - ROAD APPROACH PROFILES
- SHEET 7 - PLAN AND PROFILE, B.O.P. TO STA. 109+00
- SHEET 8 - PLAN AND PROFILE, STA. 109+00 TO STA. 114+00
- SHEET 9 - PLAN AND PROFILE, STA. 114+00 TO STA. 118+00
- SHEET 10 - PLAN AND PROFILE, STA. 118+00 TO E.O.P.
- SHEET 11 - ILLUMINATION PLAN, SR 12 STA. 10+00 TO STA. 20+00
- SHEET 12 - ILLUMINATION PLAN, SR 12 STA. 20+00 TO E.O.P.
- SHEET 13 - ILLUMINATION PLAN B.O.P. TO STA. 117+50
- SHEET 14 - ILLUMINATION PLAN B.O.P. TO STA. 117+50 TO STA. E.O.P.
- SHEET 15 - TRAFFIC SIGNAL SYSTEM LAYOUT
- SHEET 16 - WIRING SCHEDULE
- SHEET 17 - WIRING DIAGRAM
- SHEET 18 - SIGNAL STANDARD CHART
- SHEET 19 - CHANNELIZATION PLAN, B.O.P. TO STA. 115+50
- SHEET 20 - CHANNELIZATION PLAN, STA. 115+50 TO E.O.P.
- SHEET 21 - PERMANENT SIGNING
- SHEET 22 - PERMANENT SIGNAL DETAILS
- SHEET 23 - SIGN REMOVAL SPECIFICATIONS
**DRAINAGE STRUCTURE NOTES**

<table>
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<tr>
<th>No.</th>
<th>STATION/DESIRED</th>
<th>TYPE</th>
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<th>R1 OUT</th>
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<td>01</td>
<td>S0. NACHES AVE. STA 110+85, 10' LT.</td>
<td>INSTALL NEW CATCH BASH TYPE 1 AND 36 LF. DUCTILE IRON PIPE 12 IN. D.</td>
<td>1458.43</td>
<td>--</td>
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<td>02</td>
<td>S0. NACHES AVE. STA 110+85, 10' LT.</td>
<td>INSTALL NEW CATCH BASH TYPE 1 AND 360 LF. SCHEDULE 80 PVC PIPE 12 IN. D.</td>
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<td>--</td>
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<td>05</td>
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<td>--</td>
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<td>1455.09</td>
<td>1455.10</td>
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</tbody>
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---

**STORMWATER POND OVERFLOW STRUCTURE**

**NOT TO SCALE**

**STORMWATER POND**

**EXISTING GROUND PROFILE**

BOTTOM EL. 1452.70

**SECTION A-A**

**EXISTING GROUND PROFILE**

**SECTION B-B**

**6" AMENDED SAND**

**STORM POND NOTES**

1. 3:1:1 V Cut and fill slopes except at overflow structure as noted.
2. The storm pond elevations as shown shall be verified by survey prior to acceptance and payment of storm pond components.
3. Excavation of the stormwater pond shall be included in the bid for roadway excavation including haul. The stormwater pond excavation quantity is 100 CY.

---

**DRainage Structure Notes and Drainage Details**

Sheet 3 of 23
1) REMOVE EXISTING CONCRETE HEADWALLS, MINGWALLS, AND FOUNDATIONS IN THEIR ENTIRETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY DAMAGE TO THE EXISTING CULVERT PIPE CAUSED BY CONSTRUCTION. THE NEW PIPE SHALL BE CONNECTED TO THE EXISTING PIPE USING A CONCRETE COLLAR OR ALTERNATE METHOD APPROVED BY THE ENGINEER. THE COLLAR SHALL BE THREE FEET IN LENGTH (MINIMUM) AND CENTERED ON THE JOINT. THE COLLAR SHALL BE CONSTRUCTED USING 4" X 4" GAUGE PLAIN WELDED STEEL FABRIC AND 3,000 PSI (MINIMUM) CONCRETE. ALL NEW JOINTS INSIDE THE PIPE SHALL BE GROUTED SMOOTH USING AN APPROVED NON-SHRINK GROUT AND BONDING AGENT. THE COSTS FOR CONCRETE COLLARS AND GROUTING SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK.

2) ALL NEW CULVERT PIPE SHALL BE CL. III REINFORCED CONCRETE CULVERT PIPE 60 IN. DIAM.

3) CRUSHED SURFACING TOP COURSE SHALL BE USED AS PIPE BEDDING AS DIRECTED BY THE ENGINEER.

4) MATCH EXISTING CULVERT INVERT ELEVATIONS AT EACH END OF THE REMAINING CULVERT PIPE AND MATCH EXISTING PIPE GRADE FOR NEW PIPE EXTENSION.

5) ANY EXCAVATION AND SLOPE RESHAPING RELATED TO THE NEW CULVERT INSTALLATION SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK.

### TEMPORARY STREAM BYPASS INSTALLATION NOTES

INSTALLATION AND REMOVAL OF THE MESH FIBER SCREEN AND DIVERSION TO THE TEMPORARY BYPASS PIPE SHALL BE COMPLETED IN 4 HOURS.

A. INSTALL 12 IN. DIAM. CULVERT PIPE FOR DITCH WORK AREA BYPASS ACROSS S. NACHES ROAD. DO NOT CONNECT CULVERT PIPE TO DITCH.

B. INSTALL FINE MESH WOVEN GEOTEXTILE FABRIC ACROSS DITCH. WEIGHT BOTTOM OF FABRIC WITH SAND BAGS. FABRIC SHALL BE INSTALLED TO ACT AS A SCREEN TO NOT ALLOW FISH PASSAGE.

C. ONCE THE YAKIMA COUNTY BIOLOGIST HAS WALKED DITCH AND ENSURED ALL FISH HAVE SUCCESSFULLY SWAM DOWN STREAM OF WIER, INSTALL GEOTEXTILE FABRIC ACROSS DITCH AS DETAILED IN NOTE D.

D. CONNECT BYPASS PIPE TO DITCH. INSTALL CHECK DAMS WITH SAND BAGS OR OTHER APPROVED MATERIAL TO ISOLATE WORK AREA. UPSTREAM CHECK DAM SHALL BE INSTALLED FIRST. ONCE THE WATER HAS DRAINED, THE SECOND CHECK DAM SHALL BE SET. THE COUNTY BIOLOGIST WILL MAKE SURE NO FISH HAVE ACCIDENTALLY BEEN STRANDED DURING THE DewaterING.

E. ONCE BYPASS PIPE IS INSTALLED, REMOVE GEOTEXTILE FABRIC ACROSS DITCH AT BOTH ENDS.
### ELECTRICAL LEGEND

**TO BE CONSTRUCTED**

<table>
<thead>
<tr>
<th>CONDUT H/A WIRE</th>
<th>CONTROL CABLE</th>
<th>SERVICE CABLE</th>
</tr>
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<tbody>
<tr>
<td>LOOP DETECTOR TYPE 1</td>
<td>LOOP DETECTOR TYPE 2</td>
<td>LOOP DETECTOR TYPE 3</td>
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<td>EMERGENCY PRE-EIGN DETECTOR</td>
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<td>JUNCTION BOX TYPE 1</td>
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<td>JUNCTION BOX TYPE 3</td>
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<td>METAL LIGHT STANDARD</td>
<td>TIMBER LIGHT STANDARD</td>
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<td>DOUBLE PEDESTRIAN HEAD</td>
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<td>VEHICLE SIGNAL HEAD</td>
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**EXISTING**

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<tr>
<td>VEHICLE SIGNAL HEAD</td>
<td>VEHICLE SIGNAL HEAD</td>
<td>VEHICLE SIGNAL HEAD</td>
</tr>
</tbody>
</table>

### CONSTRUCTION & WIRE NOTE FLAGS

- **CONSTRUCTION NOTE PLANS**
- **WIRE NOTE FLAG**
- **POLE NOTE**
NOTE: THE EXISTING TRAFFIC SIGNAL SYSTEM SHALL BE KEPT IN OPERATION AT ALL TIMES. UNTIL THE CONVERSION OF THE SYSTEMS WHICH SHALL BE ACCOMPLISHED IN ONE DAY DURING DAYLIGHT HOURS ONLY.
**NEW ELECTRICAL SERVICE – NO.2 BREAKER SCHEDULE (UNDERGROUND SERVICE)**

**SIGNALIZATION & ELECTRICAL CONSTRUCTION NOTES:**

1. **REMOVE EXISTING CABLE FOR THE EXISTING PEDESTRIAN SIGNAL HEADS, EXISTING PEDESTRIAN PLUSEUTATIONS, AND EXISTING TERMINAL CABINET, INSTALL NEW CABLE.**

2. **INSTALL EXISTING TRAFFIC SIGNAL STANDARD, EXISTING TRAFFIC SIGNAL MASTER, AND EXISTING TRAFFIC SIGNAL HEADS ON NEW CEMENT CHANNEL. INSTALL new FOUNDATION AT LEAST 20 DAYS FOR CONCRETE CEMENT MIX TEST RESULTS PREVIOUSLY TO INSTALLING THE EXISTING TRAFFIC SIGNAL STANDARD.**

3. **INSTALL NEW TYPE PS PEDESTRIAN SIGNAL STANDARD, NEW PEDESTRIAN SIGNAL HEADS AND EXISTING PEDESTRIAN PLUSEUTATIONS ON NEW PEDESTRIAN SIGNAL STANDARD FOUNDATION.**

4. **REMOVE EXISTING TRAFFIC SIGNAL, CABLE, EXISTING PEDESTRIAN SIGNAL, STANDARD, EXISTING TRAFFIC SIGNAL MASTER, AND EXISTING PEDESTRIAN SIGNAL HEADS, EXISTING PEDESTRIAN PLUSEUTATIONS, AND EXISTING PEDESTRIAN SIGNAL STANDARD FOUNDATION TO A POINT 18" BELOW SUBGRADE. COMPLETE WITHIN 1 DAY DURING Daylight Hours Only. Reconnect to New Location.**

5. **REMOVE EXISTING JUNCTION BOX.**

6. **REMOVE EXISTING CABLE, REMOVE ELBOWS IN EXISTING JUNCTION BOXES AND PLUG THE EXISTING CEMENTS BELOW GROUND.**

7. **REMOVE EXISTING CABLE FOR EXISTING TRAFFIC SIGNAL STANDARD NO. 3 AND EXISTING TRAFFIC SIGNAL STANDARD NO. 4.**

8. **INSTALL 6' X 10' TYPE 1 LOOPS, SEE DETAIL.**

9. **INSTALL 6' X 10' TYPE 1 LOOPS, SEE DETAIL.**

10. **INSTALL TYPE 2 JUNCTION BOX PER WSDOT STANDARD PLAN 3-116.**

---

**WIRING SCHEDULE**

<table>
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<th>Device</th>
<th>Code</th>
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<th>Position</th>
<th>Jbox Position</th>
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**CONTROLLER TERMINALS**

SEE WSDOT AS CONSTRUCTED PLAN SHEET SP1-SP4

**REMOTE TERMINALS**

SEE PLAN SHEET 17 OF 23

---

**TRAFFIC SIGNAL SYSTEM WIRING SCHEDULE**

**SHEET 16 OF 23**
SECTION 4, TOWNSHIP 14 N., RANGE 17 E., W.M.

EXISTING BRIDGE NO. 35

SO. NACHES ROAD

NACHES RIVER

STA. 106+33.4 MATCH EXISTING CENTERLINE.

STA. 106+33.4 MATCH EXISTING CENTERLINE.

STA. 108+00 17' LT & RT

STA. 108+00 17' LT & RT

STA. 108+92 STA. 109+08

STA. 108+00, 6' LT & RT END DOUBLE YELLOW CENTER LINE. BEG TWIN TWO WAY LEFT TURN LINE.

6' LT & RT TWO WAY LEFT TURN LINE.

STA. 113+22

STA. 113+38

STA. 110+00

STA. 110+00

CHANNELIZATION NOTES

PAINTED DOUBLE YELLOW CENTERLINE.

PAINTED EDGE LINE.

PAINTED TWO-WAY LEFT TURN LINE.

PAINTED STOP LINE.

PAINTED TRAFFIC ARROW, TYPE 25L

CENTER OF ROAD

TYPICAL DOUBLE YELLOW CENTER LINE

TYPICAL TWO-WAY LEFT TURN LINE

TYPICAL SKIP PATTERN

NOTE: PLASTIC PAVEMENT MARKING MATERIAL SHALL BE INLAIED IN THE HOT H.M.A.
**SECTION 4, TOWNSHIP 14 N., RANGE 17 E., W.M.**

**REGION NO.** 10  
**STATE** WASH  
**FEDERAL AID NO.** STPR-V395(001)

---

**SOUTH NACHES ROAD IMPROVEMENT PROJECT**

**BRIDGE NO. 35**

**STATE ROUTE 12**

**C 2756 – PHASE 1**

**PREPARED UNDER THE DIRECTION OF:**

**EXPRESSED**

---

**Hubregtse, Louman Associates, Inc.**

---

**CHANNELIZATION NOTES**

1. PAINTED DOUBLE YELLOW CENTERLINE.
2. PAINTED EDGE LINE.
3. PAINTED TWO-WAY LEFT TURN LINE.
4. PAINTED STOP LINE.
5. PAINTED TRAFFIC ARROW, TYPE 25L

**NOTE:** PLASTIC PAVEMENT MARKING MATERIAL SHALL BE INLAIRED IN THE HOT H.M.A.
# PERMANENT SIGNING SPECIFICATIONS

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<th>SIGN NO.</th>
<th>MUTCD SIGN NO.</th>
<th>LOCATION</th>
<th>SIGN SIZE (IN.)</th>
<th>SHEETING TYPE</th>
<th>POST MATERIAL</th>
<th>POST SIZE (IN.)</th>
<th>POST CLEARANCE (IN.)</th>
<th>REMARKS</th>
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<td>&quot;28 MIN&quot;</td>
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**NOTES:**
1. MUTCD (Manual on Uniform Traffic Control Devices).
2. FOR STRUCTURE AND MOUNTING DETAILS, SEE STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, SERIES G.
3. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
4. POST LENGTHS SHOWN ARE APPROXIMATE. FINAL VALUES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. W = DISTANCE FROM THE EXISTING CURB, 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.

---

**TYPICAL SIGN INSTALLATION**

**NOTES:**
- TELESPAR POST SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
- ALL ATTACHMENTS SHALL BE MADE WITH HEX SOILS.

---

**PROJECT ENGINEER:** M. BRZOSKA

**DRAFT: E. ENGLAND**

**CHECKED BY:** M. BRZOSKA

**SHEET 22 OF 23**
SIGN REMOVAL SPECIFICATIONS

<table>
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<tr>
<th>SIGN NO.</th>
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<th>POST MATERIAL</th>
<th>POST SIZE</th>
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NOTES:
1. MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
2. FOR CODE REFERENCES AND STANDARD SIGN LAYOUT DETAILS, SEE STANDARD HIGHWAY SIGN BOOK.
3. THE SIGNS AND POSTS SHALL BE DISASSEMBLED AND DELIVERED TO THE YAKIMA COUNTY DEPARTMENT OF PUBLIC SERVICES MAINTENANCE SHOP AT 1216 S. 18TH ST., YAKIMA, WA. 98901.
4. CONTACT CRAIG BLANKENSHIP, TEL. 509-574-2396.