KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS
COUNTY ROAD PROJECT NO. 1585

NE ORSETH ROAD
CULVERT REPLACEMENT

KITSAP COUNTY, WASHINGTON

2/13/15

KITSAP COUNTY, WASHINGTON

CONTRACT PROVISIONS

KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS
614 DIVISION STREET MS26
PORT ORCHARD, WASHINGTON 98366-4699
360.337.5777

JONATHON L. BRAND, P.E.
COUNTY ENGINEER
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PREVAILING WAGE RATES

SAMPLE PLANS FOR TRAFFIC CONTROL

WASHINGTON STATE DEPARTMENT OF FISH AND WILDLIFE H.P.A. PERMIT # 2014-6-188+01

CORPS OF ENGINEERS NATIONWIDE PERMIT NWS-2014-780

GEOTECHNICAL REPORT BY ASPECT CONSULTING, LLC
INVITATION TO BID

KITSAP COUNTY ROAD PROJECT No. 1585

NE ORSETH ROAD
CULVERT REPLACEMENT

BID OPENING: DATE: **MARCH 31, 2015** TIME: **11:00 AM**

Sealed bids for the project designated above will be received by Kitsap County Department of Public Works before the time and date indicated above, at which time they will be opened and publicly read aloud. Bids will be received at the third floor Reception Desk, Kitsap County Department of Public Works Building, 507 Austin Avenue, Port Orchard, Washington. Instructions for the delivery of bids are contained in the Special Provisions for this project. Prospective bidders are hereby notified that they are solely responsible for ensuring timely delivery of their bid to the place of bid opening.

All bid proposals shall be accompanied by a bid proposal surety bond made payable to Kitsap County Department of Public Works in an amount equal to five percent (5%) of the amount of such bid proposal. Should the successful bidder fail to enter into such contract and furnish satisfactory performance and payment bonds within the time stated in the Special Provisions, the bid proposal bond shall be forfeited to Kitsap County Department of Public Works.

Each proposal or bid shall be completely sealed in a separate envelope, properly addressed as stated above, with the name and address of the bidder and the name of the project plainly written on the outside of the envelope. A complete bid proposal shall include the following:

(1) Proposal Form
(2) Bid Bond
(3) Bidder Responsibility Statement
(4) Non-Collusion Affidavit

All of the above items must be complete in all respects, including signatures (notarized where required). Bidder shall acknowledge receipt of all addendums in the spaces provided. The successful bidder will be required to submit a photocopy of their current Washington State Contractors Registration. Failure to include all items may be cause for the bid to be considered irregular and thereby rejected.

Bids or proposals received after the time set for the opening of bids will not be considered.
Bidders are notified that all bids are likely to be rejected if the lowest responsible bid received exceeds the Engineer's estimate by an unreasonable amount.

Kitsap County reserves the right to award the bid in a manner and on a basis which will best serve the County, taking into consideration the Bidder Responsibility Statement included with the bids and the requirements of the WSDOT/APWA Standard Specifications and the Contract Provisions.

The award of the contract, if made, shall be made to the responsible bidder submitting the lowest responsive bid, based upon the total sum of the extension of unit prices for the bid items.

Paper copies of the Plans and Contract Provisions for the proposed work may be obtained from the Kitsap County Department of Public Works at 614 Division Street, M.S. 26, Port Orchard, Washington 98366-4699, for a non-refundable fee of $35.00 for each set plus $10.00 to cover postage and handling if mailing is requested. To order these Contract Documents please contact Laura Knight at 360-337-5777, ext. 3122. Contract Documents will not be shipped until the fee is received.

Informational copies of maps, plans and specifications are on file in the office of the County Engineer, Kitsap County Department of Public Works Building 507 Austin Avenue, Port Orchard, Washington or on the internet at the Kitsap County web site located at http://www.kitsapgov.com/pw/roadbids.htm.

DESCRIPTION OF WORK
This contract provides for the replacement of a culvert conveying Grovers Creek under NE Orseth Road with a bridge in the Kingston vicinity of northern Kitsap County. The work proposed consists of Preparation, Grading, Drainage, Surfacing, Cement Concrete Bridge Structure, Piling, Sheet Pile Wall, HMA Pavement, Erosion Control and Planting, Traffic Safety and Control and related work in accordance with the contract documents.

Bidders are advised that work on this contract will not begin prior to June 15, 2015.

NOTICE TO ALL PLAN HOLDERS:
The office of the Kitsap County Engineer who will show this project to prospective bidders is located at the Kitsap County Department of Public Works, 507 Austin Avenue, Port Orchard, Washington. Prospective bidders are requested to call Dick Dadisman at 360.337.5777 in advance to set up an appointment to view the project.

To obtain a Bid Proposal Package at no cost or to be added to the Plan Holder List, please call Laura Knight at 360.337.5777, ext.3122 or email at lknight@co.kitsap.wa.us.

KITSAP COUNTY BOARD OF COMMISSIONERS
The Honorable Board of Commissioners
Kitsap County
614 Division Street
Port Orchard, Washington 98366

Lady and Gentlemen:

1. Pursuant to and in compliance with your Advertisement for Bids and the other documents relating thereto, the undersigned Bidder, having familiarized themselves with the terms of the project related to those items herein bid, being aware of the local conditions affecting the performance of a Contract covering the items bid, having knowledge of the cost of the work at the place where the work is to be done, having familiarized themselves with the Contract Documents, hereby proposes and agrees to perform the work and/or to furnish the equipment, and to furnish any and all of the labor, materials, tools, expendable equipment and all utility and transportation services necessary to perform a Contract covering any or all of those items herein bid and to complete in a workmanlike manner all work covered by said Contract in connection with the Owner's Road Improvement Project, for an amount computed upon the basis of the quantity of work actually performed at the following bid prices:

**NOTE: UNIT PRICES FOR ALL ITEMS, ALL EXTENSIONS, AND THE TOTAL AMOUNT OF BID MUST BE SHOWN.** All prices shall be in legible figures (not words) written in ink or typed. The proposal shall include: A unit price for each item (omitting digits more than four places to the right of the decimal point); An extension for each unit price (omitting digits more than two places to the right of the decimal point); The total contract price (the sum of all extensions).

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Approximate Quantity</th>
<th>ITEM NAME &amp; WSDOT Standard Item number</th>
<th>Unit Price Dollars &amp; Cents</th>
<th>Amount Dollars &amp; Cents</th>
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<td>MOBILIZATION</td>
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<td>70 S.Y.</td>
<td>CLEARING AND GRUBBING (Non-Standard)</td>
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<td>1 EACH</td>
<td>REMOVING DRAINAGE STRUCTURE</td>
<td>(0049)</td>
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<td>4</td>
<td>1 LUMP SUM</td>
<td>PROTECTION AND SUPPORT OF EXISTING UTILITIES (Non-Standard)</td>
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<td>5</td>
<td>40 C.Y.</td>
<td>ROADWAY EXCAVATION INCLUDING HAUL</td>
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<td>6</td>
<td>45 C.Y.</td>
<td>EMBANKMENT COMPACTION</td>
<td>(0470)</td>
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<td>SPECIAL BORROW INCLUDING HAUL (Non-Standard)</td>
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<td>170 C.Y.</td>
<td>CHANNEL EXCAVATION INCLUDING HAUL</td>
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<td>60 TON</td>
<td>STREAMBED SEDIMENT</td>
<td>(1093)</td>
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<td>10</td>
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<td>STREAMBED COBBLES 4 INCH DISTRIBUTION</td>
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<td>SHEET PILE WALL (Non-Standard)</td>
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<td>FURNISHING AND DRIVING STEEL TEST PILE (HELICAL PILE)</td>
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<td>PRECAST PILE CAPS (Non-Standard)</td>
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<td>SUPERSTRUCTURE - GROVERS CREEK BRIDGE</td>
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<td>MEMBRANE WATERPROOFING (DECK SEAL)</td>
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<td>60 TON</td>
<td>HMA CLASS ½ INCH PG 64-22 (Non-Standard)</td>
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<td>44 L.F.</td>
<td>BRIDGE TRANSVERSE JOINT SEAL</td>
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<td>SEEDING AND FERTILIZING BY HAND</td>
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<td>28</td>
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<td>EROSION / WATER POLLUTION CONTROL</td>
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<td>PLANT SELECTION SALMONBERRY (RUBUS SPECTABILIS)</td>
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<td>31</td>
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<td>PLANT SELECTION INDIAN PLUM (OEMLERIA CERASIFORMIS)</td>
<td>(6550)</td>
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<td>PROJECT TEMPORARY TRAFFIC CONTROL</td>
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<td>TYPE B PROGRESS SCHEDULE</td>
<td>(Minimum Bid $1,000.00)</td>
<td>(7003)</td>
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<td>1 LUMP SUM</td>
<td>TRIMMING AND CLEANUP</td>
<td>(7490)</td>
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<td>36</td>
<td>5 M GALLON</td>
<td>WATER</td>
<td>(7018)</td>
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</table>
2. BIDDER SHALL INCLUDE SALES TAX IN THE LUMP SUM AND UNIT PRICE BID ITEMS, in accordance with Section 1-07.2(1) of Special Provisions.

3. The undersigned Bidder hereby proposes and agrees to commence work under this Contract, if awarded to them, in accordance with Sections 1-08.4 and 1-08.5 of the Special Provisions but not before June 15, 2015. They further agree to complete the contract within 40 working days.

4. The agreed liquidated damage to the Owner shall be in accordance with Liquidated Damages as described in the Standard Specifications, Amendments thereto, and Special Provisions.

5. The Owner reserves the right to delete all or any portions of the work as outlined in the Contract Document.

6. The required bid security in the amount of five percent (5%) of the total bid is hereto attached.

7. It is understood that the Contractor is responsible for obtaining and completing all required government forms.
8. Receipt of the following Addenda to the Contract Document is hereby acknowledged.

<table>
<thead>
<tr>
<th>ADDENDUM #</th>
<th>DATE OF RECEIPT OF ADDENDUM</th>
<th>SIGNED ACKNOWLEDGMENT</th>
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(Note: Failure to acknowledge receipt of the Addenda may be considered an irregularity in the proposal).

9. Notice of Acceptance of this bid or requests for additional information should be addressed to the undersigned at the address stated below and unless otherwise notified in writing, this address shall be used by the successful bidder during the life of the Contract for all official notices.

10. By signing this Proposal, the Bidder certifies that they have read and understand all of the terms and Conditions of the Contract Plans, Standard Specifications, the Amendments there to, and these Special Provisions, and agrees to comply with them.

Date ____________________________

PROPER NAME OF BIDDER (Type or Print)

By: ____________________________

(Signature)

Name and Title: ____________________________

(Type or Print Name and Title of Signatory)

Street Address: ____________________________

City, State and Zip Code: ____________________________

Telephone Number with Area Code: ____________________________

Fax Number with Area Code: ____________________________

Mailing Address, if different than above: ____________________________

______________________________

______________________________

______________________________
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 to have agreed to the provisions of this declaration.

NOTICE TO ALL BIDDERS

To report 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.
BIDDER RESPONSIBILITY STATEMENT

Each Bidder shall prepare and submit the following information with their bid.

By signing the signature page of the Proposal, the bidder affirms that the following information is true and correct.

Name of bidder __________________________________________

Business address ________________________________________

A) MANDATORY BIDDER RESPONSIBILITY CRITERIA
   (RCW 39.04.350)

1. Washington State Contractors License Number

   Effective date __________________________________________


3. Do you have industrial insurance (worker’s compensation) coverage for your employees working in Washington as required by Title 51 RCW?

   Yes ____________ No ____________ Not Applicable ____________

4. Washington State Employment Security Department number as required by Title 51 RCW.

   Number ____________ Not Applicable ____________

5. Washington State Department of Revenue state excise tax registration number as required by Title 82 RCW.

   Number ____________ Not Applicable ____________

6. Have you ever been disqualified from bidding on any public works contracts under RCW 39.06.010 or 39.12.065(3)?

   Yes ____________ No ____________

B) SUPPLEMENTAL BIDDER RESPONSIBILITY CRITERIA
   (Special Provisions Section 1-02.14)
1. **Delinquent State Taxes**  
Do you owe delinquent taxes to the State of Washington Department of Revenue?  
Yes ____________ No ______________

2. **Federal Debarment**  
Are you currently debarred or suspended from bidding by the Federal government?  
Yes ____________ No ______________

3. **Subcontractor Responsibility**  
A. Does your standard subcontract form include the subcontract responsibility language required by RCW 39.06.020?  
Yes ____________ No ______________

B. Do you have an established procedure which your company utilizes to validate the responsibility of each of your subcontractors and any sub-tier contractors?  
Yes ____________ No ______________

4. **Prevailing Wages**  
Do you have any record of prevailing wage violations in the last 5 years as determined by the Washington State Department of Labor and Industries?  
Yes ____________ No ______________

5. **Claims against Retainage and Bonds**  
Have you had any claims against retainage or payment bonds for public works projects in the last three years?  
Yes ____________ No ______________

6. **Public Bidding Crime**  
Has your company or it’s owners been convicted of a crime involving bidding on a public works contract in the last 5 years?  
Yes ____________ No ______________
7. **Termination for Cause / Termination for Default**  
Has your company had any public works contract terminated for cause or terminated for default by a government agency in the last 5 years?  
Yes __________ No ____________

8. **Lawsuits**  
Has your company had any lawsuits with judgments entered against the company in the last 5 years?  
Yes __________ No ____________

C) **CONTRACTING AGENCY SPECIFIC BIDDER RESPONSIBILITY CRITERIA**  
(Special Provisions Section 1-02.14)

1. Gross amount of contracts currently in hand: __________________________

2. Provide a list of more important construction projects completed by your company in the last 5 years. Include project name, year, approximate cost and name and current phone number of project engineer or owner.

   __________________________________________

   __________________________________________

   __________________________________________

   __________________________________________

   __________________________________________

   __________________________________________

   __________________________________________

   __________________________________________

   __________________________________________

   __________________________________________
3. Bank references

4. Bonding company

Supporting documentation verifying that the bidder meets the supplemental and contracting agency specific responsibility criteria stated in Sections B and C above may be requested by the Contracting Agency in accordance with Section 1-02.14 of the Special Provisions.
KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, as Principal, and ________________ as Surety, are hereby held and firmly bound unto Kitsap County Department of Public Works as Owner in the penal sum of ________________, for payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors and assigns. Signed this ________________ day of ________________, 2015.

The Condition of the above obligation is such that whereas the Principal has submitted to Kitsap County Department of Public Works a certain BID, attached hereto and made a part hereof to enter a contract in writing, for the ________________

______________________________
______________________________

______________________________
______________________________

NOW, THEREFORE,

(a) If said BID be rejected, or

(b) If said Bid shall be accepted and the Principal shall execute and deliver a contract in the Form of Contract attachment hereto (properly completed in accordance with said BID) and shall furnish a BOND for faithful performance of said contract, and for the payment of all persons performing labor and furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said BID, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event exceed the penal amount of this obligation as herein stated.
The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its BOND shall be in no way impaired or affected by any extension of the time within which the OWNER may accept such BID; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are Corporations have set their Corporation seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

______________________________
Principal

______________________________
Surety

By: ____________________________
AGREEMENT

This agreement, made and entered into this ______ day of ____________, 2015 between Kitsap County, through the BOARD OF COUNTY COMMISSIONERS of Kitsap County, State of Washington, hereinafter referred to as County, and, ______________ ______________, a general Contractor licensed by the State of Washington, for themselves, their heirs, executors, administrators, successors, and assigns, hereinafter called Contractor.

WITNESSETH:

WHEREAS, County desires to replace a culvert under NE Orseth Road with a bridge and

WHEREAS, Contractor has been selected by competitive bid as the “lowest responsible bidder” as that term is defined in RCW 39.04.010:

NOW THEREFORE, County and Contractor mutually agree as follows:

CONTRACT DOCUMENTS:
The Agreement between the parties is expressed in the Contract Documents which includes the Invitation for Bids, the accepted Proposal, the Non-Collusion Affidavit, Statement of Bidders Qualifications, Bid Bond, Project Plans, Standard Specifications, Special Provisions and this Agreement.

(1) DESCRIPTION OF WORK:
This Contract provides for the replacement of a culvert conveying Grovers Creek under NE Orseth Road with a bridge in the Kingston vicinity of northern Kitsap County. The work proposed consists of Preparation, Grading, Drainage, Surfacing, Cement Concrete Bridge Structure, Piling, Sheet Pile Wall, HMA Pavement, Erosion Control and Planting, Traffic Safety and Control and other work in accordance with the Contract Documents.

Contractor agrees to furnish all materials, labor, carriage, tools, equipment, apparatus, facilities and anything else necessary to replace the culvert under NE Orseth Road and perform and complete in a workmanlike manner the work called for in the Contract Documents titled: “NE Orseth Road Culvert Replacement”.

(2) BINDING EFFECT:
The covenants and conditions contained in this Agreement shall apply to and bind the parties, heirs, legal representatives and assigns of the parties.

(3) TIME IS OF THE ESSENCE:
The Contractor agrees to work promptly and fully complete the work within the limits as described in the Contract Documents. Failure to complete within the allowed time limit
will subject the Contractor to the payment of liquidated damages, as described in the State of Washington Standard Specifications for Road, Bridge and Municipal Construction, in Section 1-08.9, PROSECUTION AND PROGRESS.

(4) TIME FOR COMPLETION:
The work to be performed under this Agreement shall commence in accordance with Sections 1-08.4 and 1-08.5 of the Special Provisions and shall be physically completed within 40 working days.

(5) COMPENSATION:
The County agrees to pay the Contractor for the work described and completed according to the Contract Documents the sum of $____________. This sum shall include state sales tax.

(6) INDEPENDENT CONTRACTOR:
The Contractor shall perform the services under this agreement as an independent Contractor and not as an agent, employee or servant of the County. The parties agree that the Contractor is not entitled to any benefits or rights enjoyed by employees of the County. Contractor shall comply with all laws regarding workers’ compensation.

(7) DISCRIMINATION AND ADA:
The Contractor agrees to comply with all provisions of the Americans with Disabilities Act and all regulations interpreting or enforcing said act. The Contractor agrees to comply with all Federal, State and County laws and regulations in effect pertaining to non discrimination. Violation of this section may be treated as a breach of this Agreement.

(8) LIABILITY FOR NEGLIGENCE:
The Contractor shall be liable for any additional expenses incurred by the County as a result of carelessness or negligence on the part of the Contractor, or Contractor’s agents, or Contractor’s employees. The Contractor agrees that the County may deduct such additional costs on its own behalf from monies due or to become due to the Contractor.

(9) TERMINATION:
This contract may be terminated by the officials or agents of the County authorized to contract for or supervise the execution of such work in accordance with Section 1-08.10 of the Standard Specifications for Road, Bridge, or Municipal Construction.

(10) MODIFICATION
There shall be no modification of this agreement, except in writing, executed with the same formalities as this present instrument. Change Orders totaling less than 10% of the total contract amount may be executed by The Director of Public Works or his authorized agent. Change Orders that exceed 10% of the total Contract amount shall be
valid provided they are executed by the Chair of the Board of County Commissioners or his authorized agent.

(11) HOLD HARMLESS:
Contractor shall indemnify and hold County and its officers and employees harmless from, and shall process and defend at its own expense, all claims, demands or suits at law or equity arising in whole or in part from Contractor’s performance of any of its obligations under this Agreement; provided that nothing herein shall require Contractor to indemnify County against and hold harmless County from claims, demands, or suits based upon the sole negligence of the County, its agents, officers, and employees; and provided further that if claims or suits are caused by or result from the concurrent negligence of (a) Contractor or Contractor’s agents or employees, and (b) County or County’s agents, officers, or employees, this indemnity provision shall be valid and enforceable only to the extent of Contractor’s negligence or the negligence of Contractor’s agents or employees. Contractor expressly assumes potential liability for actions brought by Contractor’s own employees against County; and, solely for the purpose of this indemnification and defense, Contractor specifically waives any immunity under the state industrial insurance law, Title 51 RCW. Contractor recognizes that this waiver was specifically entered into pursuant to the provisions of RCW 4.24.115 and was subject of mutual negotiation.

(12) INSURANCE REQUIREMENTS:
Section 1-07.18 of the Special Provisions shall govern this contract.

(13) VENUE AND CHOICE OF LAW:
Any action at law, suit in equity, or other judicial proceeding for the enforcement of this contract or any provisions thereof shall be instituted only in the court of the State of Washington, County of Kitsap. It is mutually understood and agreed that this contract shall be governed by the laws of the State of Washington, both as to interpretation and performance.

(14) INTEGRATION CLAUSE:
This instrument embodies the whole agreement of the parties. There are no promises, terms, conditions or obligations other than those contained herein; and this contract shall supersede all previous communications, representations or agreements, either verbal or written, between parties.

(15) CONTRACT BOND:
Payment and Performance bonds for this project have been issued by________________________
______________________________Surety Company of ________________________________
(Street address) ___________________________(City)
Telephone: ___________________________Contact Person: _______________________ in the amount of ______________________________ .
IN WITNESS WHEREOF, the said Contractor has executed this instrument, and the said Board of County Commissioners of aforesaid County pursuant to resolution duly adopted has caused this instrument to be executed by and in the name of said Board by its Chair, duly attested by its Clerk, the day and year first above written, and the seal of said Board to be hereunto affixed on the date this instrument first above written.

CONTRACTOR

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

BY: ____________________________

Robert Gelder, Chair

TITLE __________________________

Edward E. Wolfe, Commissioner

Charlotte Garrido, Commissioner

Foregoing contract approved and ratified:

ATTEST:

DANA DANIELS, Clerk of the Board
PUBLIC WORKS PAYMENT BOND

to [City of __ or __ County], WA

Bond No. _____

The [City of __ or __ County], Washington, ([City or County]) has awarded to ____________________________ (Principal), a contract for the construction of the project designated as [Project Name], Project No.[Project #], in [location], Washington (Contract), and said Principal is required under the terms of that Contract to furnish a payment bond in accord with Title 39.08 Revised Code of Washington (RCW) and (where applicable) 60.28 RCW.

The Principal, and ______________________________________ (Surety), a corporation organized under the laws of the State of ______________________ and licensed to do business in the State of Washington as surety and named in the current list of “Surety Companies Acceptable in Federal Bonds” as published in the Federal Register by the Audit Staff Bureau of Accounts, U.S. Treasury Dept., are jointly and severally held and firmly bound to the [City or County], in the sum of __________________________________________________________________________ US Dollars ($________________________) Total Contract Amount, subject to the provisions herein.

This statutory payment bond shall become null and void, if and when the Principal, its heirs, executors, administrators, successors, or assigns shall pay all persons in accordance with RCW Titles 39.08 and 39.12 including all workers, laborers, mechanics, subcontractors, and material suppliers, and all persons who shall supply such contractor or subcontractor with provisions and supplies for the carrying on of such work; and if such payment obligations have not been fulfilled, this bond shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, except as provided herein, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation.

This bond may be executed in two (2) original counterparts, and shall be signed by the parties’ duly authorized officers. This bond will only be accepted if it is accompanied by a fully executed and original power of attorney for the officer executing on behalf of the surety.

PRINCIPAL

Principal Signature Date

Printed Name Title

Name, address, and telephone of local office/agent of Surety Company is:

Approved as to form:

Signature Title Date
PERFORMANCE BOND

to [City of __ or __ County], WA

Bond No. _____

The [City of __ or __ County], Washington, ([City or County]) has awarded to ____________________________ (Principal), a contract for the construction of the project designated as [Project Name], Project No.[Project #], in [location], Washington (Contract), and said Principal is required to furnish a bond for performance of all obligations under the Contract.

The Principal, and ______________________________________ (Surety), a corporation organized under the laws of the State of ____________________ and licensed to do business in the State of Washington as surety and named in the current list of “Surety Companies Acceptable in Federal Bonds” as published in the Federal Register by the Audit Staff Bureau of Accounts, U.S. Treasury Dept., are jointly and severally held and firmly bound to the [City or County], in the sum of ________________ US Dollars ($________________________) Total Contract Amount, subject to the provisions herein.

This statutory performance bond shall become null and void, if and when the Principal, its heirs, executors, administrators, successors, or assigns shall well and faithfully perform all of the Principal’s obligations under the Contract and fulfill all the terms and conditions of all duly authorized modifications, additions, and changes to said Contract that may hereafter be made, at the time and in the manner therein specified; and if such performance obligations have not been fulfilled, this bond shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation.

This bond may be executed in two (2) original counterparts, and shall be signed by the parties’ duly authorized officers. This bond will only be accepted if it is accompanied by a fully executed and original power of attorney for the officer executing on behalf of the surety.

PRINCIPAL   SURETY

Principal Signature Date   Surety Signature Date

Printed Name   Printed Name

Title   Title

Name, address, and telephone of local office/agent of Surety Company is:


Approved as to form:

Signature   Title   Date

08/2012
STANDARD SPECIFICATIONS

INTRODUCTION
The following Amendments and Special Provisions shall be used in conjunction with the 2014 Standard Specifications for Road, Bridge, and Municipal Construction.

AMENDMENTS TO THE STANDARD SPECIFICATIONS

The following Amendments to the Standard Specifications are made a part of this contract and supersede any conflicting provisions of the Standard Specifications. For informational purposes, the date following each Amendment title indicates the implementation date of the Amendment or the latest date of revision.

Each Amendment contains all current revisions to the applicable section of the Standard Specifications and may include references which do not apply to this particular project.

Section 1-01, Definitions and Terms
August 4, 2014
1-01.3 Definitions
The definition for “Engineer” is revised to read:

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

The definition for “Inspector” is revised to read:

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

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

Same as Engineer.

The definition for “Working Drawings” is revised to read:

Drawings, plans, diagrams, or any other supplementary data or calculations, including a schedule of submittal dates for Working Drawings where specified, which the Contractor must submit to the Engineer.

Section 1-02, Bid Procedures and Conditions
April 7, 2014
1-02.8(1) Noncollusion Declaration
The third paragraph is revised to read:
Therefore, by including the Non-collusion Declaration as part of the signed bid Proposal, the Bidder is deemed to have certified and agreed to the requirements of the Declaration.

Section 1-03, Award and Execution of Contract
January 5, 2015
1-03.3 Execution of Contract
The first paragraph is revised to read:

Within 20 calendar days after the Award date, the successful Bidder shall return the signed Contracting Agency-prepared Contract, an insurance certification as required by Section 1-07.18, and a satisfactory bond as required by law and Section 1-03.4, and shall be registered as a contractor in the state of Washington.

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

Item 4 is renumbered to 5.

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

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

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

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

Section 1-04, Scope of the Work
August 4, 2014
1-04.4 Changes
In the third paragraph, item number 1 and 2 are revised to read:

A. When the character of the Work as altered differs materially in kind or nature from that involved or included in the original proposed construction; or
B. When an item of Work, as defined elsewhere in the Contract, is increased in excess of 125 percent or decreased below 75 percent of the original Contract quantity. For the purpose of this Section, an item of Work will be defined as any item that qualifies for adjustment under the provisions of Section 1-04.6.

The last two paragraphs are deleted.

This section is supplemented with the following new subsections:

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

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

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

The VECP shall meet all of the following:

1. Not adversely affect the long term life cycle costs.
2. Not adversely impact the ability to perform maintenance.
3. Provide the required safety and appearance.
4. Provide substitution for deleted or reduced Disadvantaged Business Enterprise Condition of Award Work, Apprentice Utilization and Training.

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

1. Time saving is a direct result of the VECP.
2. Liquidated damages penalties are not used to calculate savings.
3. Administrative/overhead cost savings experienced by either the Contractor or Contracting Agency as a result of time reduction accrue to each party and are not used to calculate savings.

1-04.4(2)B VECP Savings

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

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

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

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

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

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

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

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

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

1-04.4(2)C VECP Approval

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

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

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

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

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

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

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

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

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

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

2. Added Work – Include the calculated quantities of unit price Work to be added, either by original unit Contract prices or by new, negotiated unit prices. For new items of Work include the quantities and proposed prices.

3. Contractor’s Engineering Costs – Submit the labor costs for the engineering to develop the proposal; costs for Contractor employees utilized in contract operations on a regular basis shall not be included.

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

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

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

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

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

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

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

1. Deleted Work.

2. Added Work.

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

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

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

4. The Contractor's share of savings from deleted Work.

1-04.4(2)C3 Authority to Proceed with Changed Work

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

1. Execution of the VECP change order, or

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

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

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

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

Section 1-05, Control of Work
August 4, 2014
1-05.1 Authority of the Engineer

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

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

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

The first sentence in the third paragraph is revised to read:
The Engineer represents the Contracting Agency with full authority to enforce Contract requirements.

1-05.2 Authority of Assistants and Inspectors
The first paragraph is revised to read:

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

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

1-05.3 Plans and Working Drawings
This section’s title is revised to read:

Working Drawings

This section is revised to read:

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

Working Drawings will be classified under the following categories:

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

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

3. **Type 2E** – Same as a Type 2 Working Drawing with Engineering as described below.
4. **Type 3** – Submitted for Contracting Agency review and approval. Unless otherwise stated in the Contract, the Engineer will require up to 30 calendar days from the date the Working Drawing is received until it is returned to the Contractor. The Contractor shall obtain the Engineer’s written approval before proceeding with the Work represented by the Working Drawing.

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

All Working Drawings shall be considered Type 3 Working Drawings except as specifically noted otherwise in the Contract. Unless designated otherwise by the Contractor, submittals of Working Drawings will be reviewed in the order they are received by the Engineer. In the event that several Working Drawings are received simultaneously, the Contractor shall specify the sequence in which they are to be reviewed. If the Contractor does not submit a review sequence for simultaneous Working Drawing submittals, the review sequence will be at the Engineer’s discretion.

Working Drawings requiring Engineering, Type 2E and 3E, shall be prepared by (or under the direction of) a Professional Engineer, licensed under Title 18 RCW, State of Washington, and in accordance with WAC 196-23-020. Design calculations shall carry the Professional Engineer’s signature and seal, date of signature, and registration number on the cover page. The cover page shall also include the Contract number, Contract title and sequential index to calculation page numbers.

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

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

Unit Bid prices shall cover all costs of Working Drawings.

**Section 1-07, Legal Relations and Responsibilities to the Public**

January 5, 2015

1-07.2 State Taxes

This section is revised to read:

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

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

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

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

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

1-07.2(2) State Sales Tax: Work on State-Owned or Private Land
This section including title is revised to read:

1-07.2(2) State Sales Tax: WAC 458-20-170 – Retail Sales Tax
For Work designated as Rule 170, Retail Sales Tax, the Contractor shall collect from the Contracting Agency, Retail Sales Tax on the full Contract price. The Contracting Agency will automatically add this Retail Sales Tax to each payment to the Contractor and for this reason; the Contractor shall not include the Retail Sales Tax in the unit Bid prices or in any other Contract amount. However, the Contracting Agency will not provide additional compensation to the Prime Contractor or Subcontractor for Retail Sales Taxes paid by the Contractor in addition to the Retail Sales Tax on the total contract amount. Typically, these taxes are collected on items such as the purchase or rental of; tools, machinery, equipment, or consumable supplies not integrated into the project. Such sales taxes shall be included in the unit Bid prices or in any other Contract amounts.

The Summary of Quantities in the Contract Plans identifies those parts of the project that are subject to Retail Sales Tax under Section 1-07.2(2).
1-07.2(3) Services
This section is revised to read:

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

1-07.23(1) Construction Under Traffic
In the second paragraph, the following new sentence is inserted after the second sentence:

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

Section 1-08, Prosecution and Progress
May 5, 2014
1-08.1 Subcontracting
The eighth paragraph is revised to read:

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

The ninth paragraph is deleted.

Section 1-09, Measurement and Payment
January 5, 2015
1-09.6 Force Account
In the third paragraph of item number 3, the last sentence is revised to read:

In the event that prior quotations are not obtained and the vendor is not a firm independent from the Contractor or Subcontractor, then after-the-fact quotations may be obtained by the Engineer from the open market in the vicinity and the lowest such quotation may be used in place of submitted invoice.
Section 1-10, Temporary Traffic Control
August 4, 2014

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

Barrier Drums 9-35.8

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

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

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

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

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

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

The last paragraph is revised to read:

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

1-10.2(2) Traffic Control Plans
The first paragraph is revised to read:

The traffic control plan or plans appearing in the Contract documents show a method of handling vehicle, bicycle, and pedestrian traffic. All construction signs, flaggers, and other traffic control devices are shown on the traffic control plan(s) except for emergency situations. If the Contractor proposes adding the use of flaggers to a plan, this will constitute a modification requiring approval by the Engineer. The modified plans shall show locations for all the required advance warning signs and a safe, protected location for the flagging station. If flagging is to
be performed during hours of darkness, the plan shall include appropriate illumination for the flagging station.

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

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

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

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

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

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

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

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

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

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

Flaggers

The first paragraph is revised to read:

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

The last paragraph is deleted.
1-10.3(1)B  Other Traffic Control Labor
This section is revised to read:

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

1-10.3(3)B  Sequential Arrow Signs
This section is supplemented with the following:
A sequential arrow sign is required for all lane closure tapers on a multilane facility. A separate sequential arrow sign shall be used for each closed lane. The arrow sign shall not be used to laterally shift traffic. When used in the caution mode, the four corner mode shall be used.

1-10.3(3)C  Portable Changeable Message Signs
This section is revised to read:
Where shown on an approved traffic control plan or where ordered by the Engineer, the Contractor shall provide, operate, and maintain portable changeable message signs (PCMS). A PCMS shall be placed behind a barrier or guardrail whenever possible, but shall at a minimum provide 4 ft. of lateral clearance to edge of travelled lane and be delineated by channelization devices. The Contractor shall remove the PCMS from the clear zone when not in use unless protected by barrier or guardrail.

1-10.3(3)F  Barrier Drums
This section including title is deleted in its entirety and replaced with the following:

1-10.3(3)F  Vacant

1-10.3(3)K  Portable Temporary Traffic Control Signal
The fifth paragraph is revised to read:
The Project Engineer or designee will inspect the signal system at initial installation/operation and approve the signal timing. Final approval will be based on the results of the operational inspection.

1-10.4(2)  Item Bids With Lump Sum for Incidentals
In the second paragraph, the first and second sentences are revised to read:
“Flaggers” will be measured by the hour. Hours will be measured for each flagging station, shown on an approved Traffic Control Plan, when that station is staffed in accordance with Section 1-10.3(1)A.
The first sentence of the last bulleted item in this section is revised to read:

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

1-10.5(2) Item Bids With Lump Sum for Incidentals
This section is deleted and replaced with the following:

“Traffic Control Supervisor”, lump sum.

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

“Pedestrian Traffic Control”, lump sum.

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

“Flaggers”, per hour.

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

“Other Traffic Control Labor”, per hour.

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

“Construction Signs Class A”, per square foot.

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

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

“Portable Changeable Message Sign”, per hour.

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

“Transportable Attenuator”, per each.

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

“Operation of Transportable Attenuator”, per hour.

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

“Repair Transportable Attenuator”, by force account.

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

“Other Temporary Traffic Control”, lump sum.

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

The lump sum Contract payment shall be full compensation for all costs incurred by the Contractor in performing the Work as described in Section 1-10.3(3)K, including all costs for traffic control during manual control, adjustment, malfunction, or failure of the portable traffic control signals and during replacement of failed or malfunctioning signals.

Section 2-01, Clearing, Grubbing, and Roadside Cleanup
August 4, 2014
2-01.3(1) Clearing
In the second paragraph, item number 3 (up until the colon) is revised to read:

3. Follow these requirements for all stumps that will be buried deeper than 5 feet from the top, side, or end surface of the embankment or any structure and are in a location that will not be terraced as described in Section 2-03.3(14):

Section 2-02, Removal of Structures and Obstructions
January 5, 2015
2-02.3(2) Removal of Bridges, Box Culverts, and Other Drainage Structures
This section is supplemented with the following new subsections:

2-02.3(2)A Bridge Removal

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

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

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

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

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

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

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

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

“Removing Existing Bridge____”, lump sum.

“Removing Existing Structure____”, lump sum.

“Removing Portion of Existing Bridge____”, lump sum.

“Removing Portion of Existing Structure____”, lump sum.
Section 2-03, Roadway Excavation and Embankment
August 4, 2014

2-03.3(14) Embankment Construction
The third paragraph is revised to read:

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

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

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

The second sentence is deleted.

Section 2-09, Structure Excavation
January 5, 2015
2-09.4 Measurement
The seventh paragraph is revised to read:

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

Section 2-12, Construction Geosynthetic
January 5, 2015
2-12.3(4) Permanent Erosion Control and Ditch Lining
In the fourth paragraph, “Section 9-13.2” is revised to read “Section 9-13.1(4)”.

Section 3-04, Acceptance of Aggregate
August 4, 2014
3-04.5 Payment
In Table 2, the row containing the item “HMA Aggregate” is revised to read:

<table>
<thead>
<tr>
<th>9-03.8(2)</th>
<th>HMA Aggregate</th>
<th>15</th>
<th>15</th>
<th>Uncompacted Void Content 15</th>
</tr>
</thead>
</table>

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Section 5-04, Hot Mix Asphalt
January 5, 2015

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5-04.3(10)B4 Test Results

The first paragraph is revised to read:

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

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

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

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

In the second paragraph, the fourth sentence is deleted.

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

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

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

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

The second to last paragraph is deleted.

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

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

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

Section 6-01, General Requirements for Structures
January 5, 2015
6-01.6 Load Restrictions on Bridges Under Construction
The first sentence of the second paragraph is revised to read:

If necessary and safe to do so, and if the Contractor requests it through a Type 2E Working Drawing, the Engineer may allow traffic on a bridge prior to completion.

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

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

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

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

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

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

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

Section 6-02, Concrete Structures
January 5, 2015
6-02.3(1) Classification of Structural Concrete
In paragraph two, item number 1 is revised to read:

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

Item number 3 is renumbered to 4.
After the preceding Amendments are applied, the following new numbered item is inserted after item number 2:

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

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

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

In the table titled “Cementitious Requirement for Concrete”, the row beginning with “4000D” is deleted.

The fourth paragraph is revised to read:

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

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

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

In the fourth paragraph, the fourth sentence is deleted.

In the sixth paragraph, the first sentence is deleted.

In the seventh paragraph, the last sentence is deleted.

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

The following new sub-section is added:

6-02.3(2)A1 Contractor Mix Design for Concrete Class 4000D
All Class 4000D concrete shall be a project specific performance mix design conforming to the following requirements:

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

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

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

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

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

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

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

The Contractor shall submit the mix design in accordance with Section 6-02.3(2)A. The submittal shall include test reports for all tests listed above that follow the reporting requirements of the AASHTO/ASTM procedures. Samples for testing may be obtained from either laboratory or concrete plant batches. If concrete plant batches are used, the minimum batch size shall be 3.0 cubic yards. The Contractor shall submit the mix design to the Engineer at least 30 calendar days prior to the placement of concrete in the bridge deck.
6-02.3(4)D Temperature and Time For Placement
The first two sentences are revised to read:

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

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

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

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

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

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

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

The second paragraph is supplemented with the following:

If the remaining quantity to be placed is less than ten truck loads; then a sample shall be randomly taken from one of the remaining truck loads.
In the last sentence of the third paragraph, “five truck loads” is revised to read “ten truck loads”.

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

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

The following new paragraph is inserted after the last paragraph:

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

6-02.3(6)A2 Cold Weather Protection
The first sentence in the first paragraph is revised to read:

This Specification applies when the weather forecast on the day of concrete placement predicts air temperatures below 35°F at any time during the 7 days following placement.

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

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

6-02.3(10)A Preconstruction Meeting
This section including title is revised to read:

6-02.3(10)A Pre-Deck Pour Meeting
A pre-deck pour meeting shall be held 5 to 10 working days before placing deck concrete to discuss construction procedures, personnel, equipment to be used, concrete sampling and testing and deck finishing and curing operations. Those attending shall include, at a minimum, the superintendent, foremen in charge of
placing and finishing concrete, and representatives from the concrete supplier and the concrete pump truck supplier.

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

6-02.3(10)D Concrete Placement, Finishing, and Texturing
This section is supplemented with the following new sub-sections:

6-02.3(10)D1 Test Slab Using Bridge Deck Concrete
After the Contractor receives the Engineer's approval for the Class 4000D concrete mix design, and a minimum of seven calendar days prior to the first placement of bridge deck concrete, the Contractor shall construct a test slab using concrete of the approved mix design.

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

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

After the construction of the test slab and the demonstration of bridge deck construction operations is complete, the Contractor shall remove and dispose of the test slab in accordance with Sections 2-02.3 and 2-03.3(7)C.

6-02.3(10)D2 Preparation for Concrete Placement
Before placing bridge approach slab concrete, the subgrade shall be constructed in accordance with Sections 2-06 and 5-05.3(6).

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

Immediately before placing concrete, the Contractor shall check (and adjust if necessary) all falsework and wedges to minimize settlement and deflection from the added mass of the concrete deck/slab. The Contractor shall also install devices, such as telltales, by which the Engineer can readily measure settlement and deflection.
6-02.3(10)D3 Concrete Placement
The placement operation shall cover the full width of the bridge deck or the full width between construction joints. The Contractor shall locate any construction joint over a beam or web that can support the deck/slab on either side of the joint. The joint shall not occur over a pier unless the Plans permit. Each joint shall be formed vertically and in true alignment. The Contractor shall not release falsework or wedges supporting bridge deck placement sections on either side of a joint until each side has aged as these Specifications require.

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

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

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

3. Not use vibrators to move concrete;

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

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

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

7. Operate the finishing machine to create a surface that is true and ready for final finish without overfinishing or bringing excessive amounts of mortar to the surface; and

8. Leave a thin, even film of mortar on the concrete surface after the last pass of the finishing machine pan.

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

After removing the screed supports, the Contractor shall fill the voids with concrete (not mortar).
If the surface left by the finishing machine is porous, rough, or has minor irregularities, the Contractor shall float the surface of the concrete. Floating shall leave a smooth and even surface. Float finishing shall be kept to the minimum number of passes necessary to seal the surface. The floats shall be at least 4-feet long. Each transverse pass of the float shall overlap the previous pass by at least half the length of the float. The first floating shall be at right angles to the strike-off. The second floating shall be at right angles to the centerline of the span. A smooth riding surface shall be maintained across construction joints.

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

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

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

6-02.3(10)D4 Monitoring Bridge Deck Concrete Temperature After Placement
The Contractor shall monitor and record the concrete temperature and ambient temperature hourly for seven calendar days after placement. The Contractor shall monitor and record concrete temperature by placing two maturity meter temperature monitoring devices in the bridge deck at locations specified by the Engineer. The Contractor shall monitor ambient temperature using maturity meters near the locations where concrete temperature is being monitored. When the bridge deck is being enclosed and heated to meet cold weather requirements, ambient temperature readings shall be taken within the enclosure. The Contractor shall submit the concrete temperature and ambient temperature data to the Engineer in spreadsheet format within 14 calendar days from placing the bridge deck concrete.

The Contractor shall submit the type and model of maturity meter temperature monitoring device, and the associated devices responsible for recording and documenting the temperature and curing time, to the Engineer at least 14 calendar days prior to the pre-concreting conference for the first bridge deck to be cast. The placement and operation of the temperature monitoring devices and associated
devices will be an agenda item at the pre-concreting conference for the first bridge
deck to be cast.

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

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

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

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

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

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

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

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

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

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

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

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

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

The following new paragraph is inserted before the last paragraph:

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

6-02.3(11) Curing Concrete
Items number 1 through 4 are deleted and replaced with the following 5 new numbered items:
1. Bridge sidewalks, roofs of cut and cover tunnels — curing compound covered by white, reflective type sheeting or continuous wet curing. Curing by either method shall be for at least 10 days.

2. Bridge decks — See Section 6-02.3(11)B.

3. Bridge approach slabs (Class 4000A concrete) - 2 coats of curing compound and continuous wet cure for at least 10-days.

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

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

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

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

The third paragraph is revised to read:

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

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

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

The eighth paragraph is deleted.

6-02.3(11)A2 Slip-Form Barrier
In the fourth paragraph, item number 1, “Type 1D” is revised to read “Type 1”.

6-02.3(11)B Curing Bridge Decks
This new section is supplemented with the following new sub-sections:
6-02.3(11)B1 Equipment
The Contractor shall maintain a wet sheen, without developing pooling or sheeting water, using a fogging apparatus consisting of pressure washers with a minimum nozzle output of 1,500 psi, or other means approved by the Engineer.

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

6-02.3(11)B2 Curing
The fogging apparatus shall be in place and charged for fogging prior to beginning concrete placement for the bridge deck.

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

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

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

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

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

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

The wet curing regime as described shall remain in place for at least 14 consecutive calendar days.
6-02.3(12)A Construction Joints in New Construction
The third paragraph is deleted and replaced with the following three new paragraphs:

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

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

2. Grooves shall be 1 to 2 inches wide, a minimum of ½-inch deep, and spaced a maximum of three times the width of the groove. Grooves shall terminate approximately 1 ½-inches from the face of concrete.

If the Engineer approves, the Contractor may use an alternate method to produce a roughened surface on the joint, provided that such an alternate method leaves a roughened surface of at least a ¼-inch amplitude.

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

6-02.3(12)B Construction Joints Between Existing and New Construction
The phrase “by method(s) as approved by the Engineer” is deleted from each paragraph in this section.

6-02.3(13) Expansion Joints
The first sentence of the second paragraph is revised to read:

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

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

The following two new subsections are added:

6-02.3(13)A Strip Seal Expansion Joint System
The Contractor shall submit Working Drawings consisting of the strip seal expansion joint shop drawings in accordance with Section 6-03.3(7). These plans shall include, at a minimum, the following:
1. Plan, elevation, and sections of the joint system and all components, with dimensions and tolerances.

2. All material designations.

3. Manufacturer's written installation procedure.

4. Corrosion protection system used on the metal components.

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

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

The strip seal shall be removable and replaceable.

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

1. Zinc metallized in accordance with Section 6-07.3(14).

2. Hot-dip galvanized in accordance with AASHTO M 111.

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

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

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

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

After the joint system is installed, the joint shall be flooded with water and inspected, from below the joint, for leakage. If leakage is observed, the joint system shall be repaired by the Contractor, as recommended by the manufacturer.
**6-02.3(13)B Compression Seal Expansion Joint System**
Compression seal glands shall be selected from the current Qualified Products List and sized as shown in the Plans.

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

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

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

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

The following new subsection is added:

**6-02.3(14)D General Requirements for Concrete Surface Finishes Produced by Form Liners**
Horizontal and vertical joints shall be spliced in accordance with the manufacturer's printed instructions. The Contractor shall submit a Type 1 Working Drawing consisting of the manufacturer's joint splice instructions.

Horizontal splicing of ABS and plastic form liners to achieve the required height is not permitted and there shall be no horizontal joints. The concrete formed with ABS and plastic form liners shall be given a light sandblast to remove the glossy finish.

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

Form liners shall be cleaned, reconditioned, and repaired before each use. Form liners with repairs, patches, or defects which, in the opinion of the Engineer, would result in adverse effects to the concrete finish shall not be used.
Care shall be taken to ensure uniformity of color throughout the textured surface. A change in form release agent will not be allowed.

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

6-02.3(14)C Pigmented Sealer for Concrete Surfaces
The first sentence (up until the colon) is revised to read:

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

The second paragraph is deleted.

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

6-02.3(15) Date Numerals
The third sentence in the first paragraph is revised to read:

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

6-02.3(16) Plans for Falsework and Formwork
This section is revised to read:

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

The design of falsework and formwork shall be based on:

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

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

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

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

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

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

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

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

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

4. Identify where the falsework and formwork plan will be utilized by referencing Contract Plan sheet number and related item or detail.

6-02.3(16)A Nonpreapproved Falsework and Formwork Plans
This section, including title, is deleted in its entirety and replaced with the following:

6-02.3(16)A Vacant

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

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

BridgeConstructionSupport@wsdot.wa.gov

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

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

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

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

1. Actual weights of the deck finishing equipment applied at the rails, or;

2. A minimum load of 75 pounds per linear foot applied at the edge of the bridge deck.

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

6-02.3(17)O Early Concrete Test Cylinder Breaks
The third paragraph is revised to read:

The cylinders shall be cured in the field in accordance with WSDOT FOP for AASHTO T 23 Section 10.2 Field Curing.
6-02.3(20)  Grout for Anchor Bolts and Bridge Bearings
The first five paragraphs are deleted and replaced with the following two new paragraphs:

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

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

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

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

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

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

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

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

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

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

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

6-02.3(25) Prestressed Concrete Girders
In the first paragraph, the last sentence is revised to read:

WSDOT certification will be granted at, and renewed during, the annual prestressed plant review and approval process in accordance with WSDOT Materials Manual M 46-01.04 Standard Practice QC 6.

6-02.3(25)I Fabrication Tolerances
In the first paragraph, item number 21 is revised to read:

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

For deck bulb tee girders and PCPS members with grouted shear keys: Cambers shall be equalized when the differences in cambers between adjacent girders exceeds ± ¼ inch

For deck bulb tee girders and PCPS members without grouted shear keys: Cambers shall be equalized when the differences in cambers between adjacent girders exceeds ± ½ inch

For all other prestressed concrete girders: ± ⅛ inch per 10 feet of girder length

6-02.3(25)O Deck Bulb Tee Girder Flange Connection
This section, including title, is revised to read:
Deck Bulb Tee Girder Flange and PCPS Member Connection
The Contractor shall submit a method of equalizing deflections as a Type 1 Working Drawing. Any temporary strands in the top flange shall be cut per Section 6-02.3(25)N prior to equalizing girder deflections.

Deck bulb tee girders and PCPS members with grouted shear keys shall be constructed in the following sequence:

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

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

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

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

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

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

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

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

6-02.3(26)F Prestressing Reinforcement
The last sentence in the fourth paragraph is revised to read:

If the prestressing reinforcement will not be stressed and grouted for more than 7 calendar days after it is placed in the ducts, the Contractor shall place an approved corrosion inhibitor conforming to Federal Specification MIL-I-22110C in the ducts.
6-02.3(28) Precast Concrete Panels
In the first paragraph, the third sentence is revised to read:

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

6-02.4 Measurement
The following three new paragraphs are inserted before the last paragraph:

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

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

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

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

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

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

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

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

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

The bid item “Cure Box”, lump sum and paragraph following bid item are deleted.
The following three new bid items are inserted before the bid item “Bridge Approach Slab”, per square yard:

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

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

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

Section 6-05, Piling
January 5, 2015
6-05.3(2) Ordering Piling
The last paragraph is deleted.

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

6-05.3(4) Manufacture of Steel Casings for Cast-In-Place Concrete Piles
This section is revised to read:

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

6-05.3(5) Manufacture of Steel Piles
This section is revised to read:

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

6-05.3(6) Splicing Steel Casings and Steel Piles
This section is revised to read:

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

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

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

6-05.3(7)B Precast Concrete Piles
The second to last sentence of the second paragraph is revised to read:

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

6-05.3(8) Pile Tips and Shoes
In the last paragraph, the second and third sentences are deleted and replaced with the following new sentence:

If pile tips or shoes other than those denoted in the Qualified Products List are proposed, the Contractor shall submit Type 2 Working Drawings consisting of shop drawings of the proposed pile tip along with design calculations, specifications, material chemistry and installation requirements, along with evidence of a pile driving test demonstrating suitability of the proposed pile tip.

6-05.3(9)A Pile Driving Equipment Approval
In the first paragraph, the first sentence is revised to read:

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

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

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

In the second paragraph, the second sentence is deleted.

The last paragraph is revised to read:

Changes to the pile driving system after completion of the Working Drawing review require a revised Working Drawing submittal.
6-05.3(9)B Pile Driving Equipment Minimum Requirements
In the first paragraph, the first sentence is revised to read:

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

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

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

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

The ninth paragraph is revised to read:

These requirements for minimum hammer size may be waived if a Type 2E Working Drawing is submitted consisting of a wave equation analysis demonstrating the ability of the hammer to obtain the required bearing capacity and minimum tip elevation without damage to the pile.

6-05.3(9)C Pile Driving Leads
In the third paragraph, “approved” is revised to read “permitted”.

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

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

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

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

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

6-05.3(13) Treatment of Timber Pile Heads
In the second paragraph, the first sentence is revised to read:
After cutting treated timber piles to correct elevation, the Contractor shall brush three coats of a preservative that meets the requirements of Section 9-09 on all pile heads (except those to be covered with concrete footings or concrete caps).

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

Section 6-06, Bridge Railings
January 5, 2015
6-06.3(2) Metal Railings
The second paragraph is revised to read:

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

Section 6-10, Concrete Barrier
January 5, 2015
6-10.1 Description
In the second paragraph, “approved” is revised to read “specified”.

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

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

The second paragraph is revised to read:

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

The third paragraph is revised to read:

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

The following new paragraph is inserted after the third paragraph:

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

Section 8-01, Erosion Control and Water Pollution Control
January 5, 2015
8-01.2 Materials
This section is supplemented with the following new paragraph:

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

1. The state or provincial seed dealer license and endorsements.

2. Copies of Washington State Department of Agriculture (WSDA) test results on each lot of seed. Test results must be within six months prior to the date of application.

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

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

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

This section is supplemented with the following new subsections:

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

1. When the turbidity of the groundwater is 25 NTU or less, it may bypass detention and treatment facilities and be discharged into the stormwater conveyance system at a rate that will not cause erosion or flooding in the receiving surface water body.
2. When the turbidity of the groundwater is not more than 25 NTU above or 125% of the turbidity of the site stormwater runoff, whichever is greater, the same detention and treatment facilities as used to treat the site runoff may be used.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

j. Prior to infiltrating water-only shaft drilling slurry or water slurry with approved flocculants, the Contractor shall submit a Shaft Drilling Slurry Wastewater Management and Infiltration Plan as a Type 2 Working Drawing. This Plan shall be kept on-site, adapted if needed to meet the construction requirements, and updated to reflect what is being done in the field. The Working Drawing shall include, at a minimum, the following information:

i. Plan sheet showing the proposed infiltration location and all surface waters, wells, on-site sewage systems, aquifer-sensitive recharge areas, sole source aquifers, and well-head protection areas within 150 feet.

ii. The proposed elevation of soil surface receiving the wastewater for infiltration and the anticipated phreatic surface (i.e., saturated soil).
iii. The source of the water used to produce the slurry.

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

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

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

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

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

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

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

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

8-01.3(1)C4 Management of Off-Site Water
Prior to disruption of the normal watercourse, the Contractor shall intercept the off-site surface water and pipe it either through or around the project site. This water shall not be combined with on-site stormwater. It shall be discharged at its preconstruction outfall point in such a manner that there is no increase in erosion.
below the site. The Contractor shall submit a Type 2 Working Drawing consisting of the method for performing this Work.

8-01.3(2)A Preparation for Application
This section’s content is deleted and replaced with the following two new subsections:

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

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

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

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

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

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

8-01.3(2)B Seeding and Fertilizing
In the list in the second paragraph, item numbers 1-5 are revised to read:
1. A hydro seeder that utilizes water as the carrying agent, and maintains continuous agitation through paddle blades. It shall have an operating capacity sufficient to agitate, suspend, and mix into a homogeneous slurry the specified amount of seed and water or other material. Distribution and discharge lines shall be large enough to prevent stoppage and shall be equipped with a set of hydraulic discharge spray nozzles that will provide a uniform distribution of the slurry.

2. Blower equipment with an adjustable disseminating device capable of maintaining a constant, measured rate of material discharge that will ensure an even distribution of seed at the rates specified.

3. Helicopters properly equipped for aerial seeding.

4. Power-drawn drills or seeders.

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

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

8-01.3(2)C Vacant

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

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

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

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

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

Section 8-02, Roadside Restoration
January 5, 2015
8-02.3(1) Responsibility During Construction
The last sentence of the second paragraph is revised to read:
This Work shall include keeping the planted and seeded areas free from insect infestation, weeds or unwanted vegetation, litter, and other debris along with retaining the finished grades and mulch in a neat uniform condition.

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

Work Plans

This section’s content is deleted in its entirety and replaced with the following new subsections:

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

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

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

The plan shall be prepared and signed by a licensed Commercial Pest Control Operator or Consultant when chemical pesticides are proposed. The plan shall include methods of weed control; dates of weed control operations; and the name, application rate, and Material Safety Data Sheets of all proposed herbicides. In addition, the Contractor shall furnish the Engineer with a copy of the current product label for each pesticide and spray adjuvant to be used. These product labels shall be submitted with the weed control plan for approval.
8-02.3(2)C  Plant Establishment Plan
The Plant Establishment Plan shall be prepared in accordance with the requirements of Section 8-02.3(13) and submitted as a Type 1 Working Drawing. The Plan shall show the proposed scheduling of activities, materials, equipment to be utilized for the first-year plant establishment, and an emergency contact person. The Plan shall include the management of the irrigation system, when applicable. Should the plan become unworkable at any time during the first-year plant establishment, the Contractor shall submit a revised plan prior to proceeding with further Work.

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

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

8-02.3(4)  Topsoil
The last sentence of the first paragraph is revised to read:

After the topsoil has been spread, all large clods, hard lumps, and rocks 2 inches in diameter and larger, and litter shall be raked up, removed, and disposed of by the Contractor.

The following new paragraph is inserted after the first paragraph:

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

8-02.3(4)C  Topsoil Type C
The last sentence is revised to read:

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

8-02.3(12)  Completion of Initial Planting
Item number 4 in the last paragraph is deleted.

8-02.3(13)  Plant Establishment
The first sentence of the second paragraph is deleted.

The second paragraph is supplemented with the following new sentence:
The 1 calendar year shall be extended an amount equal to any periods where the Contractor does not comply with the plant establishment plan.

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

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

The last two paragraphs are deleted.

8-02.4 Measurement
This section is supplemented with the following:

Plant selection will be measured per each.

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

8-02.5 Payment
The paragraph following the bid item “Topsoil Type ____”, per acre is revised to read:

The unit Contract price per acre for “Topsoil Type ____” shall be full payment for all costs for the specified Work.

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

“PSIPE ____”, per each.

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

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

Section 8-04, Curbs, Gutters, and Spillways
January 5, 2015
8-04.2 Materials
The referenced section for the following item is revised to read:
Hand Placed Riprap 9-13.1(4)

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

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

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

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

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

The third paragraph is revised to read:

Steel reinforcing bars shall meet the dimensions shown in the Standard Plans.

Section 8-09, Raised Pavement Markers
April 7, 2014
8-09.3(6) Recessed Pavement Marker
The following sentence is inserted after the first sentence of the first paragraph:

The Contractor shall ensure that grinding of the pavement does not result in any damage, (e.g. chipping, spalling or raveling) to the pavement to remain.

Section 8-11, Guardrail
April 7, 2014
8-11.3(1) Beam Guardrail
After the below Amendments to 8-11.3(1)F and 8-11.3(1)G are applied, this section is supplemented with the following new sub-section:

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

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

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

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

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

8-11.3(1)G

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

8-11.3(1)H

Section 8-18, Mailbox Support
August 4, 2014
8-18.3(1) Type 3 Mailbox Support
In the third paragraph, the first sentence is revised to read:

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

Section 8-22, Pavement Marking
January 5, 2015
8-22.3(6) Removal of Pavement Markings
The second sentence of the first paragraph is revised to read:

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

Section 8-23, Temporary Pavement Markings
January 5, 2015
This section’s content is deleted in its entirety and replaced with the following new subsections:
8-23.1 Description
The Work consists of furnishing, installing, and removing temporary pavement markings. Temporary pavement markings shall be provided where noted in the Plans; for all lane shifts and detours resulting from construction activities; or when permanent markings are removed because of construction operations.

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

- Raised Pavement Markers 9-21
- Temporary Marking Paint 9-34.2(6)
- Plastic 9-34.3
- Glass Beads for Pavement Marking Materials 9-34.4
- Temporary Pavement Marking Tape 9-34.5
- Temporary Flexible Raised Pavement Markers 9-34.6

8.23.3 Construction Requirements

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

8-23.3(2) Preliminary Spotting
All preliminary layout and marking in preparation for application or removal of temporary pavement markings shall be the responsibility of the Contractor.

8-23.3(3) Preparation of Roadway Surface
Surface preparation for temporary pavement markings shall be in accordance with the manufacturer’s recommendations.

8-23.3(4) Pavement Marking Application

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

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

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

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

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

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

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

Black mask pavement marking tape shall mask the existing line in its entirety.

**8-23.3(4)A3 Temporary Raised Pavement Markers**
Temporary raised pavement markers are not allowed on bituminous surface treatments.

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

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

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

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

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

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

All damage to the permanent Work caused by removing temporary pavement markings shall be repaired by the Contractor at no additional cost to the Contracting Agency.

8-23.4 Measurement
Temporary pavement markings will be measured by the linear foot of each installed line or grouping of markers, with no deduction for gaps in the line or markers and no additional measurement for the second application of paint required for long
duration paint lines. Short duration and long duration temporary pavement markings will be measured for the initial installation only.

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

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

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

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

Section 9-01, Portland Cement
January 5, 2015
9-01.2(3) Low Alkali Cement
This section is revised to read:

When low alkali portland cement is required, the percentage of alkalies in the cement shall not exceed 0.60 percent by weight calculated as Na$_2$O plus 0.658 K$_2$O. This limitation shall apply to all types of portland cement.

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

Blended hydraulic cement shall be either Type IP(X)(MS) or Type IS(X)(MS) cement conforming to AASHTO M 240 or ASTM C 595, except that the portland cement used to produce blended hydraulic cement shall not contain more than 0.75 percent alkalies by weight calculated as Na$_2$O plus 0.658 K$_2$O and shall meet the following additional requirements:

1. Type IP(X)(MS) - Portland-Pozzolan Cement where (X) equals the targeted percentage of fly ash, the fly ash is limited to a maximum of 35 percent by weight of the cementitious material; (MS) indicates moderate sulfate resistance.

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

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

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

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

The second paragraph is revised to read:

Cement producers/suppliers that certify portland cement or blended cement shall participate in the Cement Acceptance Program as described in WSDOT Standard Practice QC 1.

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

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

Section 9-03, Aggregates
August 4, 2014
9-03.1(2)C Use of Substandard Gradings
This section including title is deleted in its entirety and replaced with the following:

Vacant

9-03.1(4)C Grading
In the second paragraph, the first sentence is deleted.

The third paragraph is deleted.

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

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

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

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

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

Sand Equivalent 45 min.

The following new paragraph is inserted after the first paragraph:

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

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

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

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

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

All percentages are by weight.

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

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

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

Section 9-04, Joint and Crack Sealing Materials
January 5, 2015
9-04.1(4) Elastomeric Expansion Joint Seals
In this section, “AASHTO M 220” is revised to read “ASTM D 2628”.

9-04.2 Joint Sealants
In the first paragraph, “AASHTO M 324” is revised to read “ASTM D 6690”.

9-04.2(2) Poured Rubber Joint Sealer
In item number 9, “WSDOT Test Method No. 412” is revised to read “ASTM D 5329”.

Section 9-05, Drainage Structures and Culverts
April 7, 2014
9-05.13 Ductile Iron Sewer Pipe
The first paragraph is deleted.

Section 9-06, Structural Steel and Related Materials
January 5, 2015
9-06.5(4) Anchor Bolts
The third sentence of the second paragraph is revised to read:
Nuts for ASTM F 1554 Grade 36 or 55 black or galvanized anchor bolts shall conform to ASTM A 563, Grade A or DH.

Section 9-07, Reinforcing Steel
January 6, 2014
9-07.5(2) Corrosion Resistant Dowel Bars (for Cement Concrete Pavement)
This section’s title is revised to read:

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

Section 9-08, Paints and Related Materials
January 5, 2015
9-08.1(2)H Top Coat, Single Component, Moisture-Cured Polyurethane
The second paragraph is revised to read:

Color and Gloss: As specified in the Plans or Special Provisions

The last item in the requirements list is revised to read:

The top coat shall be a gloss or semi-gloss

9-08.1(8) Standard Colors
The second paragraph is deleted.

The third paragraph is revised to read:

Unless otherwise specified, all top or finish coats shall be gloss or semi-gloss, with the paint falling within the range of greater than 70 for gloss and 35 to 70 for semi-gloss on the 60-degree gloss meter.

Section 9-09, Timber and Lumber
January 6, 2014
9-09.3(1) General Requirements
The fourth paragraph is revised to read:

All orders of treated timber and lumber shall be accompanied by a Certificate of Treatment record. The Certificate of Treatment showing conformance to this specification and AWPA standards shall include the following information:

Name and location of the wood preserving company,
Customer identification,
Date of treatment and charge number,
Type of chemical used and amount of retention,
Treating process and identification of the Specification used,
Boring records verifying treatment penetration for timber and lumber with a nominal dimension of 6" x 6" or larger, Description of material that was treated, and Signature of a responsible plant official.

The fifth paragraph is deleted.

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

All timber and lumber to be used in aquatic environments, unless specified otherwise in the Contract, shall be chemically treated using Western Wood Preservers Institute Best Management Practices (BMPs).

Section 9-10, Piling
March 3, 2014
9-10.5 Steel Piling
This section is revised to read:

The material for rolled steel piling H-piling and pile splices shall conform to ASTM A 36, ASTM A 572 or ASTM A 992. The material for steel pipe piling and splices shall conform to one of the following requirements except as specifically noted in the Plans:

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

For helical (spiral) seam submerged-arc welded pipe piles, the maximum radial offset of strip/plate edges shall be 1/8 inch. The offset shall be transitioned with a taper weld and the slope shall not be less than a 1 in 2.5 taper. The weld reinforcement shall not be greater than 3/16 inches and misalignment of weld beads shall not exceed 1/8 inch.
Steel soldier piles, and associated steel bars and plates, shall conform to ASTM A 36, ASTM A 572 or ASTM A 992, except as otherwise noted in the Plans.

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

Section 9-13, Riprap, Quarry Spalls, Slope Protection, and Rock for Erosion and Scour Protection and Rock Walls
January 5, 2015
This section’s content is deleted.

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

9-13.1 Riprap and Quarry Spalls

9-13.1(1) General
Riprap and quarry spalls shall consist of broken stone or broken concrete rubble and shall be free of rock fines, soil, or other extraneous material. Concrete rubble shall not be contaminated by foreign materials such as fibers, wood, steel, asphalt, sealant, soil, plastic and other contaminants or deleterious material. Concrete rubble that is imported to the job site will require testing and certification for toxicity characteristics per Section 9-03.21(1).

The grading of the riprap shall be determined by the Engineer by visual inspection of the load before it is dumped into place, or, if so ordered by the Engineer, by dumping individual loads on a flat surface and sorting and measuring the individual rocks contained in the load. Should the riprap contain insufficient spalls, as defined in Section 9-13.1(5), the Contractor shall furnish and place supplementary spall material.

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

<table>
<thead>
<tr>
<th>Aggregate Property</th>
<th>Test Method</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Degradation Factor</td>
<td>WSDOT T 113</td>
<td>15 minimum</td>
</tr>
<tr>
<td>Los Angeles Wear, 500 Rev.</td>
<td>AASHTO T 96</td>
<td>50% maximum</td>
</tr>
<tr>
<td>Specific Gravity, SSD</td>
<td>AASHTO T 85</td>
<td>2.55 minimum</td>
</tr>
</tbody>
</table>
9-13.1(2) Heavy Loose Riprap
Heavy loose riprap shall meet the following requirements for grading:

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

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

<table>
<thead>
<tr>
<th>Size Range</th>
<th>Maximum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>20% to 90%</td>
<td>300 lbs. to 1 ton</td>
</tr>
<tr>
<td></td>
<td>(2 cu. ft. to ½ cu. yd.)</td>
</tr>
<tr>
<td>15% to 80%</td>
<td>50 lbs. to 1 ton</td>
</tr>
<tr>
<td></td>
<td>(⅓ cu. ft. to ½ cu. yd.)</td>
</tr>
<tr>
<td>10% to 20%</td>
<td>3 inch</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot;</td>
<td>100</td>
</tr>
<tr>
<td>3&quot;</td>
<td>40 max.</td>
</tr>
<tr>
<td>3/4&quot;</td>
<td>10 max.</td>
</tr>
</tbody>
</table>

9-13.2 Hand Placed Riprap
This section, including title, is deleted in its entirety and replaced with the following:

9-13.2 Vacant

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

The use of recycled materials and concrete rubble is not permitted for this application.
9-13.6 Quarry Spalls
This section, including title, is deleted in its entirety and replaced with the following:

9-13.6 Vacant

Section 9-14, Erosion Control and Roadside Planting
January 5, 2015
9.14.1 Soil
This section, including title, is revised to read:

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

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

9-14.2 Seed
This section is revised to read:

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

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

All seed vendors must have a business license issued by supplier’s state or provincial Department of Licensing with a “seed dealer” endorsement.

9-14.4(3) Bark or Wood Chips
This section’s title is revised to read:

Bark or Wood Chip Mulch

The first paragraph is revised to read:

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

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

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

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

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

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

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

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

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

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

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

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

9-14.6(2) Quality
The second and third paragraphs in this section are revised to read:
All plant material shall comply with State and Federal laws with respect to inspection for plant diseases and insect infestation. Plants must meet Washington State Department of Agriculture plant quarantines and have a certificate of inspection. Plants originating in Canada must be accompanied by a phytosanitary certificate stating the plants meet USDA health requirements.

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

Section 9-16, Fence and Guardrail
August 4, 2014
9-16.2(1)B  Wood Fence Posts and Braces
In the table, the row beginning with "ACA" is deleted.

Section 9-32, Mailbox Support
August 4, 2014
9-32.7  Type 2 Mailbox Support
The first sentence is revised to read:

Type 2 mailbox supports shall be 2-inch 14-gage steel tube and shall meet the NCHRP 350 or the Manual for Assessing Safety Hardware (MASH) crash test criteria.

Section 9-34, Pavement Marking Material
January 5, 2015
9-34.2  Paint
The second paragraph is revised to read:

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

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

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

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

Biodegradable tape with paper backing is not allowed.

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

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

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

9-34.6 Temporary Raised Pavement Markers
This section’s title is revised to read:

Temporary Flexible Raised Pavement Markers

The second paragraph is deleted.

Section 9-35, Temporary Traffic Control Materials
August 4, 2014
9-35.0 General Requirements
The following item is deleted from the list of temporary traffic control materials:

Barrier Drums

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

Certification for crashworthiness according to NCHRP 350 or the Manual for Assessing Safety Hardware (MASH) will be required as described in Section 1-10.2(3).
9-35.2 Construction Signs
The first sentence is revised to read:

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

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

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

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

9-35.8 Vacant

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

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

9-35.13 Tall Channelizing Devices
In the sixth paragraph, the last sentence is revised to read:

The method of attachment must ensure that the light does not separate from the device upon impact and light units shall meet the crashworthiness requirements of NCHRP 350 or MASH as described in Section 1-10.2(3).
SPECIAL PROVISIONS

Introduction to the Special Provisions
(August 14, 2013 APWA GSP)
The work on this project shall be accomplished in accordance with the Standard Specifications for Road, Bridge and Municipal Construction, 2014 edition, as issued by the Washington State Department of Transportation (WSDOT) and the American Public Works Association (APWA), Washington State Chapter (hereafter “Standard Specifications”). The Standard Specifications, as modified or supplemented by the Amendments to the Standard Specifications and these Special Provisions, all of which are made a part of the Contract Documents, shall govern all of the Work.

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

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

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

Also incorporated into the Contract Documents by reference are:

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

Contractor shall obtain copies of these publications, at Contractor's own expense.

Division 1 General Requirements

DESCRIPTION OF WORK

Description of Work
This contract provides for the replacement of a culvert conveying Grovers Creek under NE Orseth Road with a bridge in the Kingston vicinity of northern Kitsap County. The
work proposed consists of Preparation, Grading, Drainage, Surfacing, Cement Concrete Bridge Structure, Piling, Sheet Pile Wall, HMA Pavement, Erosion Control and Planting, Traffic Safety and Control and other work in accordance with the Contract Documents.

1-01 Definitions and Terms

1-01.3 Definitions
(March 8, 2013 APWA GSP)
Delete the heading Completion Dates and the three paragraphs that follow it, and replace them with the following:

Dates

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

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

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

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

Substantial Completion Date
The day the Engineer determines the Contracting Agency has full and unrestricted use and benefit of the facilities, both from the operational and safety standpoint, any remaining traffic disruptions will be rare and brief, and only minor incidental work, replacement of temporary substitute facilities, plant establishment periods, or correction or repair remains for the Physical Completion of the total Contract.

Physical Completion Date
The day all of the Work is physically completed on the project. All documentation required by the Contract and required by law does not necessarily need to be furnished by the Contractor by this date.
**Completion Date**
The day all the Work specified in the Contract is completed and all the obligations of the Contractor under the contract are fulfilled by the Contractor. All documentation required by the Contract and required by law must be furnished by the Contractor before establishment of this date.

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

Supplement this Section with the following:

All references in the Standard Specifications, Amendments, or WSDOT General Special Provisions, to the terms "State", "Department of Transportation", "Washington State Transportation Commission", "Commission", "Secretary of Transportation", "Secretary", "Headquarters", and "State Treasurer" shall be revised to read "Contracting Agency".

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

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

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

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

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

**Business Day**
A business day is any day from Monday through Friday except holidays as listed in Section 1-08.5.
**Contract Bond**
The definition in the Standard Specifications for "Contract Bond" applies to whatever bond form(s) are required by the Contract Documents, which may be a combination of a Payment Bond and a Performance Bond.

**Contract Documents**
See definition for "Contract".

**Contract Time**
The period of time established by the terms and conditions of the Contract within which the Work must be physically completed.

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

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

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

### 1-02 Bid Procedures and Conditions

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

**1-02.1 Qualifications of Bidder**
(January 24, 2011  APWA GSP)
Before award of a public works contract, a bidder must meet at least the minimum qualifications of RCW 39.04.350(1) to be considered a responsible bidder and qualified to be awarded a public works project.

Add the following new section:

**1-02.1(1) Supplemental Qualifications Criteria**
(March 25, 2009 APWA GSP)
In addition, the Contracting Agency has established Contracting Agency-specific and/or project-specific supplemental criteria, in accordance with RCW 39.04.350(2), for determining Bidder responsibility, including the basis for evaluation and the deadline for appealing a determination that a Bidder is not
responsible. These criteria are contained in section C of the Bidder Responsibility Statement.

1-02.2 Plans and Specifications
(June 27, 2011 APWA GSP)
Delete this section and replace it with the following:

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

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

<table>
<thead>
<tr>
<th>To Prime Contractor</th>
<th>No. of Sets</th>
<th>Basis of Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced plans (11&quot; x 17&quot;)</td>
<td>5</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Contract Provisions</td>
<td>5</td>
<td>Furnished automatically upon award.</td>
</tr>
<tr>
<td>Large plans (e.g., 22&quot; x 34&quot;)</td>
<td>5</td>
<td>Furnished automatically upon award.</td>
</tr>
</tbody>
</table>

1-02.4(2) Subsurface Information
Supplement this section with the following:

The Geotechnical Report used in the preparation of this project is attached to these Special Provisions.

1-02.5 Proposal Forms
(June 27, 2011 APWA GSP)
Delete this section and replace it with the following:

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

The Contracting Agency reserves the right to arrange the proposal forms with alternates and additives, if such be to the advantage of the Contracting Agency.
The bidder shall bid on all alternates and additives set forth in the Proposal Form unless otherwise specified.

1-02.6 Preparation of Proposal
Supplement this section with the following:

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

(June 27, 2011  APWA GSP)
Supplement the second paragraph with the following:

4. If a minimum bid amount has been established for any item, the unit or lump sum price must equal or exceed the minimum amount stated.
5. Any correction to a bid made by interlineation, alteration, or erasure, shall be initialed by the signer of the bid.

Delete the last paragraph, and replace it with the following:

The Bidder shall make no stipulation on the Bid Form, nor qualify the bid in any manner.
A bid by a corporation shall be executed in the corporate name, by the president or a vice president (or other corporate officer accompanied by evidence of authority to sign).

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

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

1-02.7 Bid Deposit
(March 8, 2013  APWA GSP)
Supplement this section with the following:

Bid bonds shall contain the following:

1. Contracting Agency-assigned number for the project;
2. Name of the project;
3. The Contracting Agency named as obligee;
4. The amount of the bid bond stated either as a dollar figure or as a percentage which represents five percent of the maximum bid amount that could be awarded;

5. Signature of the bidder's officer empowered to sign official statements. The signature of the person authorized to submit the bid should agree with the signature on the bond, and the title of the person must accompany the said signature;

6. The signature of the surety's officer empowered to sign the bond and the power of attorney.

If so stated in the Contract Provisions, bidder must use the bond form included in the Contract Provisions.

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

Supplement the preceding section with the following:

Bidders shall use the Bid Bond form included with these Contract Provisions.

A bid deposit in the form of cash or check will not be accepted.

1-02.9 Delivery of Proposal
(May 4, 2012 APWA GSP, Option A)
Delete this section and replace it with the following:

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

If the project has FHWA funding and requires DBE Written Confirmation Documents or Good Faith Effort Documentation, then to be considered responsive, the Bidder shall submit with their Bid Proposal, written Confirmation Documentation from each DBE firm listed on the Bidder's completed DBE Utilization Certification, form 272-056A EF, as required by Section 1-02.6.

The Contracting Agency will not open or consider any Bid Proposal that is received after the time specified in the Call for Bids for receipt of Bid Proposals, or received in a location other than that specified in the Call for Bids.

1-02.12 Public Opening Of Proposal
Supplement this section with the following:
Date Of Opening Bids
The bid opening date for this project shall be **MARCH 31, 2015**. The bids will be publicly opened and read after **11:00 A.M.** on this date in the Third Floor conference room of the Public Works Building located at the address shown below.

Sealed bids shall be received at or before the specified time at:

Kitsap County Department of Public Works  
Third Floor Reception Desk  
507 Austin Street  
Port Orchard, Washington

Bids delivered in person or by private carrier (UPS, Federal Express, etc.) shall be addressed and delivered to the above location. Bids delivered by US Postal Service shall be addressed to:

Kitsap County Department of Public Works  
614 Division Street, MS-26  
Port Orchard WA 98366-4699

Bidders are advised that bids not delivered in person may be subject to delay or loss. It is the bidder’s sole responsibility to ensure timely delivery of their bid to the place of bid opening. Bids not received at the place of bid opening at or before the appointed time will not be considered, and shall be returned unopened to the bidder.

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

1-02.13 Irregular Proposals  
(March 13, 2012 APWA GSP)
Revise item 1 to read:

1. A proposal will be considered irregular and will be rejected if:
   a. The Bidder is not prequalified when so required;
   b. The authorized proposal form furnished by the Contracting Agency is not used or is altered;
   c. The completed proposal form contains any unauthorized additions, deletions, alternate Bids, or conditions;
   d. The Bidder adds provisions reserving the right to reject or accept the award, or enter into the Contract;
   e. A price per unit cannot be determined from the Bid Proposal;
   f. The Proposal form is not properly executed;
g. The Bidder fails to submit or properly complete a Subcontractor list, if applicable, as required in Section 1-02.6;

h. The Bidder fails to submit or properly complete a Disadvantaged Business Enterprise Certification, if applicable, as required in Section 1-02.6;

i. The Bidder fails to submit written confirmation from each DBE firm listed on the Bidder's completed DBE Utilization Certification that they are in agreement with the bidders DBE participation commitment, if applicable, as required in Section 1-02.6, or if the written confirmation that is submitted fails to meet the requirements of the Special Provisions;

j. The Bidder fails to submit DBE Good Faith Effort documentation, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to demonstrate that a Good Faith Effort to meet the Condition of Award was made;

k. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation; or

l. More than one proposal is submitted for the same project from a Bidder under the same or different names.

1-02.14 Disqualification of Bidders
Delete this Section and replace it with the following:

A Bidder will be deemed not responsible if the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1), as amended; or does not meet the following Supplemental Criteria:

1. Delinquent State Taxes

   A. Criterion: The Bidder shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.

   B. Documentation: The Bidder shall not be listed on the Washington State Department of Revenue’s “Delinquent Taxpayer List” website: http://dor.wa.gov/content/fileandpaytaxes/latefiling/dtlwest.aspx, or if they are so listed, they must submit a written payment plan approved by the Department of Revenue, to the Contracting Agency by the deadline listed below.

2. Federal Debarment

   A. Criterion: The Bidder shall not currently be debarred or suspended by the Federal government.
B. Documentation: The Bidder shall not be listed as having an “active exclusion” on the U.S. government’s “System for Award Management” database (www.sam.gov).

3. **Subcontractor Responsibility**

   A. **Criterion:** The Bidder’s standard subcontract form shall include the subcontractor responsibility language required by RCW 39.06.020, and the Bidder shall have an established procedure which it utilizes to validate the responsibility of each of its subcontractors. The Bidder’s subcontract form shall also include a requirement that each of its subcontractors shall have and document a similar procedure to determine whether the sub-tier subcontractors with whom it contracts are also “responsible” subcontractors as defined by RCW 39.06.020.

   B. **Documentation:** The Bidder, if and when required as detailed below, shall submit a copy of its standard subcontract form for review by the Contracting Agency, and a written description of its procedure for validating the responsibility of subcontractors with which it contracts.

4. **Prevailing Wages**

   A. **Criterion:** The Bidder shall not have a record of prevailing wage violations as determined by WA Labor & Industries in the five years prior to the bid submittal date, that demonstrates a pattern of failing to pay workers prevailing wages, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.

   B. **Documentation:** The Bidder, if and when required as detailed below, shall submit a list of all prevailing wage violations in the five years prior to the bid submittal date, along with an explanation of each violation and how it was resolved. The Contracting Agency will evaluate these explanations and the resolution of each complaint to determine whether the violation demonstrate a pattern of failing to pay its workers prevailing wages as required.

5. **Claims Against Retainage and Bonds**

   A. **Criterion:** The Bidder shall not have a record of excessive claims filed against the retainage or payment bonds for public works
projects in the three years prior to the bid submittal date, that demonstrate a lack of effective management by the Bidder of making timely and appropriate payments to its subcontractors, suppliers, and workers, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.

B. Documentation: The Bidder, if and when required as detailed below, shall submit a list of the public works projects completed in the three years prior to the bid submittal date that have had claims against retainage and bonds and include for each project the following information:

- Name of project
- The owner and contact information for the owner;
- A list of claims filed against the retainage and/or payment bond for any of the projects listed;
- A written explanation of the circumstances surrounding each claim and the ultimate resolution of the claim.

6. Public Bidding Crime

A. Criterion: The Bidder and/or its owners shall not have been convicted of a crime involving bidding on a public works contract in the five years prior to the bid submittal date.

B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder and/or its owners have not been convicted of a crime involving bidding on a public works contract.

7. Termination for Cause / Termination for Default

A. Criterion: The Bidder shall not have had any public works contract terminated for cause or terminated for default by a government agency in the five years prior to the bid submittal date, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.

B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had any public works contract terminated for cause or terminated for default by a
government agency in the five years prior to the bid submittal date; or if Bidder was terminated, describe the circumstances.

8. Lawsuits

A. Criterion: The Bidder shall not have lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts, unless there are extenuating circumstances and such circumstances are deemed acceptable to the Contracting Agency.

B. Documentation: The Bidder, if and when required as detailed below, shall sign a statement (on a form to be provided by the Contracting Agency) that the Bidder has not had any lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date that demonstrate a pattern of failing to meet the terms of contracts, or shall submit a list of all lawsuits with judgments entered against the Bidder in the five years prior to the bid submittal date, along with a written explanation of the circumstances surrounding each such lawsuit. The Contracting Agency shall evaluate these explanations to determine whether the lawsuits demonstrate a pattern of failing to meet terms of construction related contracts.

9. Contracting Agency Specific Criteria

A. Criterion: Bidders shall supply the following information:

• Dollar amount of contracts currently held by the bidder
• List of more important construction projects completed by your company in the last 5 years.
• Bank References
• Bonding Company

B. Documentation: The required information shall be included in Section C of the Bidder Responsibility Statement.

The Contracting Agency reserves the right to request additional documentation from all Bidders and to request further documentation as needed to assess Bidder responsibility. The Contracting Agency also reserves the right to obtain information from third-parties and independent sources of information concerning a Bidder’s compliance with the mandatory and supplemental criteria, and to use
that information in their evaluation. The Contracting Agency may (but is not required to) consider mitigating factors in determining whether the Bidder complies with the requirements of the supplemental criteria.

The basis for evaluation of Bidder compliance with these mandatory and supplemental criteria shall include any documents or facts obtained by Contracting Agency (whether from the Bidder or third parties) including but not limited to: (i) financial, historical, or operational data from the Bidder; (ii) information obtained directly by the Contracting Agency from others for whom the Bidder has worked, or other public agencies or private enterprises; and (iii) any additional information obtained by the Contracting Agency which is believed to be relevant to the matter.

If the Contracting Agency determines the Bidder does not meet the bidder responsibility criteria above and is therefore not a responsible Bidder, the Contracting Agency shall notify the Bidder in writing, with the reasons for its determination. If the Bidder disagrees with this determination, it may appeal the determination within two (2) business days of the Contracting Agency’s determination by presenting its appeal and any additional information to the Contracting Agency. The Contracting Agency will consider the appeal and any additional information before issuing its final determination. If the final determination affirms that the Bidder is not responsible, the Contracting Agency will not execute a contract with any other Bidder until at least two business days after the Bidder determined to be not responsible has received the Contracting Agency’s final determination.

Request to Change Supplemental Bidder Responsibility Criteria Prior To Bid: Bidders with concerns about the relevancy or restrictiveness of the Supplemental Bidder Responsibility Criteria may make or submit requests to the Contracting Agency to modify the criteria. Such requests shall be in writing, describe the nature of the concerns, and propose specific modifications to the criteria. Bidders shall submit such requests to the Contracting Agency no later than five (5) business days prior to the bid submittal deadline and address the request to the Project Engineer or such other person designated by the Contracting Agency in the Bid Documents.

1-02.15 Pre Award Information
(August 14, 2013 APWA GSP)
Revise this section to read:

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

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

1-03 Award and Execution of Contract

1-03.1 Consideration of Bids
(January 23, 2006 APWA GSP)
Revise the first paragraph to read:

After opening and reading proposals, the Contracting Agency will check them for correctness of extensions of the prices per unit and the total price. If a discrepancy exists between the price per unit and the extended amount of any bid item, the price per unit will control. If a minimum bid amount has been established for any item and the bidder's unit or lump sum price is less than the minimum specified amount, the Contracting Agency will unilaterally revise the unit or lump sum price, to the minimum specified amount and recalculate the extension. The total of extensions, corrected where necessary, including sales taxes where applicable and such additives and/or alternates as selected by the Contracting Agency, will be used by the Contracting Agency for award purposes and to fix the Awarded Contract Price amount and the amount of the contract bond.

1-03.3 Execution of Contract
(October 1, 2005 APWA GSP)
Revise this section to read:

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

Within 10 calendar days after the award date, the successful bidder shall return the signed Contracting Agency-prepared contract, an insurance certification as required by Section 1-07.18, and a satisfactory bond as required by law and Section 1-03.4. Before execution of the contract by the Contracting Agency, the successful bidder shall provide any pre-award information the Contracting Agency may require under Section 1-02.15.
Until the Contracting Agency executes a contract, no proposal shall bind the Contracting Agency nor shall any work begin within the project limits or within Contracting Agency-furnished sites. The Contractor shall bear all risks for any work begun outside such areas and for any materials ordered before the contract is executed by the Contracting Agency.

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

1-03.4 Contract Bond
(December 8, 2014 APWA GSP)
Revise the first paragraph to read:

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

1. Be on Contracting Agency-furnished form(s);
2. Be signed by an approved surety (or sureties) that:
   a. Is registered with the Washington State Insurance Commissioner, and
   b. Appears on the current Authorized Insurance List in the State of Washington published by the Office of the Insurance Commissioner,
3. Guarantee that the Contractor will perform and comply with all obligations, duties, and conditions under the Contract, including but not limited to the duty and obligation to indemnify, defend, and protect the Contracting Agency against all losses and claims related directly or indirectly from any failure:
   a. Of the Contractor (or any of the employees, subcontractors, or lower tier subcontractors of the Contractor) to faithfully perform and comply with all contract obligations, conditions, and duties, or
   b. Of the Contractor (or the subcontractors or lower tier subcontractors of the Contractor) to pay all laborers, mechanics, subcontractors, lower tier subcontractors, material person, or any other person who provides supplies or provisions for carrying out the work;
4. Be conditioned upon the payment of taxes, increases, and penalties incurred on the project under titles 50, 51, and 82 RCW; and
5. Be accompanied by a power of attorney for the Surety’s officer empowered to sign the bond; and
6. Be signed by an officer of the Contractor empowered to sign official statements (sole proprietor or partner). If the Contractor is a corporation, the bond(s) must be signed by the president or vice president, unless accompanied by written proof of the authority of the individual signing the bond(s) to bind the corporation (i.e., corporate resolution, power of attorney, or a letter to such effect signed by the president or vice president).

1-04 Scope of Work

1-04.2 Coordination of Contract Documents, Plans, Special Provisions, Specifications, and Addenda
(March 13, 2012 APWA GSP)
Revise the second paragraph to read:

Any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

1. Addenda,
2. Proposal Form,
3. Special Provisions,
4. Contract Plans,
5. Amendments to the Standard Specifications,
6. Standard Specifications,
7. Contracting Agency's Standard Plans or Details (if any), and
8. WSDOT Standard Plans for Road, Bridge, and Municipal Construction.

1-05 Control of Work

1-05.7 Removal of Defective and Unauthorized Work
(October 1, 2005 APWA GSP)
Supplement this section with the following:

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

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

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

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

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

1-05.11 Final Inspection
Delete this section and replace it with the following:

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

1-05.11(1) Substantial Completion Date
When the Contractor considers the work to be substantially complete, the Contractor shall so notify the Engineer and request the Engineer establish the Substantial Completion Date. The Contractor's request shall list the specific items of work that remain to be completed in order to reach physical completion. The Engineer will schedule an inspection of the work with the Contractor to determine the status of completion. The Engineer may also establish the Substantial Completion Date unilaterally.

If, after this inspection, the Engineer concurs with the Contractor that the work is substantially complete and ready for its intended use, the Engineer, by written notice to the Contractor, will set the Substantial Completion Date. If, after this inspection the Engineer does not consider the work substantially complete and ready for its intended use, the Engineer will, by written notice, so notify the Contractor giving the reasons therefor.
Upon receipt of written notice concurring in or denying substantial completion, whichever is applicable, the Contractor shall pursue vigorously, diligently and without unauthorized interruption, the work necessary to reach Substantial and Physical Completion. The Contractor shall provide the Engineer with a revised schedule indicating when the Contractor expects to reach substantial and physical completion of the work.

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

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

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

If action to correct the listed deficiencies is not initiated within 7 days after receipt of the written notice listing the deficiencies, the Engineer may, upon written notice to the Contractor, take whatever steps are necessary to correct those deficiencies pursuant to Section 1-05.7.

The Contractor will not be allowed an extension of contract time because of a delay in the performance of the work attributable to the exercise of the Engineer's right hereunder.

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

1-05.11(3) Operational Testing

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

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

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

1-05.13 Superintendents, Labor and Equipment of Contractor
(August 14, 2013 APWA GSP)
Delete the sixth and seventh paragraphs of this section.

1-05.14 Cooperation With Other Contractors
Supplement this section with the following:

**Other Contracts Or Other Work**
(March 13, 1995 WSDOT GSP)
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:

Relocation of existing power and telephone facilities.

1-05.15 Method of Serving Notices
(March 25, 2009 APWA GSP)
Revise the second paragraph to read:
All correspondence from the Contractor shall be directed to the Project Engineer. All correspondence from the Contractor constituting any notification, notice of protest, notice of dispute, or other correspondence constituting notification required to be furnished under the Contract, must be in paper format, hand delivered or sent via mail delivery service to the Project Engineer's office. Electronic copies such as e-mails or electronically delivered copies of correspondence will not constitute such notice and will not comply with the requirements of the Contract.

Add the following new sections:

1-05.16 Water and Power
(October 1, 2005 APWA GSP)
The Contractor shall make necessary arrangements, and shall bear the costs for power and water necessary for the performance of the work, unless the contract includes power and water as a pay item.

1-05.17 Oral Agreements
(October 1, 2005 AWPA GSP)
No oral agreement or conversation with any officer, agent, or employee of the Contracting Agency, either before or after execution of the contract, shall affect or modify any of the terms or obligations contained in any of the documents comprising the contract. Such oral agreement or conversation shall be considered as unofficial information and in no way binding upon the Contracting Agency, unless subsequently put in writing and signed by the Contracting Agency.

1-07 Legal Regulations and Responsibilities to the Public

1-07.1 Laws to be Observed
Supplement this section with the following:

(October 1, 2005 APWA GSP)
In cases of conflict between different safety regulations, the more stringent regulation shall apply.

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

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

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

1-07.2 State Taxes
Delete this section, including its sub-sections, in its entirety and replace it with the following:

1-07.2 State Sales Tax
(June 27, 2011 APWA GSP)
The Washington State Department of Revenue has issued special rules on the State sales tax. Sections 1-07.2(1) through 1-07.2(3) are meant to clarify those rules. The Contractor should contact the Washington State Department of Revenue for answers to questions in this area. The Contracting Agency will not adjust its payment if the Contractor bases a bid on a misunderstood tax liability.

The Contractor shall include all Contractor-paid taxes in the unit bid prices or other contract amounts. In some cases, however, state retail sales tax will not be included. Section 1-07.2(2) describes this exception.

The Contracting Agency will pay the retained percentage (or release the Contract Bond if a FHWA-funded Project) only if the Contractor has obtained from the Washington State Department of Revenue a certificate showing that all contract-related taxes have been paid (RCW 60.28.051). The Contracting Agency may deduct from its payments to the Contractor any amount the Contractor may owe the Washington State Department of Revenue, whether the amount owed relates to this contract or not. Any amount so deducted will be paid into the proper State fund.
1-07.2(1) State Sales Tax - Rule 171
WAC 458-20-171, and its related rules, apply to building, repairing, or improving streets, roads, etc., which are owned by a municipal corporation, or political subdivision of the state, or by the United States, and which are used primarily for foot or vehicular traffic. This includes storm or combined sewer systems within and included as a part of the street or road drainage system and power lines when such are part of the roadway lighting system. For work performed in such cases, the Contractor shall include Washington State Retail Sales Taxes in the various unit bid item prices, or other contract amounts, including those that the Contractor pays on the purchase of the materials, equipment, or supplies used or consumed in doing the work.

1-07.2(2) State Sales Tax - Rule 170
WAC 458-20-170, and its related rules, apply to the constructing and repairing of new or existing buildings, or other structures, upon real property. This includes, but is not limited to, the construction of streets, roads, highways, etc., owned by the state of Washington; water mains and their appurtenances; sanitary sewers and sewage disposal systems unless such sewers and disposal systems are within, and a part of, a street or road drainage system; telephone, telegraph, electrical power distribution lines, or other conduits or lines in or above streets or roads, unless such power lines become a part of a street or road lighting system; and installing or attaching of any article of tangible personal property in or to real property, whether or not such personal property becomes a part of the realty by virtue of installation.

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

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

1-07.2(3) Services
The Contractor shall not collect retail sales tax from the Contracting Agency on any contract wholly for professional or other services (as defined in Washington State Department of Revenue Rules 138 and 244).
1-07.6 Permits And Licenses  
(January 5, 2015  WSDOT GSP)  
The Contracting Agency has obtained the below-listed permit(s) for this project. A copy of the permit(s) is attached as an appendix for informational purposes. Copies of these permits are required to be onsite at all times. Contact with the permitting agencies, concerning the below-listed permit(s), shall be made through the Engineer with the exception of the Construction Stormwater General Permit where direct communication with the Ecology is allowed. The Contractor shall be responsible for obtaining Ecology’s approval for any Work requiring additional approvals (e.g. Request for Chemical Treatment Form). The Contractor shall obtain additional permits as necessary. All costs to obtain and comply with additional permits shall be included in the applicable Bid items for the Work involved.

WASHINGTON STATE DEPARTMENT OF FISH AND WILDLIFE H.P.A Permit  
Number 2014-6-188+01 DATED September 4, 2014  

UNITED STATES DEPARTMENT OF THE ARMY CORPS OF ENGINEERS  
NATIONWIDE PERMIT # NWS-2014-780

1-07.17 Utilities And Similar Facilities  
Delete the first paragraph of this section and replace it with the following:

The Contractor shall protect all private and public utilities from damage resulting from the work to be accomplished under this contract and provide the support necessary to keep any facility encountered during construction intact and fully functional throughout the life of the contract. Among others these utilities include: telephone and power lines.

Supplement this section with the following:

Within the project area there are overhead power and telephone lines that parallel the road along the northerly roadway embankment. These facilities shall be protected from damage during the Contractor’s construction activities. All Contractor’s construction equipment and construction activities shall maintain a 10 foot clear zone from these facilities during their work. If construction activities require work within the 10 foot clear zone, the Contractor shall coordinate with Puget Sound Energy to have the power lines de-energized on a temporary basis. Local residents shall be given a minimum of 48 hours prior notice of the de-energizing of the system and no outage shall exceed 8 hours in any 24 hour period.

(April 2, 2007  WSDOT GSP)  
Locations and dimensions shown in the Plans for existing facilities are in accordance with available information obtained without uncovering, measuring, or other verification.
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:

Puget Sound Energy  
6522 Kitsap Way  
Bremerton, WA 98312  
Contact: Tom Brobst  
Telephone: 360.475.7020

Century Link  
75 NW Thompson Drive  
Poulsbo, WA 98370  
Contact: Allen Moore  
Telephone: 360.598.1294

Supplement this section with the following section:

Payment will be made in accordance with Section 1-04.1 for the following bid item included on the proposal

“Protection and Support of Existing Utilities”, lump sum.  
The lump sum contract price for “Protection and Support of Existing Utilities” shall be full pay for all labor, tools, material and equipment necessary for the protection and support of existing utilities shown in the Plans as crossing the location or route of facilities to be constructed by this contract.

1-07.18 Public Liability and Property Damage Insurance  
Delete this section in its entirety, and replace it with the following:

1-07.18 Insurance  
(January 24, 2011 APWA GSP)

1-07.18(1) General Requirements  
A. The Contractor shall obtain the insurance described in this section from insurers approved by the State Insurance Commissioner pursuant to RCW Title 48. The insurance must be provided by an insurer with a rating of A-: VII or higher in the A.M. Best's Key Rating Guide, which is licensed to do business in the state of Washington (or issued as a surplus line by a Washington Surplus lines broker). The Contracting Agency reserves the right to approve or reject the insurance provided, based on the insurer (including financial condition), terms and coverage, the Certificate of Insurance, and/or endorsements.
B. The Contractor shall keep this insurance in force during the term of the Contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated (see C. below).

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

D. The insurance policies shall contain a "cross liability" provision.

E. The Contractor's and all subcontractors' insurance coverage shall be primary and non-contributory insurance as respects the Contracting Agency's insurance, self-insurance, or insurance pool coverage.

F. The Contractor shall provide the Contracting Agency and all Additional Insureds with written notice of any policy cancellation, within two business days of their receipt of such notice.

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

H. The Contractor shall not begin work under the Contract until the required insurance has been obtained and approved by the Contracting Agency.

I. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Contracting Agency may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the Contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Contracting Agency on demand, or at the sole discretion of the Contracting Agency, offset against funds due the Contractor from the Contracting Agency.
J. All costs for insurance shall be incidental to and included in the unit or lump sum prices of the contract and no additional payment will be made.

1-07.18(2) Additional Insured
All insurance policies, with the exception of Professional Liability and Workers Compensation, shall name the following listed entities as additional insured(s):

- the Contracting Agency and its officers, elected officials, employees, agents, and volunteers.

The above-listed entities shall be additional insured(s) for the full available limits of liability maintained by the Contractor, whether primary, excess, contingent or otherwise, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract, and irrespective of whether the Certificate of Insurance provided by the Contractor pursuant to 1-07.18(3) describes limits lower than those maintained by the Contractor.

1-07.18(3) Subcontractors
Contractor shall ensure that each subcontractor of every tier obtains and maintains at a minimum the insurance coverages listed in 1-07.18(5)A and 1-07.18(5)B. Upon request of the Contracting Agency, the Contractor shall provide evidence of such insurance.

1-07.18(4) Evidence of Insurance
The Contractor shall deliver to the Contracting Agency a Certificate(s) of Insurance and endorsements for each policy of insurance meeting the requirements set forth herein when the Contractor delivers the signed Contract for the work. The certificate and endorsements must conform to the following requirements:

1. An ACORD certificate or a form determined by the Contracting Agency to be equivalent.
2. Copies of all endorsements naming Contracting Agency and all other entities listed in 1-07.18(2) as Additional Insured(s), showing the policy number. The Contractor may submit a copy of any blanket additional insured clause from its policies instead of a separate endorsement. A statement of additional insured status on an ACORD Certificate of Insurance shall not satisfy this requirement.
3. Any other amendatory endorsements to show the coverage required herein.

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

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

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

Such policy must provide the following minimum limits:

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

Stop Gap / Employers' Liability

$1,000,000 Each Accident  
$1,000,000 Disease - Policy Limit  
$1,000,000 Disease - Each Employee

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

$1,000,000 combined single limit

1-07.18(5)C Workers' Compensation
The Contractor shall comply with Workers' Compensation coverage as required by the Industrial Insurance laws of the state of Washington.
The Contractor shall provide safe pedestrian passage through the work area at all times.

NE Orseth Road is a narrow gravel, dead end road that is oriented east to west. Orseth Road is approximately 1500 feet in length intersecting with Miller Bay Road NE on the east and a dead end past the project area to the west.

Two parcels lie to the west of the project area with Orseth Road as the only access to these parcels. One of these parcels (Parcel Number 332702-3-005-2004) has a full time resident and operates a topsoil business. Normal operating hours for the topsoil business are 8:30 AM to 4:30 PM, Monday through Saturday. The second parcel (Parcel Number 042602-2-009-2007) has permanent residents who require access through the project area on Mondays through Fridays for normal workday commutes and on weekends for normal personal activities.

The Contractor shall ensure that construction operations are managed to create the least amount of impacts to the livelihood of the full time residents and the topsoil business west of the project area.

The Contractor shall have full access to the project area on all days and at all times provided one lane of travel through the work zone is maintained.

During non working hours the Contractor shall ensure that one lane of unobstructed travel is maintained through the work zone.

With a minimum of three weeks advance notice, the Contractor may request complete road closures during the following times.

1. On weekdays (Monday, Tuesday, Wednesday, Thursday and Friday) from 5:00 PM to 7:00 AM the following day.
2. From Saturday at 5:00 PM through Monday at 7:00 AM.

The Contractor shall have the necessary equipment and materials on hand during work activities to ensure immediate access is available for emergency vehicles.

(January 2, 2012 WSDOT GSP)

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

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

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

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

Deviation from the above requirements shall not occur unless the Contractor has requested the deviation in writing and the Engineer has provided written approval.

Minimum WZCZ distances are measured from the edge of traveled way and will be determined as follows:

<table>
<thead>
<tr>
<th>Regulatory Posted Speed</th>
<th>Distance From Traveled Way (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 mph or less</td>
<td>10 *</td>
</tr>
<tr>
<td>40 mph</td>
<td>15</td>
</tr>
<tr>
<td>45 to 55 mph</td>
<td>20</td>
</tr>
<tr>
<td>60 mph or greater</td>
<td>30</td>
</tr>
<tr>
<td>* or 2-feet beyond the outside edge of sidewalk</td>
<td></td>
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</tbody>
</table>

Minimum Work Zone Clear Zone Distance

1-07.24 Rights of Way
(October 1, 2005 APWA GSP)
Delete this section in its entirety, and replace it with the following:

Street right of way lines, limits of easements, and limits of construction permits are indicated in the Plans. The Contractor's construction activities shall be confined within these limits, unless arrangements for use of private property are made.
Generally, the Contracting Agency will have obtained, prior to bid opening, all rights of way and easements, both permanent and temporary, necessary for carrying out the work. Exceptions to this are noted in the Bid Documents or will be brought to the Contractor's attention by a duly issued Addendum.

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

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

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

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

Supplement this section with the following:
A & L Topsoil Inc., located at 23994 NE Orseth Road, Assessor’s Parcel Number 332702-3-005-2003, is a private property owner in the project vicinity who has indicated that there is a possibility of using a portion of their property as a Contractor’s staging area. If the Contractor desires to use a portion of the A & L Topsoil Inc. property, they shall coordinate directly with the property owner, acquire the necessary rights of use and fulfill all requirements stipulated in the prior paragraph. A & L Topsoil can be contacted at 360.598.4846.

1-08 Prosecution and Progress
Add the following new section:

1-08.0 Preliminary Matters
(May 25, 2006 APWA GSP)

Add the following new section:

1-08.0(1) Preconstruction Conference
(October 10, 2008 APWA GSP)
Prior to the Contractor beginning the work, a preconstruction conference will be held between the Contractor, the Engineer and such other interested parties as may be invited. The purpose of the preconstruction conference will be:

1. To review the initial progress schedule;
2. To establish a working understanding among the various parties associated or affected by the work;
3. To establish and review procedures for progress payment, notifications, approvals, submittals, etc.;
4. To establish normal working hours for the work;
5. To review safety standards and traffic control; and
6. To discuss such other related items as may be pertinent to the work.

The Contractor shall prepare and submit at the preconstruction conference the following:

1. A breakdown of all lump sum items;
2. A preliminary schedule of working drawing submittals; and
3. A list of material sources for approval if applicable.

Add the following new section:

1-08.0(2) Hours of Work
(December 8, 2014 APWA GSP)
Except in the case of emergency or unless otherwise approved by the Engineer, the normal working hours for the Contract shall be any consecutive 8-hour period
between 7:00 a.m. and 6:00 p.m. Monday through Friday, exclusive of a lunch break. If the Contractor desires different than the normal working hours stated above, the request must be submitted in writing prior to the preconstruction conference, subject to the provisions below. The working hours for the Contract shall be established at or prior to the preconstruction conference.

All working hours and days are also subject to local permit and ordinance conditions (such as noise ordinances).

If the Contractor wishes to deviate from the established working hours, the Contractor shall submit a written request to the Engineer for consideration. This request shall state what hours are being requested, and why. Requests shall be submitted for review no later than 1 prior to the day(s) the Contractor is requesting to change the hours.

If the Contracting Agency approves such a deviation, such approval may be subject to certain other conditions, which will be detailed in writing. For example:

1. On non-Federal aid projects, requiring the Contractor to reimburse the Contracting Agency for the costs in excess of straight-time costs for Contracting Agency representatives who worked during such times. (The Engineer may require designated representatives to be present during the work. Representatives who may be deemed necessary by the Engineer include, but are not limited to: survey crews; personnel from the Contracting Agency’s material testing lab; inspectors; and other Contracting Agency employees or third party consultants when, in the opinion of the Engineer, such work necessitates their presence.)
2. Considering the work performed on Saturdays, Sundays, and holidays as working days with regard to the contract time.
3. Considering multiple work shifts as multiple working days with respect to contract time even though the multiple shifts occur in a single 24-hour period.
4. If a 4-10 work schedule is requested and approved the non working day for the week will be charged as a working day.
5. If Davis Bacon wage rates apply to this Contract, all requirements must be met and recorded properly on certified payroll.

1-08.1 Subcontracting
(December 8, 2014 APWA GSP)
Revise the eighth paragraph to read:

On all projects funded with federal assistance the Contractor shall submit “Quarterly Report of Amounts Credited as DBE Participation” (form 422-102 EF) on a quarterly basis, in which DBE Work is accomplished, for every quarter in
which the Contract is active or upon completion of the project, as appropriate. The quarterly reports are due on the 20th of April, July, October, and January for the four respective quarters.

1-08.3(2)B  Type B Progress Schedule
(March 13, 2012 APWA GSP)
Revise the first paragraph to read:

The Contractor shall submit a preliminary Type B Progress Schedule at or prior to the preconstruction conference. The preliminary Type B Progress Schedule shall comply with all of these requirements and the requirements of Section 1-08.3(1), except that it may be limited to only those activities occurring within the first 60-working days of the project.

Revise the first sentence of the second paragraph to read:

The Contractor shall submit one copy in an electronic format of a Type B Progress Schedule depicting the entire project no later than 21-calendar days after the preconstruction conference.

1-08.4  Prosecution of Work
Delete this section in its entirety, and replace it with the following:

1-08.4 Notice to Proceed and Prosecution of Work
(June 27, 2011 APWA GSP)
Notice to Proceed will be given after the Contract has been executed and the contract bond and evidence of insurance have been approved and filed by the Contracting Agency. The Contractor shall not commence with the work until the Notice to Proceed has been given by the Engineer. The Contractor shall commence construction activities on the project site within ten days of the Notice to Proceed Date, unless otherwise approved in writing. The Contractor shall diligently pursue the work to the physical completion date within the time specified in the Contract. Voluntary shutdown or slowing of operations by the Contractor shall not relieve the Contractor of the responsibility to complete the work within the time(s) specified in the Contract.

When shown in the Plans, the first order of work shall be the installation of high visibility fencing to delineate all areas for protection or restoration, as described in the Contract. Installation of high visibility fencing adjacent to the roadway shall occur after the placement of all necessary signs and traffic control devices in accordance with 1-10.1(2). Upon construction of the fencing, the Contractor shall request the Engineer to inspect the fence. No other work shall be performed on the site until the Contracting Agency has accepted the installation of high visibility fencing, as described in the Contract.
Supplement this section with the following:

**Bidders are advised that work on this contract will not begin prior to June 15, 2015**

1-08.5 *Time for Completion*

(March 8, 2013  APWA GSP, Option A)

Revise the third and fourth paragraphs to read:

Contract time shall begin on the first working day following the Notice to Proceed Date.

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

Revise the sixth paragraph to read:

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

1. The physical work on the project must be complete; and
2. The Contractor must furnish all documentation required by the contract and required by law, to allow the Contracting Agency to process final acceptance of the contract. The following documents must be received by the Project Engineer prior to establishing a completion date:
   a. Certified Payrolls (per section 1-07.9(5))
b. Material Acceptance Certification Documents
c. Quarterly Reports of Amounts Credited as DBE Participation, as required by the Contract Provisions.
d. Final Contract Voucher Certification
e. Property owner releases per Section 1-07.24

(March 13, 1995 - WSDOT GSP)
Supplement this section with the following:

This project shall be physically completed within **40 working days**.

1-08.9 Liquidated Damages
(March 13, 2012 APWA GSP)
Revise the fourth paragraph to read:

When the Contract Work has progressed to Substantial Completion as defined in the Contract, the Engineer may determine that the work is Substantially Complete. The Engineer will notify the Contractor in writing of the Substantial Completion Date. For overruns in Contract time occurring after the date so established, the formula for liquidated damages shown above will not apply. For overruns in Contract time occurring after the Substantial Completion Date, liquidated damages shall be assessed on the basis of direct engineering and related costs assignable to the project until the actual Physical Completion Date of all the Contract Work. The Contractor shall complete the remaining Work as promptly as possible. Upon request by the Project Engineer, the Contractor shall furnish a written schedule for completing the physical Work on the Contract.

1-09 Measurement and Payment

1-09.2(1) General Requirements for Weighing Equipment
(December 8, 2014 APWA GSP, Option 2)
Revise item 4 of the fifth paragraph to read:

4. Test results and scale weight records for each day’s hauling operations are provided to the Engineer daily. Reporting shall utilize WSDOT form 422-027, Scaleman’s Daily Report, unless the printed ticket contains the same information that is on the Scaleman’s Daily Report Form. The scale operator must provide AM and/or PM tare weights for each truck on the printed ticket.

1-09.6 Force Account
(October 10, 2008 APWA GSP)
Supplement this section with the following:
The Contracting Agency has estimated and included in the Proposal, dollar amounts for all items to be paid per force account, only to provide a common proposal for Bidders. All such dollar amounts are to become a part of Contractor's total bid. However, the Contracting Agency does not warrant expressly or by implication, that the actual amount of work will correspond with those estimates. Payment will be made on the basis of the amount of work actually authorized by Engineer.

1-09.9 Payments
(March 13, 2012 APWA GSP)
Delete the first four paragraphs and replace them with the following:

The basis of payment will be the actual quantities of Work performed according to the Contract and as specified for payment.

The Contractor shall submit a breakdown of the cost of lump sum bid items at the Preconstruction Conference, to enable the Project Engineer to determine the Work performed on a monthly basis. A breakdown is not required for lump sum items that include a basis for incremental payments as part of the respective Specification. Absent a lump sum breakdown, the Project Engineer will make a determination based on information available. The Project Engineer's determination of the cost of work shall be final.

Progress payments for completed work and material on hand will be based upon progress estimates prepared by the Engineer. A progress estimate cutoff date will be established at the preconstruction conference.

The initial progress estimate will be made not later than 30 days after the Contractor commences the work, and successive progress estimates will be made every month thereafter until the Completion Date. Progress estimates made during progress of the work are tentative, and made only for the purpose of determining progress payments. The progress estimates are subject to change at any time prior to the calculation of the final payment.

The value of the progress estimate will be the sum of the following:

1. Unit Price Items in the Bid Form - the approximate quantity of acceptable units of work completed multiplied by the unit price.
2. Lump Sum Items in the Bid Form - based on the approved Contractor's lump sum breakdown for that item, or absent such a breakdown, based on the Engineer's determination.
3. Materials on Hand - 100 percent of invoiced cost of material delivered to Job site or other storage area approved by the Engineer.
4. Change Orders - entitlement for approved extra cost or completed extra work as determined by the Engineer.

Progress payments will be made in accordance with the progress estimate less:

1. Retainage per Section 1-09.9(1), on non FHWA-funded projects;
2. The amount of progress payments previously made; and
3. Funds withheld by the Contracting Agency for disbursement in accordance with the Contract Documents.

Progress payments for work performed shall not be evidence of acceptable performance or an admission by the Contracting Agency that any work has been satisfactorily completed. The determination of payments under the contract will be final in accordance with Section 1 05.1.

1-09.13(3)A Administration of Arbitration
(October 1, 2005  APWA GSP)
Revise the third paragraph to read:

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

1-10 Temporary Traffic Control

1-10.2 Traffic Control Management

1-10.2(1) General
(December 1, 2008  WSDOT GSP)
Section 1-10.2(1) is supplemented with the following:

Only training with WSDOT TCS card and WSDOT training curriculum is recognized in the State of Washington. The Traffic Control Supervisor shall be certified by one of the following:

The Northwest Laborers-Employers Training Trust
27055 Ohio Ave.
Kingston, WA 98346
(360) 297-3035
Development of Traffic Control Plans
Development of a Traffic Control Plan shall be the responsibility of the Contractor. Example Plans are included with these contract provisions for the Contractor’s use in developing this Plan. The Contractor shall submit his Traffic Control Plan for the Engineer’s review five working days prior to the Preconstruction Meeting. The Engineer will review the Plan and at the Preconstruction Meeting give written approval or discuss the revisions required. Subsequent reviews or revisions, if required, will be accomplished by the Engineer within 5 working days after submittal. No work shall be undertaken until the Contractor has written approval of the Traffic Control Plan.

1-10.4 Measurement

1-10.4(1) Lump Sum Bid for Project (No Unit Items)
(August 2, 2004 WSDOT GSP)
Supplement this section with the following:

The proposal contains the item "Project Temporary Traffic Control," lump sum. The provisions of Section 1-10.4(1) shall apply.

Division 2 Earthwork

2-01 Clearing, Grubbing, and Roadside Cleanup

2-01.2 Disposal of Usable Material and Debris
Revise the third paragraph to read as follows:

The Contractor shall use Disposal Method No. 2.
2-02.3 Construction Requirements

2-02.1 Description
Supplement this section with the following:

This work shall include removing a Drainage Structure consisting of approximately 25 linear feet Corrugated Metal Culvert Pipe 72 inch diameter cross culvert at Station 1+35.

2-02.3 Construction Requirements

2-02.3(2) Removal of Bridges, Box Culverts, and other Drainage Structures
Supplement this section with the following:

Use of Explosives
(June 26, 2000 WSDOT GSP)
Explosives shall not be used in the demolition.

2-02.4 Measurement
Supplement this section with the following:

Removing Drainage Structure will be measured by each structure removed.

2-02.5 Payment
Supplement this section with the following:

“Removing Drainage Structure”, each.

2-03 Roadway Excavation and Embankment

2-03.2 Vacant
Revise this section including the title to read as follows:

2-03.2 Materials
Special Borrow shall meet the requirements of Section 9-03.14(5) of these Special Provisions.

2-03.3(7) Disposal of Surplus Material
Delete this section and replace it with the following:

A waste site has not been provided by the Contracting Agency for the disposal of excess materials and construction debris. The Contractor shall be solely responsible for loading, hauling and the disposal of all surplus material and
construction debris in a manner complying with all local, state and federal statutes and regulations.

2-03.3(13) Borrow
Supplement this section with the following:

The Contractor must provide the Engineer with written notice at least 24 hours before hauling and placing backfill materials from off-site locations. This notice is essential in scheduling inspection personnel and item quantity ticket takers. Failure by the Contractor to begin hauling and placing materials at the agreed time may result in a penalty equal to the standby cost incurred by the County. The penalty will be calculated and deducted from the item being hauled.

Supplement this section with the following new section:

2-03.3(14)N Special Borrow including Haul
Where shown in the Plans or as directed by the Engineer, the Contractor shall use Special Borrow including Haul meeting the requirements of Section 9-03.14(5) of these provisions to:

1. Build embankments.
2. Backfill excavation of unsuitable foundation materials.
3. Backfill trenches when select backfill material is required in accordance with Section 2-09 or Section 7-08.

Special Borrow shall be compacted according to Section 2-03.3(14)C, Method B, and 2-03.3(14)D.

2-03.4 Measurement
Supplement this section with the following:

Special Borrow including Haul will be measured by the ton. Measurement when used to build embankments and to backfill for unsuitable foundation materials will be to the actual limits ordered by the Engineer. When used in backfill of sewer trenches, measurement will be for material placed inside the limits defined in Section 2-09.4.

Computations of Excavation and Embankment Quantities
Only one determination of the original ground elevation will be made on this project. Measurement for Roadway Excavation including Haul and Embankment Compaction will be based on the original ground elevation recorded previous to the award of this contract minus a factor to account for the removal of organic material during clearing and grubbing. It is anticipated that depth of removal of organic material during clearing and grubbing for this project will vary and a factor of minus 4 inches will be used to determine ground elevation after clearing.
and grubbing. Control stakes will be set during construction to provide the Contractor with all essential information for the construction of excavation and embankments.

If discrepancies are discovered in the ground elevations which will materially affect the quantities of earthwork, the original computations of earthwork quantities will be adjusted accordingly.

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

2-03.5 Payment
Supplement this section with the following:

“Special Borrow including Haul”, per ton.
The unit contract price per ton for Special Borrow including Haul shall be full compensation for all costs incurred for excavating, loading, hauling and placing the material.

All costs involved in the loading, hauling and the disposal of all surplus material and construction debris shall be included in the bid prices of the items shown on the proposal and no further payment will be made.

2-07 Watering

2-07.4 Measurement
Supplement this section with the following:
The unit of measure M Gallon shown in the proposal for water indicates 1,000 gallons. The unit bid price entered in the Proposal by the bidder shall be for each 1,000 gallons.

2-09 Structure Excavation

2-09.1 Description
Supplement this section with the following:

This work shall include a temporary diversion of all stream flow around the work site by constructing Temporary Stream Flow Bypass System.

2-09.3 Construction Requirements
Supplement this section with the following:
Bidders are advised that they should be thoroughly familiar with the requirements of Section 2-09, Structure Excavation, of the WSDOT/APWA Standard Specifications, any amendment thereto, the attached WDFW Hydraulic Permit, the attached Corps of Engineers Nationwide Permit and the requirements of these special provisions and base their bid accordingly.

2-09.3(1)C  Removal of Unstable Base Material
Revise this section to read:

When the material at the bottom of an excavation is not stable enough to support the Structure, the Contractor shall excavate below grade and replace the unstable material with special borrow.

Special borrow shall meet the requirements of Section 9-03.14(5) of these Special Provisions. It shall be placed in layers not more than 6 inches thick with each layer compacted to 95 percent of the maximum density determined by the Compaction Control Test, Section 2-03.3(14)D.

2-09.3(3)A Preservation of Channel
Supplement this section with the following:

A Temporary Stream Flow Bypass System Plan shall be prepared by the Contractor and submitted to the Engineer at least 5 working days prior to the Preconstruction meeting for review and approval. The Engineer shall have 5 working days from receipt to review the plan. If revisions are required, the Engineer shall have another 5 working days for review. No work on the Temporary Stream Flow Bypass System shall be undertaken until the Contractor has written approval of the plan from the Engineer.

The Contractor’s Temporary Stream Flow Bypass System Plan shall include provisions for operating the systems 24 hours a day during the period of excavation for which these operations are needed. The Contractor shall be available to address any system failures within two hours of notification by the Engineer.

Upon completion of the work requiring the Temporary Stream Flow Bypass System, the Contractor shall promptly remove all materials, equipment and debris associated with the Temporary Stream Flow Bypass System. Removal and disposal of surplus material and debris remaining from the Temporary Stream Flow Bypass System shall be considered included.

2-09.3(3)B  Excavation Using Open Pits – Extra Excavation
Supplement this section with the following:
Extra excavation and open pit excavation, as defined in this section, will not be allowed at the following location(s):

Pier 1 and 2 Pile Caps

The Contractor shall shore excavations at the locations specified above in accordance with Section 2-09.3(3)D. The Contractor shall submit shoring plans to the Engineer for approval in accordance with Section 2-09.3(3)D.

2-09.5 Payment
Supplement this section with the following:

The lump sum contract price for “Temporary Stream Flow Bypass System” shall be full pay for all labor, materials, tools and equipment necessary to prepare the stream flow bypass plan, install, operate and maintain the systems for the duration of the work, and the removal and disposal of the systems when construction activities are complete.

Division 4  Bases

4-04  Ballast and Crushed Surfacing

4-04.3  Construction Requirements

4-04.3(7)  Miscellaneous Requirements
Supplement this section with the following:

The Contractor shall provide the Engineer with written notice at least 24 hours before hauling and placing surfacing materials from off-site locations. This notice is essential in scheduling inspection personnel and item quantity ticket takers. Failure by the Contractor to begin hauling and placing materials at the agreed time may result in a penalty equal to the standby cost incurred by the County. The penalty will be calculated and deducted from the item being hauled.
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KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS
COUNTY ROAD PROJECT NO.1585

NE ORSETH ROAD
CULVERT REPLACEMENT

The Professional Engineer's seal and signature affixed hereon indicates this Engineer's review and participation in the preparation of Divisions 5 and 6 of these Special Provisions.

Erik C. Martin, PE, SE

Name: SARGENT
Firm

Engineer's Seal
02/05/15
Division 5  Surface Treatments and Pavements

5-04  Hot Mix Asphalt

5-04.1  Description
Supplement this section with the following:

(August 1, 2011   WSDOT GSP)
This Work consists of constructing bridge transverse joint seals in accordance with these Special Provisions and the Plans.

5-04.2  Materials
Supplement this section with the following:

(August 1, 2011   WSDOT GSP)
Bridge transverse joint seals shall be filled with hot poured joint sealant meeting the requirements of Standard Specifications Section 9-04.2(1).

5-04.3  Construction Requirements
Supplement this section with the following:

(August 1, 2011   WSDOT GSP)
Bridge transverse joint seals shall be constructed at the locations specified in the Plans and in accordance with the Standard Plans.

Hot poured joint sealant shall be installed in accordance with the manufacturer's written recommendations. The Contractor shall submit the manufacturer's written installation procedure to the Engineer prior to installation.

5-04.3(3)A Material Transfer Device / Vehicle
(January 16, 2014 APWA GSP)
The first paragraph of this section is revised to read:

Additionally, a material transfer device or vehicle (MTD/V) is not required.

5-04.3(7)A2 Statistical or Nonstatistical Evaluation
(January 16, 2014 APWA GSP)
Delete this section and replace it with the following;

5-04.3(7)A2 Nonstatistical and Commercial Evaluation
Mix designs for HMA accepted by Nonstatistical or Commercial evaluation shall;
•  Be submitted to the Project Engineer on WSDOT Form 350-042
• Have the aggregate structure and asphalt binder content determined in accordance with WSDOT Standard Operating Procedure 732 and meet the requirements of Sections 9-03.8(2) and 9-03.8(6).
• Have anti-strip requirements, if any, for the proposed mix design determined in accordance with WSDOT Test Method T 718 or based on historic anti-strip and aggregate source compatibility from WSDOT lab testing. Anti-strip evaluation of HMA mix designs utilized that include RAP will be completed without the inclusion of the RAP.

At or prior to the preconstruction meeting, the contractor shall provide one of the following mix design verification certifications for Contracting Agency review:

• The proposed mix design indicated on a WSDOT mix design/anti-strip report that is within one year of the approval date.
• The proposed HMA mix design submittal (Form 350-042) with the seal and certification (stamp & signature) of a valid licensed Washington State Professional Engineer.
• The proposed mix design by a qualified City or County laboratory mix design report that is within one year of the approval date.

The mix design will be performed by a lab accredited by a national authority such as Laboratory Accreditation Bureau, L-A-B for Construction Materials Testing, The Construction Materials Engineering Council (CMEC’s) ISO 17025 or AASHTO Accreditation Program (AAP) and shall supply evidence of participation in the AASHTO Material Reference Laboratory (AMRL) program.

At the discretion of the Engineer, agencies may accept mix designs verified beyond the one year verification period with a certification from the Contractor that the materials and sources are the same as those shown on the original mix design.

Evaluation of anti-strip additives are to be provided as part of the mix design acceptance criteria. Acceptable anti-strip evaluations include:

1) A WSDOT validated mix design showing the validated anti-strip additive and dosage;
2) An historic anti-strip determination from WSDOT not greater than two (2) calendar years old or;
3) A passing TSR test at the anti-strip dosage proposed by the Contractor.

No paving shall begin prior to Contracting Agency approval of the Contractor provided mix design.
5-04.3(8)A1 General
(January 16, 2014 APWA GSP)
Delete this section and replace it with the following:

5-04.3(8)A1 General
Acceptance of HMA shall be as defined under nonstatistical or commercial evaluation.

Nonstatistical evaluation will be used for all HMA not designated as Commercial HMA in the contract documents.

The mix design will be the initial JMF for the class of HMA. The Contractor may request a change in the JMF. Any adjustments to the JMF will require the approval of the Project Engineer and must be made in accordance with Section 9-03.8(7).

Commercial evaluation may be used for Commercial HMA and for other classes of HMA in the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores, prelevel, and pavement repair. Other nonstructural applications of HMA accepted by commercial evaluation shall be as approved by the Project Engineer. Sampling and testing of HMA accepted by commercial evaluation will be at the option of the Project Engineer. Commercial HMA can be accepted by a contractor certificate of compliance letter stating the material meets the HMA requirements defined in the contract.

5-04.3(8)A4 Definition of Sampling Lot and Sublot
(January 16, 2014 APWA GSP)
Supplement this section with the following:

For HMA in a structural application, sampling and testing for total project quantities less than 400 tons is at the discretion of the engineer. For HMA used in a structural application and with a total project quantity less than 800 tons but more than 400 tons, a minimum of one acceptance test shall be performed:

i. If test results are found to be within specification requirements, additional testing will be at the engineers discretion.

ii. If test results are found not to be within specification requirements, additional testing as needed to determine a CPF shall be performed.

5-04.3(8)A5 Test Results
(January 16, 2014 APWA GSP)
The first paragraph of this section is deleted.
5-04.3(8)A6 Test Methods
(January 16, 2014 APWA GSP)
Delete this section and replace it with the following;

5-04.3(8)A6 Test Methods
Testing of HMA for compliance of Va will be at the option of the Contracting Agency. If tested, compliance of 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.

5-04.3(17) Paving Under Traffic
The last paragraph of this section is revised to read as follows:

All costs in connection with performing the work in accordance with these requirements, including the installation and removal of temporary pavement markings, shall be included in the unit contract prices for the various bid items involved in the contract and no further payment will be made.

Supplement this section with the following:

5-04.4 Measurement
Delete the 11th and 12th paragraphs and replace them with the following:

Temporary pavement marking will not be measured. All costs for providing temporary pavement marking shall be included the unit contract price per ton for HMA Class ½ Inch PG 64-22 shown in the proposal.

Supplement this section with the following:

(August 1, 2011 WSDOT GSP)
Bridge transverse joint seal will be measured by the linear foot along its completed line and slope.

5-04.5 Payment
Supplement this section with the following:

(August 1, 2011 WSDOT GSP)
“Bridge Transverse Joint Seal”, per linear foot, shall be full payment for all costs to perform the Work including saw cutting, cleaning the saw cut joint, and furnishing and installing joint sealant.
5-04.5(1)B Price Adjustments for Quality of HMA Compaction
(January 16, 2014 APWA GSP)
Delete this section and replace it with the following:

The maximum CPF of a compaction lot is 1.00

For each compaction lot of HMA when the CPF is less than 1.00, a Nonconforming Compaction Factor (NCCF) will be determined. THE NCCF equals the algebraic difference of CPF minus 1.00 multiplied by 40 percent. The Compaction Price Adjustment will be calculated as the product of the NCCF, the quantity of HMA in the lot in tons and the unit contract price per ton of the mix. Testing of HMA for compliance of Va will be at the option of the Contracting Agency. If tested, compliance of Va will be use 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.

Division 6 Structures

6-02 Concrete Structures

6-02.2 Materials
Supplement this section with the following:

(December 2, 2002 WSDOT GSP)
Epoxy Bonding Agent For Surfaces And For Steel Reinforcing Bar Dowels
Epoxy bonding agent for surfaces shall be Type II, as specified in Section 9-26.1. Epoxy bonding agent for steel reinforcing bar dowels shall be either Type I or Type IV, as specified in Section 9-26.1. The grade and class of epoxy bonding agent shall be as recommended by the resin manufacturer and approved by the Engineer.

(December 2, 2002 WSDOT GSP)
Epoxy Mortar
Epoxy mortar shall be composed of one part of epoxy bonding agent, Type III, as specified in Section 9-26.1, and two parts of clean, fine grained sand, by volume. The grade and class of epoxy bonding agent shall be as recommended by the resin manufacturer and approved by the Engineer.

Bridge Supported Utilities
(June 26, 2000 WSDOT GSP)
Inserts shall be of the type and model specified in the Plans. Inserts shall be galvanized in accordance with AASHTO M 111.
6-02.3. Construction Requirements

6-02.3(20) Grout for Anchor Bolts and Bridge Bearings
Supplement this section with the following:

(June 26, 2000 WSDOT GSP)
Grout placed at the following locations shall conform to the requirements of this section.

Bridge bearing grout pads and precast pile cap to pile closure pours.

6-02.3(24) Reinforcement

6-02.3(24)C Placing and Fastening
Supplement this section with the following:

Holes for, and Setting, Steel Bar Dowels
Where called for in the Plans, blockouts shall be provided for the dowel bars connecting the precast slabs to the precast pile caps to the size and dimension shown in the Plans.

Steel bars shall be set into the holes noted in the Plans with epoxy resin. The holes shall be brushed with a wire brush and blown clean with dry compressed air before placing the resin.

The Contractor shall demonstrate, to the satisfaction of the Engineer, that the method used for setting the steel bars completely fills the void between the steel bar and the concrete with epoxy resin.

6-02.3(28) Precast Concrete Panels
Supplement this section with the following:

Precast Reinforced Concrete Structural Members
Precast reinforced concrete structural members shown in the contract documents, including precast pile caps, bridge girder slabs (including integral concrete bridge barrier), and moment slab barrier terminals shall conform to Section 6-02.3(28) of the Standard Specifications.

The first paragraph of Section 6-02.3(28) is supplemented with the following:

Precast reinforced concrete structural members shown in the contract documents shall also conform to this requirement.
Section 6-02.3(28)B Casting
Replace the third paragraph with the following:

The Contractor may strip forms from precast reinforced structural members after the concrete reaches a minimum compressive strength of 3,000 psi, provided the precast reinforced concrete structural member remains in the casting bed in accordance with Section 6-02.3(28)G as supplemented in these Special Provisions. All damage from stripping is the Contractor’s responsibility.

6-02.3(28)E Finishing
Supplement this section with the following:

The Contractor shall finish all exposed surfaces of the structure with a Class 2 finish.

6-02.3(28)G Handling and Storage
Supplement this section with the following:

The Contractor shall not move precast structural sections from the casting bed into storage until the concrete reaches a minimum compressive strength of 70 percent of the final design strength specified in the contract documents.

The Contractor shall pick, move, and store the precast structural sections in the cast position until the concrete reaches a minimum compressive strength equal to the final design strength specified in the contract documents.

6-02.3(28)H Shipping
Supplement this section with the following:

Prior to shipping, the precast reinforced concrete structure fabricator shall furnish the Inspector a complete documentation package for each structure.

The documentation package shall include the following information for each structure:

1. Concrete batch tickets.
2. Concrete cylinder break results.
3. Material certifications.
4. Copies of all changes from the Plans and Specifications.

6-02.3(28)I Erection
Supplement this section with the following:
The Contractor shall erect precast reinforced concrete in accordance with the erection sequence specified in the shop drawings approved by the Engineer, and the construction equipment restrictions specified in Section 6-02.3(25)O.

Adjacent precast units shall be connected by welding the weld-tie anchors in accordance with Section 6-02.3(25)O. The weld-tie anchor spacing shall not exceed 6'-0". After connecting the weld-tie anchors, the Contractor shall paint the exposed metal surfaces with one coat of field primer conforming to Section 9-08.1(2)F. Keyways shall be filled with grout conforming to Section 6-02.3(25)O.

6-02.4 Measurement
Supplement this section with the following:

(August 2, 2010  WSDOT GSP)
Superstructure - Grovers Creek Bridge contains the following approximate quantities of materials and work:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bearings</td>
<td>24 EA</td>
</tr>
<tr>
<td>Precast Concrete Slab Girders</td>
<td>138 LF</td>
</tr>
<tr>
<td>Concrete Class 4000</td>
<td>24 CY</td>
</tr>
<tr>
<td>Epoxy Coated Reinf. Steel</td>
<td>2300 LBS</td>
</tr>
<tr>
<td>Reinforcing Steel</td>
<td>5600 LBS</td>
</tr>
<tr>
<td>Traffic Barrier – Superstructure</td>
<td>46 LF</td>
</tr>
<tr>
<td>Minor Items</td>
<td></td>
</tr>
</tbody>
</table>

Precast Pile Caps contains the following approximate quantities of materials and work:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete Class 4000</td>
<td>6 CY</td>
</tr>
<tr>
<td>Steel Reinforcing Bar for Bridge</td>
<td>1000 LBS</td>
</tr>
<tr>
<td>Pipe Sleeve and Grout</td>
<td>14 EA</td>
</tr>
<tr>
<td>Minor Items</td>
<td></td>
</tr>
</tbody>
</table>

These quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for approved changes will be made in the lump sum contract price for Superstructure - Grovers Creek Bridge or Precast Pile Caps even though the actual quantities required may deviate from those listed.

Moment Slab Barrier Terminal shall be measured per linear foot.

6-02.5 Payment
Supplement this section with the following:
“Precast Pile Caps”, lump sum.
The lump sum contract price for “Precast Pile Caps” shall be full pay for all costs in connection with furnishing all materials, labor, tools, and equipment necessary for the manufacturer, fabrications, transportation, and erection of the precast pile caps as shown in the Plans and as outlined in these specifications and in the Standard Specifications.

“Moment Slab Barrier Terminal”, per linear foot.
The unit contract price per linear foot for “Moment Slab Barrier Terminal” shall be full pay for all costs in connection with furnishing all materials, labor, tools, and equipment necessary for the manufacturer, fabrications, transportation, and erection of the precast Moment Slab Barrier Terminals as shown in the Plans and as outlined in these specifications and in the Standard Specifications.

The third bid item under Section 6-02.5 is supplemented with the following:

(June 26, 2000 WSDOT GSP)
All costs in connection with grouting girder keyways and installing weld ties shall be included in the lump sum contract price for “Superstructure Grovers Creek Bridge”.

(June 26, 2000 WSDOT GSP)
**Bridge and Structures Minor Items**
For the purpose of payment, such bridge and structures items as grout pads, bearing pads, girder to cap dowels, etc., for which there is no pay item included in the proposal, are considered as bridge and structures minor items. All costs in connection with furnishing and installing these bridge and structures minor items as shown and noted in the Plans and as outlined in these specifications and in the Standard Specifications shall be included in the applicable adjacent item of work.

(June 26, 2000 WSDOT GSP)
No additional compensation will be made by reason of any delay or other expense to the Contractor caused by coordination with the utility company or by installing utility company furnished items. However, any unavoidable delays to the Contractor caused by coordination with the utility company or resulting from installing utility company furnished items will be adjusted in accordance with Section 1-08.8.

6-05 Piling

6-05.1 Description
Supplement this section with the following:
This work shall include the installation of sheet pile wall, the installation of Steel Pile (helical pile), and performing Steel Pile Load Test (Helical Pile).

6-05.2 Materials
Supplement this section with the following:

**Steel Sheet Piling**
Sheet piling shall be manufactured of ASTM A572 Grade 50 steel. The sheet pile shall have the structural properties of a PZ22 section, or equivalent. The sheet piles shall be uncoated. The Contractor shall submit for approval their proposed sheet piling, including material certifications, as required in the Standard Specifications.

**Helical Piles**
Pipe for helical piles shall conform to API Specifications 5CT, Grade L-80 to P-110 pipe with a minimum outside diameter of 5.5-inches and a minimum wall thickness of 0.415-inches weighing 23 pounds per linear foot of pipe. The helical piles shall be provided with a single 16-inch helix using 1-1/4-inch minimum ASTM A1011 structural grade steel plate with minimum yield strength of 50,000 psi. The midpoint of the helix shall be considered the tip of the pile when determining tip elevation. The helical piles shall be provided with a digging tip as necessary to assist in the installation of the piling. Threaded couplers may be used to splice the piles provided the Contractor submits verification that the coupler does not decrease the compression, tension, or bending capacity of the piling. Welded splices meeting the requirements of Section 6-05.3(6) will be permitted. The Contractor shall submit for approval their proposed helical piles, including material certifications, as required in the Standard Specifications.

6-05.3 Construction Requirements
Supplement this section with the following:

**Steel Sheet Piling**
Sheet Piling shall be driven with a vibratory hammer or hydraulic press large enough to achieve the penetration shown on the Plans. Impact hammers will not be allowed to be used for driving the sheet piling. The Contractor shall submit for approval their proposed hammer and/or press as required in the Standard Specifications. The Contractor shall remove and replace any sections damaged during handing and installation at no cost to the Owner.

Sheet piles shall be furnished as one piece, with no welding allowed in the field.

**Steel Pile Load Test (Helical Pile)**
Contractor shall perform a static steel pile load test on each helical test pile designated in the Plans or these Specifications. The helical test pile shall be driven (installed) per the requirements of Section 6-05.3(10). The contractor shall
provide all labor, materials, and equipment as necessary to complete a helical pile load test following the "Quick Load Test Method" of ASTM D1143 – *Standard Load Test for Piles Under Static Axial Compressive Load*. The maximum loading increment shall be equal to the nominal (ultimate) bearing capacity listed on the Project Plans. A helical pile load test shall be deemed successful if the helical pile exhibits at least 80 percent of the theoretical elastic compression of the helical pile, supports each loading increment for the specified hold time, and does not exceed standard creep criteria during the final load increment. At the Contractor’s option, production helical piles may be used as part of the anchored reaction frame for the helical pile load test. However, any production helical piles damaged in performing the helical pile load test will be removed and replaced at the Contractor’s expense.

6-05.3(10) Test Piles
Supplement this section with the following:

(March 6, 2000   WSDOT GSP)
The Contractor shall furnish and drive steel test pile (helical pile) at the following locations or at locations designated by the Engineer:

Either Pier 1 or Pier 2

The steel test pile (helical pile) shall be driven in the location of permanent piles and the number of permanent steel helical piles required for this project has been reduced by the appropriate number.

6-05.3(11) Driving Piles

6-05.3(11)D Achieving Minimum Tip Elevation and Bearing
Supplement this section with the following:

(March 6, 2000   WSDOT GSP)
The steel piling (helical pile) shall be driven to at least the following tip elevation:

Tip elevation as indicated in the plans.

6-05.4 Measurement
Supplement this section with the following:

Sheet Pile Wall will be measured by the horizontal linear foot along the center line of the wall

Steel Pile Load Test (Helical Pile) will be measured by each test successfully completed.
6-05.5 Payment
Supplement this section with the following:

“Sheet Pile Wall”, per linear foot.
The unit contract price per foot for “Sheet Pile Wall” shall be full pay for furnishing all labor, tools, materials and equipment required to furnish and install the sheet piling in accordance with the Plans, the Standard Specification and these Contract Provisions.

“Steel Pile Load Test (Helical Pile)”, each.
The unit contract price per each for “Steel Pile Load Test (Helical Pile)” shall be full pay for furnishing all labor, tools, materials and equipment required to load test the pile in accordance with the Plans, the Standard Specification and these Contract Provisions.

6-08 Waterproofing
6-08.1 Description
Supplement this section with the following:

(January 3, 2011 WSDOT GSP)
This work consists of furnishing and placing an approved waterproofing membrane system over a properly prepared concrete bridge deck prior to placing the HMA overlay.

The waterproofing membrane system shall consist of an impermeable sheet membrane that prevents passage of water from the overlay surfacing to the bridge deck substrate. The system shall also include a primer to bond the membrane to the bridge deck substrate, regardless of bridge deck temperature, except for circumstances when the waterproofing membrane system manufacturer specifically prohibits the use of a primer.

6-08.2 Materials
Supplement this section with the following:

(January 3, 2011 WSDOT GSP)
**Primer for Membrane Waterproofing (Deck Seal)**
The membrane waterproofing (deck seal) primer shall be compatible for use with the membrane manufacturer’s sheet membrane, and shall be appropriate for bonding the sheet membrane to the bridge deck surface.

**Waterproofing Fabric**
Section 9-11.2 is supplemented with the following:
Membrane waterproofing (deck seal) sheet membrane shall conform to ASTM D 6153 Type III, and the following additional material properties:

<table>
<thead>
<tr>
<th>Property</th>
<th>Specification</th>
<th>Minimum Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Tensile Stress (At tear or breaking load for Thin Polymer Sheets)</td>
<td>ASTM D 882</td>
<td>50 pounds per inch</td>
</tr>
<tr>
<td>Minimum Grab Tensile Strength (At breaking load for Geotextiles and Fabric)</td>
<td>ASTM D 4632</td>
<td>50 pounds</td>
</tr>
<tr>
<td>Minimum Puncture Capacity (For Thin Polymer Sheets, Geotextiles and Fabric)</td>
<td>ASTM E 154</td>
<td>200 pounds</td>
</tr>
</tbody>
</table>

Membrane waterproofing (deck seal) sheet membrane will be accepted based on manufacturers certificate of compliance that the material furnished conforms to these specifications. The Contractor shall submit the manufacturer’s certificate of compliance to the Engineer in accordance with Section 1-06.3.

6-08.3 Construction Requirements

6-08.3(2) Preparation of Surfaces
Supplement this section with the following:

(December 3, 2011 WSDOT GSP)

Preparation of Bridge Deck
The entire bridge deck and the sides of the curb and expansion joint headers to the height of the HMA overlay shall be essentially free of all foreign material such as dirt, grease, etc. Prior to applying the primer or sheet membrane, all dust and loose material shall be removed from the bridge deck with compressed air. All surface defects such as spalled areas, cracks, protrusions, holes, sharp edges, ridges, etc., and other imperfections greater than 3/8 inch that will decrease the effectiveness of the membrane by puncturing, stretching, etc., shall be corrected prior to application of the membrane.

Weather and Moisture Limitations
Work shall not be done during wet weather conditions, or when the bridge deck and ambient air temperatures are below 50F. The bridge deck shall be surface-dry at the time of the application of the primer or sheet membrane.
The Engineer may order work to be suspended in accordance with Section 1-08.6 because of the above weather and moisture limitations.

**New Concrete Areas**
All areas of the bridge deck that have less than 28 day old concrete shall be allowed to cure for a period of time recommended by the membrane manufacturer or as specified by the Engineer before application of the membrane.

**Concrete Protection**
The Contractor shall use care to protect all concrete surfaces from damage. Any damage to exposed surfaces shall be repaired in accordance with Section 1-07.13.

**6-08.3(3) Application of Waterproofing**
Supplement this section with the following:

(January 3, 2011  WSDOT GSP)

**Membrane Waterproofing (Deck Seal)**
The primer and membrane waterproofing shall extend from the bridge deck up onto the curb face and expansion joint header face the thickness of the HMA overlay. Special care shall be used at the curb face and expansion joint header face to see that the membrane adheres to the vertical surface.

The Contractor shall not begin application of membrane waterproofing deck seal to the bridge deck until demonstrating, to the satisfaction of the Engineer, that all labor, equipment, and materials necessary to apply the membrane and HMA overlay are either on hand or readily available to complete the work in a timely manner.

The primer shall be applied to the cleaned concrete surfaces at the rate and according to the procedure recommended by the membrane manufacturer. All surfaces to be covered by the membrane shall be thoroughly and uniformly coated with primer. Precautionary measures shall be taken to ensure that pools and thick layers of primer are not left on the deck surface to scum over. Drying time prior to applying the membrane shall normally be as recommended by the manufacturer, however, the membrane shall not be applied until substantially all volatile material has dissipated from the primer.

The prefabricated membrane shall be applied to the primed curb and bridge deck surfaces by either hand methods or mechanical applicators. Membrane application shall begin at the bridge deck low point and continue in a shingled pattern so that any water which accumulates will drain toward the curb and the bridge deck drains (if present) without accumulation against the membrane.
seams. Each strip shall be overlapped a minimum of six inches or as recommended by the manufacturer. An adhesive or a wide tipped torch to cause tackiness shall be used, if necessary, to assure a good seal of the joints. Hand rollers or other satisfactory pressure apparatus shall be used on the applied membrane to assure firm and uniform contact with the primed concrete surfaces.

Any torn or cut areas, or narrow overlaps, shall be patched using a satisfactory adhesive and by placing sections of the membrane over the defective area in such a manner that the patch extends at least six inches beyond the defect. The patch shall be rolled or firmly pressed onto the surface.

The fabric shall be neatly cut and contoured at all joints as specified by the Engineer.

After the membrane waterproofing application has been completed, the membrane shall be cut with two right angle cuts at all bridge deck drains (if present). The cuts shall be made to the inside diameter of the bridge deck drain outlet, after which the corners of the membrane waterproofing shall be turned down into the drains and laid in a coating of asphalt binder.

The waterproofing membrane will be visually inspected by the Engineer for uniformity of application, tears, punctures, bonding, bubbles, wrinkles and other effects as described in the membrane manufacturer’s literature. All such deficiencies shall be repaired as recommended by the membrane manufacturer and approved by the Engineer prior to placement of the HMA overlay.

6-08.3(4) Protection Course
Supplement this section with the following

(January 3, 2011 WSDOT GSP)
General Membrane Protection
The membrane material shall be protected from damage due to the paving operations. The method of membrane protection shall be as recommended by the manufacturer of the membrane system and approved by the Engineer.

No traffic or equipment except that required for the actual waterproofing and paving operations will be permitted to travel or rest on the membrane waterproofing until it is covered by the HMA overlay.

HMA Overlay
The membrane manufacturer's recommendations shall be thoroughly considered in the application of the HMA overlay particularly as to the type of paving machine, laydown temperature of the HMA, protection of membrane while paving, rolling temperature and technique, and other items unique to each
membrane. Differences in application procedure shall be resolved by the Engineer and the Engineer’s decision shall be final. Vibratory rollers shall not be used on bridge decks.

6-08.4 Measurement
Supplement this section with the following

(March 6, 2000 WSDOT GSP)
Membrane waterproofing will be measured by the square yard of the bridge deck and curb which is satisfactorily sealed and accepted

6-08.5 Payment
Supplement this section with the following

(August 2, 2004 WSDOT GSP)
"Membrane Waterproofing (Deck Seal)", per square yard. The unit contract price per square yard for "Membrane Waterproofing (Deck Seal)" shall be full pay for performing the work as specified, including repairing any damaged or defective waterproofing membrane and damaged HMA overlay

Division 8 Miscellaneous Construction

8-01 Erosion Control and Water Pollution Control

8-01.1 Description
Supplement this section with the following:

This work shall include the preparation and implementation of a Temporary Erosion and Sedimentation Control (TESC) Plan by the Contractor for this contract.

8-01.3 Construction Requirements

8-01.3(1)A Submittals
Delete the first sentence and replace it with the following:

The Contractor shall be responsible for the preparation of a temporary erosion and sedimentation control (TESC) Plan for the contract and shall submit this TESC Plan to the Engineer 5 days prior to the preconstruction conference.

8-01.3(2) Seeding, Fertilizing and Mulching

8-01.3(2)B Seeding and Fertilizing
Supplement this section with the following:
Seed: Grass seed, of the following composition, proportion, and quality shall be applied at the rate of 80 pounds per acre on all areas requiring roadside seeding within the project:

<table>
<thead>
<tr>
<th>Kind and Variety of Seed in Mixture</th>
<th>% By Weight</th>
<th>Minimum % Pure Seed</th>
<th>Minimum % Germination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chewing Fescue</td>
<td>40</td>
<td>39.2</td>
<td>90</td>
</tr>
<tr>
<td>Colonial Bentgrass (Var.Astoria)</td>
<td>10</td>
<td>9.8</td>
<td>85</td>
</tr>
<tr>
<td>Perennial Rye</td>
<td>40</td>
<td>39.2</td>
<td>90</td>
</tr>
<tr>
<td>White Dutch Clover</td>
<td>10</td>
<td>9.8</td>
<td>90</td>
</tr>
<tr>
<td>Weed Seed</td>
<td>0.5 % maximum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inert and Other Crop</td>
<td></td>
<td></td>
<td>1.5 % maximum</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100.00 %</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8-01.3(2)D Mulch
Supplement this section with the following:

Mulch for Erosion Control Seeding:

Mulch shall be Short Term Mulch applied at a rate of 2500 pounds per acre.

8-01.5 Payment
Supplement this section with the following:

"Erosion / Water Pollution Control", lump sum.

8-15 Riprap

8-15.1 Description
Supplement this section with the following:

This work shall include the provision, mixing and placing of Streambed Sediment and Streambed Cobbles.

Revise the second sentence to read as follows:

Riprap will be classified as heavy loose riprap, light loose riprap, hand placed riprap, sack riprap and streambed aggregate.

8-15.2 Materials
Supplement this section with the following:
Streambed Sediment 9-03.11(1)
Streambed Cobbles 9-03.11(2)

8-15.4 Measurement
Supplement this section with the following:
Streambed Sediment and Streambed Cobbles will be measured by the ton.

(February 5, 2001 WSDOT GSP)
The last paragraph in Section 8-15.4 is deleted.

8-15-5 Payment
The first sentence of the second paragraph of Section 8-15.5 is revised to read:
The unit contract price per ton for the class or kind of riprap specified shall be full pay for furnishing all labor, tools, equipment, and materials required to construct the riprap, including excavation, backfill and channel grading.
Supplement the first paragraph of this section with the following:
“Streambed Sediment”, per ton.
The unit contract price for ‘Streambed Sediment’ shall be full compensation for all labor, material, tools, and equipment, necessary to furnish and place the material.

“Streambed Cobbles 4 Inch Distribution”, per ton.
The unit contract price for ‘Streambed Cobbles 4 Inch Distribution’ shall be full compensation for all labor, material, tools, and equipment, necessary to furnish and place the material.

Division 9 Materials

9-03 Aggregates

9-03.8(2) HMA Test Requirements
Supplement this section with the following:

ESAL's
The number of ESAL's for the design and acceptance of the HMA shall be in the range of more than 300,000 to less than 3 million.

9-03.14 Borrow
Supplement this section with the following new section:
9-03.14(5) Special Borrow
Material for special borrow shall consist of granular material, either naturally occurring or processed, and shall meet the following requirements for grading and quality:

<table>
<thead>
<tr>
<th>Screen Size</th>
<th>Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>3&quot;</td>
<td>100</td>
</tr>
<tr>
<td>1.5&quot;</td>
<td>70 - 100</td>
</tr>
<tr>
<td>3/4&quot;</td>
<td>50 - 85</td>
</tr>
<tr>
<td>#4</td>
<td>30 - 60</td>
</tr>
<tr>
<td>#40</td>
<td>8 - 24</td>
</tr>
<tr>
<td>#200</td>
<td>3 - 10</td>
</tr>
<tr>
<td>Sand Equivalent</td>
<td>35 Min.</td>
</tr>
</tbody>
</table>

9-03.21 Recycled Materials
Supplement this section with the following:

The Contracting Agency encourages bidders to use recycled materials to the maximum extent feasible.

Standard Plans
(January 5, 2015 WSDOT GSP)
The State of Washington Standard Plans for Road, Bridge and Municipal Construction M21-01 transmitted under Publications Transmittal No. PT 14-046, effective August 4, 2014 is made a part of this contract.

The Standard Plans are revised as follows:

A-40.20
Plan Title, Bridge Transverse Joint Seals is revised to read: Bridge Paving Joint Seals

Note 3, replace the phrase “sawing out” with “saw cutting”

Add Note 4. For Details 1, 2, 3, and 4 the item “HMA Sawcut and Seal” shall be used for payment. For Details 5 and 6, the item “Paved Panel Joint Seal” shall be used for payment. For Detail 7, the item “Sealing Existing Longitudinal and Transverse Joint” shall be used for payment.

Details 5 and 6, callout “Waterproofing Membrane (Deck Seal)” delete “(Deck Seal)”

A-50.10
Sheet 2 of 2, Plan, with Single Slope Barrier, reference C-14a is revised to C-70.10
A-50.20
Sheet 2 of 2, Plan, with Anchored Barrier, reference C-14a is revised to C-70.10

A-50.30
Sheet 2 of 2, Plan (top), reference C-14a is revised to C-70.10

A-60.10
Sheet 2, Section B, callout, WAS-“New Tie Bar ~ #5 x 30” (IN) Epoxy Coated Reinforcing Bar” is revised to read: “New Tie Bar ~ #5 x 30” (IN)"

B-10.20 and B-10.40
Substitute “step” in lieu of “handhold” on plan

B-15.60
Table, Maximum Knockout Size column, 120" Diam., 42” is revised to read; 96”

B-25.20
Add Note 7. See Standard Specification Section 8-04 for Curb and Gutter requirements

B-55.20
Metal Pipe elevation, title is revised to read; “Metal Pipe and Steel Rib Reinforced Polyethylene Pipe”

B-90.40
Offset & Bend details, add the subtitle, “Plan View” above titles

C-16a
Note 1, reference C-28.40 is revised to C-20.10

C-16b
Note 3, reference C-28.40 is revised to C-20.10

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

G-50.10
Delete – Plan View (bottom center of sheet)
Delete – Mounting Bracket and Steel Strap Detail

G-60.10
Sheet 4, Screen Detail, callout – “drill and Tap for ¼” diameter Cap Screw – Spacing approx. 9” o.c. ASTM F593, w/S.S. washer Liberally coat the threads with
Anti-seize compound (TYP.)" is revised to read: “*Drill and Tap ¼” (IN) Diam. x 1” (IN) Cap Screw with washer ~ space approx.. 9” o.c. ~ Liberally coat threads with Anti-seize compound (TYP.)"

Add Boxed note: * Bolts, Nuts, and washers ~ ASTM F593 or A193 Type 304 or Type 316 Stainless Steel (S.S.)

G-60.20
Side View, callout, “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 4 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0” Min.” is revised to read; “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 6 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0” Min.”

G-60.30
End View, callout, “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 4 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0” Min.” is revised to read; “Anchor Rod ~ 1-3/4” Diam. x 4’-4” Threaded 8” Min. Each End; W/ 2 Washers & 6 Heavy Hex Nuts ~ Galvanize Exposed Anchor Rod End for 1’-0” Min.”

G-70.10
Sheet 4, Screen Detail, callout – “drill and Tap for ¼” diameter Cap Screw – Spacing approx. 9” o.c. ASTM F593, w/S.S. washer Liberally coat the threads with Anti-seize compound (TYP.)" is revised to read: “*Drill and Tap ¼” (IN) Diam. x 1” (IN) Cap Screw with washer ~ space approx.. 9” o.c. ~ Liberally coat threads with Anti-seize compound (TYP.)"

Add Boxed note: * Bolts, Nuts, and washers ~ ASTM F593 or A193 Type 304 or Type 316 Stainless Steel (S.S.)

H-70.20
Sheet 2, Spacing Detail, Mailbox Support Type 1, reference to Standard Plan I-70.10 is revised to H-70.10

J-3b
Sheet 2 of 2, Plan View of Service Cabinet, Boxed Note, “SEE STANDARD PLAN J-6C...” is revised to read: “SEE STANDARD PLAN J-10.10...”
Sheet 2 of 2, Plan View of Service Cabinet Notes, references to Std. Plan J-9a are revised to J-60.05 (3 instances).

Sheet 2 of 2, “Right Side of Service Cabinet” detail, callout, “1 5/8” x 2 7/16” 12 GA. SLOTTED STEEL CHANNEL BRACKETS (3 REQ’D), EMBED 12”MIN. IN FOUNDATION.”
Is revised to read: “1-5/8” x 3-1/4”, 12 GA. BACK TO BACK SLOTTED STEEL
CHANNEL BRACKETS (3 REQ’D), EMBED 12” MIN. IN FOUNDATION”

J-10.22

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

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

J-28.50
Section D, callout, was – Backup Strip (ref. to key note 3) is revised to read;
“Continuous Backup Strip (ref. to key note 3)”

Key Note 3, was – ¼” Thick, or No thinner than pole wall thickness. Tack weld or seal weld to Base plate. Is revised to read; “1/4” Thick, or No thinner than Pole wall thickness. Tack weld in root or continuous seal weld to Base plate or Pole wall.”

J-28.70
Detail C, dimension, 2” MAX. is revised to read: 1” MAX.
Detail D, dimension, 2” MAX. is revised to read: 1” MAX.

J-29.10
Galvanized Welded Wire Mesh detail, callout – “Drill and Tap for ¼” Diam. Cap Screw, 3 Places, @ 9” center, all 4 edges S.S. Screw, ASTM F593 and washer”
Is revised to read;

“*Drill and Tap ¼” (IN) Diam. x 1” (IN) Cap Screw with washer ~ space approx.. 9” o.c. ~ Liberally coat threads with Anti-seize compound (TYP.)”

Add Boxed note: * Bolts, Nuts, and washers ~ ASTM F593 or A193 Type 304 or Type 316 Stainless Steel (S.S.)

J-29.15
Title, “Camera Pole Standard” is revised to read; “Camera Pole Standard Details”
J-29-16
Title, “Camera Pole Standard Details” is revised to read; “Camera Pole Details”

J-60.14
All references to J-16b (6x) are revised to read; J-60.11

J-90.10
Section B, callout, “Hardware Mounting Rack ~ S. S. 1-5/8” Slotted Channel” is revised to read: “Hardware Mounting Rack (Typ.) ~ Type 304 S. S. 1-5/8” Slotted Channel”

J-90.20
Section B, callout, “Hardware Mounting Rack (Typ.) ~ S. S. 1-5/8” Slotted Channel” is revised to read: “Hardware Mounting Rack (Typ.) ~ Type 304 S. S. 1-5/8” Slotted Channel”

K-80.10
Sign Installation (Fill Section), dimension, 6’ TO 12’ MIN. is revised to read: 12’ MIN.

Sign Installation (Sidewalk and Curb Section), dimension, 6’ TO 12’ MIN. is revised to read: 12’ MIN.

Sign Installation (Behind Traffic Barrier Section), Delete dimensions - 6’ TO 12’ MIN. and 6’ MIN.

Sign with Supplemental Plaque Installation (Fill Section), dimension, 6’ TO 12’ MIN. is revised to read: 12’ MIN.

Sign Installation (Ditch Section), dimension, 6’ TO 12’ MIN. is revised to read: 12’ MIN. Delete dimension – 6’ MIN.

K-80.30
In the NARROW BASE, END view, the reference to Std. Plan C-8e is revised to Std. Plan K-80.35

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

Sheet 2, Type 4, elevation view, callout, was “End or Corner (Brace) Post” is revised to read; “End or Corner Post”
The following are the Standard Plan numbers applicable at the time this project was advertised. The date shown with each plan number is the publication approval date shown in the lower right-hand corner of that plan. Standard Plans showing different dates shall not be used in this contract.

A-10.10-00........8/7/07  A-30.35-0........10/12/07  A-50.20-1........9/22/09
A-10.20-00........10/5/07  A-40.00-0........8/11/09  A-50.30-0........11/17/08
A-10.30-00........10/5/07  A-40.10-2........6/2/11  A-50.40-0........11/17/08
A-20.10-00........8/31/07  A-40.15-0........8/11/09  A-60.10-02........6/17/14
A-30.15-00........11/8/07  A-40.50-01........6/2/11  A-60.30-00........11/8/07
A-30.30-01........6/16/11  A-50.10-00........11/17/08  A-60.40-00........8/31/07

B-5.20-01........6/16/11  B-30.50-01........4/26/12  B-75.20-01........6/10/08
B-5.40-01........6/16/11  B-30.70-03........4/26/12  B-75.50-01........6/10/08
B-5.60-01........6/16/11  B-30.80-00........6/8/06  B-75.60-00........6/8/06
B-10.20-01........2/7/12  B-30.90-01........9/20/07  B-80.20-00........6/8/06
B-10.40-00........6/1/06  B-35.20-00........6/8/06  B-80.40-00........6/1/06
B-10.60-00........6/8/06  B-35.40-00........6/8/06  B-82.20-00........6/1/06
B-15.20-01........2/7/12  B-40.20-00........6/1/06  B-85.10-01........6/10/08
B-15.40-01........2/7/12  B-40.40-01........6/16/10  B-85.20-00........6/1/06
B-15.60-01........2/7/12  B-45.20-00........6/1/06  B-85.30-00........6/1/06
B-20.20-02........3/16/12  B-45.40-00........6/1/06  B-85.40-00........6/8/06
B-20.40-03........3/16/12  B-50.20-00........6/1/06  B-85.50-01........6/10/08
B-20.60-03........3/15/12  B-55.20-00........6/1/06  B-90.10-00........6/8/06
B-25.20-01........3/15/12  B-60.20-00........6/8/06  B-90.20-00........6/8/06
B-25.60-00........6/1/06  B-60.40-00........6/1/06  B-90.30-00........6/8/06
B-30.10-01........4/26/12  B-65.20-01........4/26/12  B-90.40-00........6/8/06
B-30.20-02........4/26/12  B-65.40-00........6/1/06  B-90.50-00........6/8/06
B-30.30-01........4/26/12  B-70.20-00........6/1/06  B-95.20-01........2/3/09
B-30.40-01........4/26/12  B-70.60-00........6/1/06  B-95.40-00........6/8/06

C-1.............6/16/11  C-6.............5/30/97  C-23.60-03........6/11/14
C-1a...........10/14/09  C-6a...........10/14/09  C-24.10-01........6/11/14
C-1b...........6/16/11  C-6c..........1/6/00  C-25.18-04........6/11/14
C-1c...........5/30/97  C-6d..........5/30/97  C-25.20-05........7/2/12
C-1d...........10/31/03  C-6f.........7/25/97  C-25.22-04........7/2/12
C-2............1/6/00  C-7..........6/16/11  C-25.26-02........7/2/12
C-2a...........6/21/06  C-7a..........6/16/11  C-25.80-03........6/11/14
C-2b...........6/21/06  C-8..........2/10/09  C-40.14-02........7/2/12
C-2c...........6/21/06  C-8a.........7/25/97  C-40.16-02........7/2/12
C-2d...........6/21/06  C-8b.........6/27/11  C-40.18-02........7/2/12
C-2e...........6/21/06  C-8e.........2/21/07  C-70.10-01........6/17/14
C-2f...........3/14/97  C-8f..........6/30/04  C-75.10-01........6/11/14

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NE ORSETH ROAD
CULVERT REPLACEMENT
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| F-10.18-00   | 6/27/11 | F-30.10-03  | 6/11/14 | F-45.10-01 | 6/21/12 |
| F-10.40-02   | 6/21/12 | F-40.12-02  | 6/20/13 | F-80.10-03 | 6/11/14 |
| F-10.42-00   | 1/23/07 | F-40.14-02  | 6/20/13 |          |        |

| G-10.10-00   | 9/20/07 | G-24.60-03  | 6/17/14 | G-70.20-02 | 6/10/13 |
| G-24.20-01 | 2/7/12 | G-60.10-02 | 6/10/13 | G-90.30-02 | 2/32/13 |
| G-24.30-01 | 2/7/12 | G-60.20-01 | 6/27/11 | G-90.40-01 | 10/14/09 |
| G-24.40-04 | 6/17/14 | G-60.30-01 | 6/27/11 | G-95.10-01 | 6/2/11 |
| G-24.50-03 | 6/17/14 | G-70.10-02 | 6/10/13 | G-95.20-02 | 6/2/11 |
| G-24.50-03 | 6/17/14 | G-70.10-02 | 6/10/13 | G-95.30-02 | 6/2/11 |
| H-10.10-00 | 7/3/08 | H-32.10-00 | 9/20/07 | H-70.10-01 | 2/7/12 |
| H-10.15-00 | 7/3/08 | H-60.10-01 | 7/3/08 | H-70.20-01 | 2/16/12 |
| H-30.10-00 | 10/12/07 | H-60.20-01 | 7/3/08 | H-70.30-02 | 2/7/12 |
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| I-30.15-02 | 3/22/13 | I-30.40-01 | 6/10/13 | I-60.10-01 | 6/10/13 |
| I-30.16-00 | 3/22/13 | I-30.60-00 | 5/29/13 | I-60.20-01 | 6/10/13 |
| I-30.17-00 | 3/22/13 | I-40.10-00 | 9/20/07 | I-80.10-01 | 8/11/09 |
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| J-3b............. | 3/4/05 | J-27.10-00 | 3/15/12 | J-50.10-00 | 6/3/11 |
| J-3c............. | 6/24/02 | J-27.15-00 | 3/15/12 | J-50.11-00 | 6/3/11 |
| J-15.43-00...... | 6/11/14 | J-28.43-00 | 6/11/14 | J-60.11-00 | 5/20/13 |
| J-20.10-03...... | 6/30/14 | J-28.50-02 | 6/2/11 | J-60.12-00 | 5/20/13 |
| J-20.11-02...... | 6/30/14 | J-28.60-01 | 6/2/11 | J-60.13-00 | 6/16/10 |
| J-20.16-02...... | 6/30/14 | J-29.10-00 | 6/27/11 | J-75.10-01 | 5/11/11 |
| J-20.20-02...... | 5/20/13 | J-29.15-00 | 6/27/11 | J-75.20-00 | 2/10/09 |
| J-20.26-01...... | 7/12/12 | J-29.16-01 | 6/20/13 | J-75.30-01 | 5/11/11 |
| J-21.16-01...... | 6/10/13 | J-40.30-03 | 5/20/13 | J-90.10-01 | 6/27/11 |
| J-21.20-01...... | 6/10/13 | J-40.36-01 | 5/20/13 | J-90.21-00 | 6/30/14 |

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| J-22.15-01 | 6/10/13 | J-40.37-01 | 5/20/13 |
| J-22.16-02 | 6/10/13 | J-40.38-01 | 5/20/13 |
| J-26.10-02 | 3/15/12 | J-40.39-00 | 5/20/13 |

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| K-80.10-00 | 2/21/07 |
| K-80.20-00 | 12/20/06 |
| K-80.30-00 | 2/21/07 |
| K-80.35-00 | 2/21/07 |
| K-80.37-00 | 2/21/07 |

| L-10.10-02 | 6/21/12 |
| L-20.10-02 | 6/21/12 |
| L-30.10-02 | 6/11/14 |

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| M-1.40-02 | 6/3/11 |
| M-1.60-02 | 6/3/11 |
| M-1.80-03 | 6/3/11 |
| M-2.20-02 | 6/3/11 |
| M-3.10-03 | 6/3/11 |
| M-3.20-02 | 6/3/11 |
| M-3.30-03 | 6/3/11 |
| M-3.40-03 | 6/3/11 |
| M-3.50-02 | 6/3/11 |
| M-5.10-02 | 6/3/11 |
| M-7.50-01 | 1/30/07 |
| M-9.50-02 | 6/24/14 |

| M-9.60-00 | 2/10/09 |
| M-11.10-01 | 1/30/07 |
| M-15.10-01 | 2/6/07 |
| M-17.10-02 | 7/3/08 |
| M-20.10-02 | 6/3/11 |
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| M-20.30-02 | 10/14/09 |
| M-20.40-03 | 6/24/14 |
| M-20.50-02 | 6/3/11 |
| M-24.20-01 | 5/31/06 |
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| M-24.50-00 | 6/16/11 |
| M-24.60-04 | 6/24/14 |

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| M-40.20-00 | 10/12/07 |
| M-40.30-00 | 9/20/07 |
| M-40.40-00 | 9/20/07 |
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| M-65.10-02 | 5/11/11 |
| M-80.10-01 | 6/3/11 |
| M-80.20-00 | 6/10/08 |
| M-80.30-00 | 6/10/08 |
Washington State Prevailing Wage

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

### Journey Level Prevailing Wage Rates for the Effective Date: 03/31/2015

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<th>Job Classification</th>
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<th>Overtime</th>
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<td>$56.92</td>
<td>5D</td>
<td>3F</td>
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<td>Kitsap Dredge Workers</td>
<td>Mates</td>
<td>$54.75</td>
<td>5D</td>
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<td>Kitsap Dredge Workers</td>
<td>Oiler</td>
<td>$54.33</td>
<td>5D</td>
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<td>Kitsap Drywall Applicator</td>
<td>Journey Level</td>
<td>$52.32</td>
<td>5D</td>
<td>1H</td>
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<tr>
<td>Kitsap Drywall Tapers</td>
<td>Journey Level</td>
<td>$52.37</td>
<td>5P</td>
<td>1E</td>
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<td>Kitsap Electrical Fixture Maintenance Workers</td>
<td>Journey Level</td>
<td>$31.74</td>
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<tr>
<td>Kitsap Electricians - Inside</td>
<td>Journey Level</td>
<td>$51.26</td>
<td></td>
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<tr>
<td>Kitsap Electricians - Motor Shop</td>
<td>Craftsman</td>
<td>$15.37</td>
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<tr>
<td>Kitsap Electricians - Motor Shop</td>
<td>Journey Level</td>
<td>$14.69</td>
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<tr>
<td>Kitsap Electricians - Powerline Construction</td>
<td>Cable Splicer</td>
<td>$69.95</td>
<td>5A</td>
<td>4D</td>
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<tr>
<td>Kitsap Electricians - Powerline Construction</td>
<td>Certified Line Welder</td>
<td>$63.97</td>
<td>5A</td>
<td>4D</td>
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<tr>
<td>Kitsap Electricians - Powerline Construction</td>
<td>Groundperson</td>
<td>$43.62</td>
<td>5A</td>
<td>4D</td>
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<tr>
<td>Kitsap Electricians - Powerline Construction</td>
<td>Heavy Line Equipment Operator</td>
<td>$63.97</td>
<td>5A</td>
<td>4D</td>
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<tr>
<td>Kitsap Electricians - Powerline Construction</td>
<td>Journey Level Lineperson</td>
<td>$63.97</td>
<td>5A</td>
<td>4D</td>
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<tr>
<td>Kitsap Electricians - Powerline Construction</td>
<td>Line Equipment Operator</td>
<td>$53.81</td>
<td>5A</td>
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<td>Kitsap Electricians - Powerline Construction</td>
<td>Pole Sprayer</td>
<td>$63.97</td>
<td>5A</td>
<td>4D</td>
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<td>Kitsap Electricians - Powerline Construction</td>
<td>Powderperson</td>
<td>$47.55</td>
<td>5A</td>
<td>4D</td>
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<td>Kitsap Electricians</td>
<td>Journey Level</td>
<td>$44.26</td>
<td>5E</td>
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<tr>
<td>Kitsap Elevator Constructors</td>
<td>Mechanic</td>
<td>$82.67</td>
<td>7D</td>
<td>4A</td>
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<td>Kitsap Elevator Constructors</td>
<td>Mechanic In Charge</td>
<td>$89.40</td>
<td>7D</td>
<td>4A</td>
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<tr>
<td>Kitsap Fabricated Precast Concrete Products</td>
<td>Journey Level - In-Factory Work Only</td>
<td>$13.50</td>
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<td>Kitsap Fence Erectors</td>
<td>Fence Erector</td>
<td>$13.80</td>
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<td>Kitsap Fence Erectors</td>
<td>Fence Laborer</td>
<td>$11.60</td>
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<td>Kitsap Flaggers</td>
<td>Journey Level</td>
<td>$36.17</td>
<td>7A</td>
<td>3L</td>
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<td>Kitsap Glaziers</td>
<td>Journey Level</td>
<td>$54.91</td>
<td>7L</td>
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<tr>
<td>Kitsap Heat &amp; Frost Insulators And Asbestos Workers</td>
<td>Journeyman</td>
<td>$61.18</td>
<td>5J</td>
<td>1S</td>
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<td>Kitsap Heating Equipment</td>
<td>Journey Level</td>
<td>$70.37</td>
<td>7F</td>
<td>1E</td>
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<tr>
<td>Mechanics</td>
<td>Journey Level</td>
<td>Amount</td>
<td>Level</td>
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<tr>
<td>Kitsap Hod Carriers &amp; Mason Tenders</td>
<td>Journey Level</td>
<td>$44.00</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap Industrial Power Vacuum Cleaner</td>
<td>Journey Level</td>
<td>$9.47</td>
<td>1</td>
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<tr>
<td>Kitsap Inland Boatmen</td>
<td>Boat Operator</td>
<td>$54.57</td>
<td>5B</td>
<td>1K</td>
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<tr>
<td>Kitsap Inland Boatmen</td>
<td>Cook</td>
<td>$50.95</td>
<td>5B</td>
<td>1K</td>
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<tr>
<td>Kitsap Inland Boatmen</td>
<td>Deckhand</td>
<td>$51.19</td>
<td>5B</td>
<td>1K</td>
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<tr>
<td>Kitsap Inland Boatmen</td>
<td>Deckhand Engineer</td>
<td>$52.18</td>
<td>5B</td>
<td>1K</td>
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<tr>
<td>Kitsap Inland Boatmen</td>
<td>Launch Operator</td>
<td>$53.40</td>
<td>5B</td>
<td>1K</td>
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<td>Kitsap Inland Boatmen</td>
<td>Mate</td>
<td>$53.40</td>
<td>5B</td>
<td>1K</td>
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<tr>
<td>Kitsap Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control</td>
<td>Cleaner Operator, Foamer Operator</td>
<td>$9.73</td>
<td>1</td>
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<tr>
<td>Kitsap Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control</td>
<td>Grout Truck Operator</td>
<td>$11.48</td>
<td>1</td>
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<tr>
<td>Kitsap Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control</td>
<td>Head Operator</td>
<td>$12.78</td>
<td>1</td>
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<td>Kitsap Inspection/Cleaning/Sealing Of Sewer &amp; Water Systems By Remote Control</td>
<td>Tv Truck Operator</td>
<td>$24.17</td>
<td>1</td>
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<td>Kitsap Insulation Applicators</td>
<td>Journey Level</td>
<td>$52.32</td>
<td>7D</td>
<td>4C</td>
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<tr>
<td>Kitsap Ironworkers</td>
<td>Journeyman</td>
<td>$61.62</td>
<td>7N</td>
<td>1O</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Air, Gas Or Electric Vibrating Screed</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Airtrac Drill Operator</td>
<td>$44.00</td>
<td>7A</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Ballast Regular Machine</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Batch Weighman</td>
<td>$36.17</td>
<td>7A</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Brick Pavers</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Brush Cutter</td>
<td>$42.67</td>
<td>7A</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Brush Hog Feeder</td>
<td>$42.67</td>
<td>7A</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Burner</td>
<td>$42.67</td>
<td>7A</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Caisson Worker</td>
<td>$44.00</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Carpenter Tender</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Caulker</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Cement Dumper-paving</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Cement Finisher Tender</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
<td></td>
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<tr>
<td>Kitsap Laborers</td>
<td>Change House Or Dry Shack</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Chipping Gun (under 30 Lbs.)</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Chipping Gun (30 Lbs. And Over)</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Choker Setter</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
<td></td>
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<tr>
<td>Kitsap Laborers</td>
<td>Chuck Tender</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Clary Power Spreader</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Clean-up Laborer</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Concrete Dumper/chute Operator</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Concrete Form Stripper</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Concrete Placement Crew</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Concrete Saw Operator/core Driller</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Crusher Feeder</td>
<td>$36.17</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Curing Laborer</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Demolition: Wrecking &amp; Moving (incl. Charred Material)</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Ditch Digger</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Diver</td>
<td>$44.00</td>
<td>7A</td>
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<td>Kitsap Laborers</td>
<td>Drill Operator (hydraulic, diamond)</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap Laborers</td>
<td>Dry Stack Walls</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Dump Person</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Epoxy Technician</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Erosion Control Worker</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Faller &amp; Bucker Chain Saw</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Firewatch</td>
<td>$36.17</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Form Setter</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Gabian Basket Builders</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>General Laborer</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Grade Checker &amp; Transit Person</td>
<td>$44.00</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Grinders</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Grout Machine Tender</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Groutmen (pressure) including Post Tension Beams</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Guardrail Erector</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Hazardous Waste Worker (level A)</td>
<td>$44.00</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Hazardous Waste Worker (level B)</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap Laborers</td>
<td>Hazardous Waste Worker (level C)</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>High Scaler</td>
<td>$44.00</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Jackhammer</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Laserbeam Operator</td>
<td>$43.46</td>
<td>7A</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Maintenance Person</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Manhole Builder-mudman</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap</td>
<td>Laborers</td>
<td>Material Yard Person</td>
<td>$42.67 7A 3I</td>
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<tr>
<td>Kitsap</td>
<td>Laborers</td>
<td>Motorman-dinky Locomotive</td>
<td>$43.46 7A 3I</td>
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<tr>
<td>Kitsap</td>
<td>Laborers</td>
<td>Nozzleman (concrete Pump, Green Cutter When Using Combination Of High Pressure Air &amp; Water On Concrete &amp; Rock, Sandblast, Gunite, Shotcrete, Water Bla</td>
<td>$43.46 7A 3I</td>
<td></td>
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<tr>
<td>Kitsap</td>
<td>Laborers</td>
<td>Pavement Breaker</td>
<td>$43.46 7A 3I</td>
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<tr>
<td>Kitsap</td>
<td>Laborers</td>
<td>Pilot Car</td>
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<td>Pipe Layer Lead</td>
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<td>Laborers</td>
<td>Pipe Layer/tailor</td>
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<td>Laborers</td>
<td>Pipe Pot Tender</td>
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<td>Railroad Spike Puller - Power</td>
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<td>Raker - Asphalt</td>
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<td>Rigger/signal Person</td>
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<td>Rip Rap Person</td>
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<td>Rivet Buster</td>
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<td>Scaffold Erector</td>
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<td>Laborers</td>
<td>Sloper (over 20&quot;)</td>
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<td>Sloper Sprayer</td>
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<td>Laborers</td>
<td>Spreader (concrete)</td>
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<td>Stake Hopper</td>
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<td>Stock Piler</td>
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<td>Kitsap</td>
<td>Laborers</td>
<td>Tamper &amp; Similar Electric, Air &amp; Gas Operated Tools</td>
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<td>Tamper (multiple &amp; Self-propelled)</td>
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<td>Laborers</td>
<td>Timber Person - Sewer (lagger, Shorer &amp; Cribber)</td>
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<td>Laborers</td>
<td>Toolroom Person (at Jobsite)</td>
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<td>Kitsap Laborers</td>
<td>Topper</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Track Laborer</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap Laborers</td>
<td>Track Liner (power)</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Traffic Control Laborer</td>
<td>$38.68</td>
<td>7A</td>
<td>3I</td>
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<tr>
<td>Kitsap Laborers</td>
<td>Traffic Control Supervisor</td>
<td>$38.68</td>
<td>7A</td>
<td>3I</td>
<td>8R</td>
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<td>Kitsap Laborers</td>
<td>Truck Spotter</td>
<td>$42.67</td>
<td>7A</td>
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<td>Tugger Operator</td>
<td>$43.46</td>
<td>7A</td>
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<td>Kitsap Laborers</td>
<td>Tunnel Work-Compressed Air Worker 0-30 psi</td>
<td>$64.99</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap Laborers</td>
<td>Tunnel Work-Compressed Air Worker 30.01-44.00 psi</td>
<td>$70.02</td>
<td>7A</td>
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<td>Tunnel Work-Compressed Air Worker 44.01-54.00 psi</td>
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<td>Tunnel Work-Compressed Air Worker 60.01-64.00 psi</td>
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<td>Kitsap Laborers</td>
<td>Tunnel Work-Guage and Lock Tender</td>
<td>$44.10</td>
<td>7A</td>
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<td>Tunnel Work-Miner</td>
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<td>8Q</td>
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<td>Vibrator</td>
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<td>7A</td>
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<td>Vinyl Seamer</td>
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<td>7A</td>
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<td>Watchman</td>
<td>$32.87</td>
<td>7A</td>
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<td>7A</td>
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<td>Kitsap Laborers</td>
<td>Well Point Laborer</td>
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<td>7A</td>
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<td>Kitsap Laborers</td>
<td>Window Washer/cleaner</td>
<td>$32.87</td>
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<td>Kitsap Laborers - Underground Sewer &amp; Water</td>
<td>General Laborer &amp; Topman</td>
<td>$42.67</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap Laborers - Underground Sewer &amp; Water</td>
<td>Pipe Layer</td>
<td>$43.46</td>
<td>7A</td>
<td>3I</td>
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<td>Kitsap Landscape Construction</td>
<td>Irrigation Or Lawn Sprinkler Installers</td>
<td>$9.47</td>
<td>1</td>
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<td>Kitsap</td>
<td>Landscape Construction</td>
<td>Landscape Equipment Operators Or Truck Drivers</td>
<td>$10.05</td>
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<td>Kitsap</td>
<td>Landscape Construction</td>
<td>Landscaping Or Planting Laborers</td>
<td>$12.92</td>
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<td>Kitsap</td>
<td>Lathers</td>
<td>JOURNEY LEVEL</td>
<td>$21.00</td>
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<td>Kitsap</td>
<td>Marble Setters</td>
<td>Journey Level</td>
<td>$51.32</td>
<td>5A</td>
<td>1M</td>
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<td>Kitsap</td>
<td>Metal Fabrication (In Shop)</td>
<td>Fitter</td>
<td>$26.96</td>
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<td>Kitsap</td>
<td>Metal Fabrication (In Shop)</td>
<td>Laborer</td>
<td>$9.47</td>
<td>1</td>
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<td>Kitsap</td>
<td>Metal Fabrication (In Shop)</td>
<td>Machine Operator</td>
<td>$13.83</td>
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<td>Kitsap</td>
<td>Metal Fabrication (In Shop)</td>
<td>Welder</td>
<td>$13.83</td>
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<td>Millwright</td>
<td>Journey Level</td>
<td>$44.89</td>
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<td>Kitsap</td>
<td>Modular Buildings</td>
<td>Cabinet Assembly</td>
<td>$11.56</td>
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<td>Kitsap</td>
<td>Modular Buildings</td>
<td>Electrician</td>
<td>$11.56</td>
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<td>Equipment Maintenance</td>
<td>$11.56</td>
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<td>Production Worker</td>
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<td>Welder</td>
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<td>Kitsap</td>
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<td>Journey Level</td>
<td>$37.80</td>
<td>6Z</td>
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<td>Kitsap</td>
<td>Pile Driver</td>
<td>Journey Level</td>
<td>$52.57</td>
<td>5D</td>
<td>4C</td>
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<td>Journey Level</td>
<td>$50.42</td>
<td>7Q</td>
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<td>Playground &amp; Park Equipment Installers</td>
<td>Journey Level</td>
<td>$9.47</td>
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<tr>
<td>Kitsap</td>
<td>Plumbers &amp; Pipefitters</td>
<td>Journey Level</td>
<td>$63.57</td>
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<td>Power Equipment Operators</td>
<td>Asphalt Plant Operators</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Assistant Engineer</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Barrier Machine (zipper)</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Batch Plant Operator, Concrete</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Bobcat</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Brooms</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Bump Cutter</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Cableways</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Chipper</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Compressor</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Over 42 M</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Concrete Finish Machine -laser Screed</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure.</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Concrete Pump: Truck Mount With Boom Attachment Up To 42m</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Conveyors</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: 20 Tons Through 44 Tons With Attachments</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: 100 Tons Through 199 Tons, Or 150' Of Boom (Including Jib With Attachments)</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: 200 Tons To 300 Tons, Or 250' Of Boom (including Jib With Attachments)</td>
<td>$56.36</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: 45 Tons Through 99 Tons, Under 150' Of Boom (including Jib With Attachments)</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: A-frame - 10 Tons And Under</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: Friction 100 Tons Through 199 Tons</td>
<td>$56.36</td>
<td>7A</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: Friction Over 200 Tons</td>
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<td>7A</td>
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<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: Over 300 Tons Or 300' Of Boom (including Jib With Attachments)</td>
<td>$56.92</td>
<td>7A</td>
<td>3C</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Cranes: Through 19 Tons With Attachments A-frame Over 10 Tons</td>
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<td>7A</td>
<td>3C</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Deck Engineer/deck Winches (power)</td>
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<td>7A</td>
<td>3C</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Derricks, On Building Work</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Dozers D-9 &amp; Under</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Drilling Machine</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Elevator And Man-lift: Permanent And Shaft Type</td>
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<td>7A</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td><strong>Power Equipment Operators</strong></td>
<td>Forklift: 3000 Lbs And Over With Attachments</td>
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<td><strong>Power Equipment Operators</strong></td>
<td>Forklifts: Under 3000 Lbs. With Attachments</td>
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<td>7A</td>
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<td>Grade Engineer: Using</td>
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<td>Power Equipment Operators</td>
<td>Blue Prints, Cut Sheets, Etc</td>
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<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Gradechecker/stakeman</td>
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<td>3C</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Hard Tail End Dump Articulating Off-Road Equipment 45 Yards &amp; Over</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Hard Tail End Dump Articulating Off-road Equipment Under 45 Yards</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Horizontal/directional Drill Locator</td>
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<td>7A</td>
<td>3C</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Hydraulists/boom Trucks Over 10 Tons</td>
<td>$54.33</td>
<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Hydraulists/boom Trucks, 10 Tons And Under</td>
<td>$51.97</td>
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<td>3C</td>
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<td>Loader, Overhead 8 Yards &amp; Over</td>
<td>$55.79</td>
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<td>Power Equipment Operators</td>
<td>Loader, Overhead, 6 Yards &amp; Not Including 8 Yards</td>
<td>$55.24</td>
<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Loaders, Overhead Under 6 Yards</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Loaders, Plant Feed</td>
<td>$54.75</td>
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<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Loaders: Elevating Type Belt</td>
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<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Locomotives, All</td>
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<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Mechanics, All (leadmen - $0.50 Per Hour Over Mechanic)</td>
<td>$55.79</td>
<td>7A</td>
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<td>Power Equipment Operators</td>
<td>Motor Patrol Grader - Non-finishing</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators</td>
<td>Motor Patrol Graders, Finishing</td>
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<td>7A</td>
<td>3C</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Oil Distributors, Blower Distribution &amp; Mulch Seeding Operator</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Power Equipment Operators</td>
<td>Outside Hoists (elevators And Manlifts), Air Tuggers, strato</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators</td>
<td>Overhead, Bridge Type Crane: 20 Tons Through 44 Tons</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Description</td>
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<td>Rate B</td>
<td>Rate C</td>
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<tr>
<td></td>
<td>Overhead, Bridge Type: 100 Tons And Over</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
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<td>Overhead, Bridge Type: 45 Tons Through 99 Tons</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
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<td>7A</td>
<td>3C</td>
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<td></td>
<td>Pile Driver (other Than Crane Mount)</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
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<td>Plant Oiler - Asphalt, Crusher</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Posthole Digger, Mechanical</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Pumps - Water</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Quad 9, Hd 41, D10 And Over</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td></td>
<td>Quick Tower - No Cab, Under 100 Feet In Height Based To Boom</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Remote Control Operator On Rubber Tired Earth Moving Equipment</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td></td>
<td>Rigger And Bellman</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Rollagon</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Roller, Other Than Plant Mix</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
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<td>Roller, Plant Mix Or Multi-lift Materials</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
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<td>Roto-mill, Roto-grinder</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td></td>
<td>Saws - Concrete</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td></td>
<td>Scraper, Self Propelled Under 45 Yards</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Scrapers - Concrete &amp; Carry All</td>
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<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Scrapers, Self-propelled: 45 Yards And Over</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
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<td>Service Engineers - Equipment</td>
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<td>Shotcrete/gunite Equipment</td>
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<td>7A</td>
<td>3C</td>
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<td></td>
<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons.</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
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<td>Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons</td>
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<td>7A</td>
<td>3C</td>
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<td>Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons</td>
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<td>7A</td>
<td>3C</td>
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<td>Shovel, Excavator, Backhoes: Over 50</td>
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<td>7A</td>
<td>3C</td>
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<tr>
<td>Metric Tons To 90 Metric Tons</td>
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<td><strong>Kitsap</strong></td>
<td><strong>Power Equipment Operators</strong></td>
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<td>Shovel, Excavator, Backhoes: Over 90 Metric Tons</td>
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<td>7A</td>
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<td>Slipform Pavers</td>
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<td>7A</td>
<td>3C</td>
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<td>Spreader, Topsider &amp; Screedman</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Subgrader Trimmer</td>
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<td>7A</td>
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<td>Tower Bucket Elevators</td>
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<td>7A</td>
<td>3C</td>
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<tr>
<td>Tower Crane Over 175'in Height, Base To Boom</td>
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<td>7A</td>
<td>3C</td>
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<tr>
<td>Tower Crane Up To 175' In Height Base To Boom</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
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<td>Transporters, All Track Or Truck Type</td>
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<td>7A</td>
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<td>Trenching Machines</td>
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<td>Truck Crane Oiler/driver - 100 Tons And Over</td>
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<td>Truck Crane Oiler/driver Under 100 Tons</td>
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<td>3C</td>
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<td>Truck Mount Portable Conveyor</td>
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<td>Welder</td>
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<td>Yo Yo Pay Dozer</td>
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<td>Barrier Machine (zipper)</td>
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<td>7A</td>
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<td>3C</td>
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<td>Bobcat</td>
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<td>Bump Cutter</td>
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<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cableways</td>
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<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Chipper</td>
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<td>Compressor</td>
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<td>8P</td>
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<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Over 42 M</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Finish Machine -laser Screed</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Pump - Mounted Or Trailer High Pressure Line Pump, Pump High Pressure.</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Concrete Pump: Truck Mount With Boom Attachment Up To 42m</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Conveyors</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 20 Tons Through 44 Tons With Attachments</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 100 Tons Through 199 Tons, Or 150’ Of Boom (Including Jib With Attachments)</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 200 Tons To 300 Tons, Or 250’ Of Boom (including Jib With Attachments)</td>
<td>$56.36</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: 45 Tons Through 99 Tons, Under 150’ Of Boom (including Jib With Attachments)</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: A-frame - 10 Tons And Under</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: Friction 100 Tons Through 199 Tons</td>
<td>$56.36</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: Friction Over 200 Tons</td>
<td>$56.92</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: Over 300 Tons Or 300’ Of Boom (including Jib With Attachments)</td>
<td>$56.92</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Cranes: Through 19 Tons</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>With Attachments A-frame Over 10 Tons</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Crusher</td>
<td>$54.75</td>
<td>7A</td>
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<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Deck Engineer/deck Winches (power)</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Derricks, On Building Work</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Dozers D-9 &amp; Under</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Drill Oilers: Auger Type, Truck Or Crane Mount</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Drilling Machine</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Elevator And Man-lift: Permanent And Shaft Type</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Finishing Machine, Bidwell And Gamaco &amp; Similar Equipment</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Forklift: 3000 Lbs And Over With Attachments</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Forklifts: Under 3000 Lbs. With Attachments</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Grade Engineer: Using Blue Prints, Cut Sheets, Etc</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Gradechecker/stakeman</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Guardrail Punch</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Hard Tail End Dump Articulating Off- Road Equipment 45 Yards. &amp; Over</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Hard Tail End Dump Articulating Off-road Equipment Under 45 Yards</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Horizontal/directional Drill Locator</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Horizontal/directional Drill Operator</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Hydralifts/boom Trucks Over 10 Tons</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Hydralifts/boom Trucks, 10 Tons And Under</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Loader, Overhead 8 Yards &amp; Over</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Loader, Overhead, 6 Yards. But Not Including 8 Yards</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Loaders, Overhead Under 6 Yards</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Loaders, Plant Feed</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Loaders: Elevating Type Belt</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Locomotives, All</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Material Transfer Device</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Mechanics, All (leadmen - $0.50 Per Hour Over Mechanic)</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Motor Patrol Grader - Non-finishing</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Motor Patrol Graders, Finishing</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Oil Distributors, Blower Distribution &amp; Mulch Seeding Operator</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Outside Hoists (elevators And Manlifts), Air Tuggers,strato</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Overhead, Bridge Type Crane: 20 Tons Through 44 Tons</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground</td>
<td>Sewer &amp; Water</td>
<td>Overhead, Bridge Type: 100 Tons And Over</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Overhead, Bridge Type: 45 Tons Through 99 Tons</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Pavement Breaker</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Pile Driver (other Than Crane Mount)</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Plant Oiler - Asphalt, Crusher</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Posthole Digger, Mechanical</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Power Plant</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Pumps - Water</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Quad 9, Hd 41, D10 And Over</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Quick Tower - No Cab, Under 100 Feet In Height Based To Boom</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Rigger And Bellman</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Rollagon</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Roller, Other Than Plant Mix</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Roller, Plant Mix Or Multi-lift Materials</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Roto-mill, Roto-grinder</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Saws - Concrete</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Scraper, Self Propelled Under 45 Yards</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators - Underground Sewer &amp; Water</td>
<td>Scrapers - Concrete &amp; Carry All</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Scrapers, Self-propelled: 45 Yards And Over</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Service Engineers - Equipment</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shotcrete/gunite Equipment</td>
<td>$51.97</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons.</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoe: Over 30 Metric Tons To 50 Metric Tons</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Shovel, Excavator, Backhoes: Over 50 Metric Tons To 90 Metric Tons</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Sliperform Pavers</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Spread, Torsid &amp; Screedman</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Subgrader Trimmer</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Tower Bucket Elevators</td>
<td>$54.33</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
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<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Tower Crane Over 175’in Height, Base To Boom</td>
<td>$56.36</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Tower Crane Up To 175’ In Height Base To Boom</td>
<td>$55.79</td>
<td>7A</td>
<td>3C</td>
<td>8P</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Transporters, All Track Or Truck Type</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
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<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Truck Crane Oiler/driver - 100 Tons And Over</td>
<td>$54.75</td>
<td>7A</td>
<td>3C</td>
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<td>Kitsap</td>
<td>Power Equipment Operators- Underground Sewer &amp; Water</td>
<td>Truck Crane Oiler/driver Under 100 Tons</td>
<td>$54.33</td>
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<td>Location</td>
<td>Occupation</td>
<td>Level</td>
<td>Rate</td>
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<td>Heat &amp; Frost Insulator</td>
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<td>WELDER/BURNER</td>
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<td>Kitsap</td>
<td>Stone Masons</td>
<td>Journey Level</td>
<td>$51.32</td>
<td>5A</td>
<td>1M</td>
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<td>Journey Level</td>
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<td>3C</td>
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<td>Chainman</td>
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<td>3C</td>
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<td>Construction Site Surveyor</td>
<td>$55.24</td>
<td>7A</td>
<td>3C</td>
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<td>Cable Splicer</td>
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<td>Hole Digger/Ground Person</td>
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<td>Construction - Outside</td>
<td>Special Apparatus Installer I</td>
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<td>Construction - Outside</td>
<td>Special Apparatus Installer II</td>
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<td>Construction - Outside</td>
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<td>Construction - Outside</td>
<td>Telephone Equipment Operator (Light)</td>
<td>$34.34</td>
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<td>Kitsap</td>
<td>Construction - Outside</td>
<td>Telephone Lineperson</td>
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<td>Construction - Outside</td>
<td>Television Groundperson</td>
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<td>Construction - Outside</td>
<td>Television Lineperson/Installer</td>
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<td>Kitsap</td>
<td>Construction - Outside</td>
<td>Tree Trimmer</td>
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<td>Tile, Marble &amp; Terrazzo Finishers</td>
<td>Journey Level</td>
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<td>Journey Level</td>
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<td>Asphalt Mix Over 16 Yards (W. WA-Joint Council 28)</td>
<td>$49.85</td>
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<td>Asphalt Mix To 16 Yards (W. WA-Joint Council 28)</td>
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<td>5D</td>
<td>3A</td>
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<td>Dump Truck And Trailer</td>
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<td>Kitsap</td>
<td>Truck Drivers</td>
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<td>Truck Drivers</td>
<td>Transit Mixer</td>
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<td>Irrigation Pump Installer</td>
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<td>Well Drillers &amp; Irrigation Pump Installers</td>
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<td>Well Driller</td>
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Overtime Codes

Overtime calculations are based on the hourly rate actually paid to the worker. On public works projects, the hourly rate must be not less than the prevailing rate of wage minus the hourly rate of the cost of fringe benefits actually provided for the worker.

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

   B. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

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

   D. The first two (2) hours before or after a five-eight (8) hour workweek day or a four-ten (10) hour workweek day and the first eight (8) hours worked the next day after either workweek shall be paid at one and one-half times the hourly rate of wage. All additional hours worked and all worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   F. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

   G. The first ten (10) hours worked on Saturdays and the first ten (10) hours worked on a fifth calendar weekday in a four-ten hour schedule, shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   H. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions or equipment breakdown) shall be paid at one and one-half times the hourly rate of wage. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

   I. All hours worked on Sundays and holidays shall also be paid at double the hourly rate of wage.

   J. The first two (2) hours after eight (8) regular hours Monday through Friday and the first ten (10) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked over ten (10) hours Monday through Saturday, Sundays and holidays shall be paid at double the hourly rate of wage.

   K. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

   M. All hours worked on Saturdays (except makeup days if work is lost due to inclement weather conditions) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.
1. N. All hours worked on Saturdays (except makeup days) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

O. The first ten (10) hours worked on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays, holidays and after twelve (12) hours, Monday through Friday and after ten (10) hours on Saturday shall be paid at double the hourly rate of wage.

P. All hours worked on Saturdays (except makeup days if circumstances warrant) and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

Q. The first two (2) hours after eight (8) regular hours Monday through Friday and up to ten (10) hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of ten (10) hours per day Monday through Saturday and all hours worked on Sundays and holidays (except Christmas day) shall be paid at double the hourly rate of wage. All hours worked on Christmas day shall be paid at two and one-half times the hourly rate of wage.

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

S. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays and all other overtime hours worked, except Labor Day, shall be paid at double the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays (except Labor Day) shall be paid at two times the hourly rate of wage. All hours worked on Labor Day shall be paid at three times the hourly rate of wage.

V. All hours worked on Sundays and holidays (except Thanksgiving Day and Christmas day) shall be paid at one and one-half times the hourly rate of wage. All hours worked on Thanksgiving Day and Christmas day shall be paid at double the hourly rate of wage.

W. All hours worked on Saturdays and Sundays (except make-up days due to conditions beyond the control of the employer) shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.

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

Y. All hours worked outside the hours of 5:00 am and 5:00 pm (or such other hours as may be agreed upon by any employer and the employee) and all hours worked in excess of eight (8) hours per day (10 hours per day for a 4 x 10 workweek) and on Saturdays and holidays (except labor day) shall be paid at one and one-half times the hourly rate of wage. (except for employees who are absent from work without prior approval on a scheduled workday during the workweek shall be paid at the straight-time rate until they have worked 8 hours in a day (10 in a 4 x 10 workweek) or 40 hours during that workweek.) All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and Labor Day shall be paid at double the hourly rate of wage.

Z. All hours worked on Saturdays and Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid the straight time rate of pay in addition to holiday pay.
2. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS PER DAY OR FORTY (40) HOURS PER WEEK SHALL BE PAID AT ONE AND ONE-HALF TIMES THE HOURLY RATE OF WAGE.

B. All hours worked on holidays shall be paid at one and one-half times the hourly rate of wage.

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

F. The first eight (8) hours worked on holidays shall be paid at the straight hourly rate of wage in addition to the holiday pay. All hours worked in excess of eight (8) hours on holidays shall be paid at double the hourly rate of wage.

G. All hours worked on Sunday shall be paid at two times the hourly rate of wage. All hours worked on paid holidays shall be paid at two and one-half times the hourly rate of wage including holiday pay.

H. All hours worked on Sunday shall be paid at two times the hourly rate of wage. All hours worked on holidays shall be paid at one and one-half times the hourly rate of wage.

O. All hours worked on Sundays and holidays shall be paid at one and one-half times the hourly rate of wage.

R. All hours worked on Sundays and holidays and all hours worked over sixty (60) in one week shall be paid at double the hourly rate of wage.

U. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked over 12 hours in a day or on Sundays and holidays shall be paid at double the hourly rate of wage.

W. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage. On a four-day, ten-hour weekly schedule, either Monday thru Thursday or Tuesday thru Friday schedule, all hours worked after ten shall be paid at double the hourly rate of wage. The first eight (8) hours worked on the fifth day shall be paid at one and one-half times the hourly rate of wage. All other hours worked on the fifth, sixth, and seventh days and on holidays shall be paid at double the hourly rate of wage.

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

A. Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal shift, and all work on Saturdays shall be paid at time and one-half the straight time rate. Hours worked over twelve hours (12) in a single shift and all work performed after 6:00 pm Saturday to 6:00 am Monday and holidays shall be paid at double the straight time rate of pay. Any shift starting between the hours of 6:00 pm and midnight shall receive an additional one dollar ($1.00) per hour for all hours worked that shift. The employer shall have the sole discretion to assign overtime work to employees. Primary consideration for overtime work shall be given to employees regularly assigned to the work to be performed on overtime situations. After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.
3. C. Work performed in excess of eight (8) hours of straight time per day, or ten (10) hours of straight time per day when four ten (10) hour shifts are established, or forty (40) hours of straight time per week, Monday through Friday, or outside the normal shift, and all work on Saturdays shall be paid at one and one-half times the hourly rate of wage. All work performed after 6:00 pm Saturday to 5:00 am Monday and Holidays shall be paid at double the hourly rate of wage. After an employee has worked eight (8) hours at an applicable overtime rate, all additional hours shall be at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

D. All hours worked between the hours of 6:00 pm and 6:00 am, Monday through Saturday, shall be paid at a premium rate of 15% over the hourly rate of wage. All other hours worked after 6:00 am on Saturdays, shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

E. All hours worked Sundays and holidays shall be paid at double the hourly rate of wage. Each week, once 40 hours of straight time work is achieved, then any hours worked over 10 hours per day Monday through Saturday shall be paid at double the hourly wage rate.

F. All hours worked on Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sunday shall be paid at two times the hourly rate of wage. All hours worked on paid holidays shall be paid at two and one-half times the hourly rate of wage including holiday pay.

H. All work performed on Sundays between March 16th and October 14th and all Holidays shall be compensated for at two (2) times the regular rate of pay. Work performed on Sundays between October 15th and March 15th shall be compensated at one and one half (1-1/2) times the regular rate of pay.

I. All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. In the event the job is down due to weather conditions during a five day work week (Monday through Friday,) or a four day ten hour work week (Tuesday through Friday,) then Saturday may be worked as a voluntary make-up day at the straight time rate. However, Saturday shall not be utilized as a make-up day when a holiday falls on Friday. All hours worked Monday through Saturday over twelve (12) hours and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

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

A. All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at double the hourly rate of wage. All hours worked on Saturdays, Sundays and holidays shall be paid at double the hourly rate of wage.

B. All hours worked over twelve (12) hours per day and all hours worked on holidays shall be paid at double the hourly rate of wage.

C. On Monday through Friday, the first four (4) hours of overtime after eight (8) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay, unless a four (4) day ten (10) hour workweek has been established. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, the first two (2) hours of overtime after ten (10) hours of straight time work shall be paid at one and one half (1-1/2) times the straight time rate of pay. On Saturday, the first twelve (12) hours of work shall be paid at one and one half (1-1/2) times the straight time rate of pay, except that if the job is down on Monday through Friday due to weather conditions or other conditions outside the control of the employer, the first ten (10) hours on Saturday may be worked at the straight time rate of pay. All hours worked over twelve (12) hours in a day and all hours worked on Sunday and Holidays shall be paid at two (2) times the straight time rate of pay.
4. D. All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at double the hourly rate of wage. All hours worked on Saturday, Sundays and holidays shall be paid at double the hourly rate of pay. Rates include all members of the assigned crew.

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

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

All overtime eligible hours performed on the above described work that is energized, shall be paid at the double the hourly rate of wage.

E. The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

On a four-day, ten-hour weekly schedule, either Monday thru Thursday or Tuesday thru Friday schedule, all hours worked after ten shall be paid at double the hourly rate of wage. The Monday or Friday not utilized in the normal four-day, ten hour work week, and Saturday shall be paid at one and one half (1½) times the regular shift rate for the first eight (8) hours. All other hours worked Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

F. All hours worked between the hours of 6:00 pm and 6:00 am, Monday through Saturday, shall be paid at a premium rate of 20% over the hourly rate of wage. All hours worked on Sundays shall be paid at one and one-half times the hourly rate of wage. All hours worked on holidays shall be paid at double the hourly rate of wage.


**Holiday Codes Continued**


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

**Holiday Codes Continued**


B. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

C. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

D. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran’s Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8). Unpaid Holidays: President’s Day. Any paid holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any paid holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

E. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

F. Holidays: New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the last working day before Christmas day and Christmas day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.


H. Holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

I. Holidays: New Year's Day, President’s Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, The Day Before Christmas Day And Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

J. Holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day (6). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.
Benefit Code Key – Effective 3-4-2015 thru 9-1-2015

7. K. Holidays: New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

L. Holidays: New Year's Day, Memorial Day, Labor Day, Independence Day, Thanksgiving Day, the Last Work Day before Christmas Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

M. Paid Holidays: New Year's Day, The Day after or before New Year’s Day, President’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, And the Day after or before Christmas Day (10). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

N. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. When Christmas falls on a Saturday, the preceding Friday shall be observed as a holiday.


Q. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.

R. Paid Holidays: New Year's Day, the day after or before New Year’s Day, President’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and the day after or before Christmas Day (10). If any of the listed holidays fall on Saturday, the preceding Friday shall be observed as the holiday. If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.

S. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday After Thanksgiving Day, Christmas Day, The Day After Christmas, And A Floating Holiday (9). If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.

T. Paid Holidays: New Year's Day, The Day After Or Before New Year’s Day, President’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, Christmas Day, and The Day After Or Before Christmas Day. (10). If any of the listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

Note Codes

8. A. In addition to the hourly wage and fringe benefits, the following depth premiums apply to depths of fifty feet or more:
Over 50’ To 100’ -$2.00 per Foot for Each Foot Over 50 Feet
Over 100’ To 150’ -$3.00 per Foot for Each Foot Over 100 Feet
Over 150’ To 220’ -$4.00 per Foot for Each Foot Over 150 Feet
Over 220’ -$5.00 per Foot for Each Foot Over 220 Feet
8. C. In addition to the hourly wage and fringe benefits, the following depth premiums apply to depths of fifty feet or more:
   - Over 50’ To 100’ -$1.00 per Foot for Each Foot Over 50 Feet
   - Over 100’ To 150’ -$1.50 per Foot for Each Foot Over 100 Feet
   - Over 150’ To 200’ -$2.00 per Foot for Each Foot Over 150 Feet
   - Over 200’ -Divers May Name Their Own Price

D. Workers working with supplied air on hazmat projects receive an additional $1.00 per hour.

L. Workers on hazmat projects receive additional hourly premiums as follows - Level A: $0.75, Level B: $0.50, And Level C: $0.25.

M. Workers on hazmat projects receive additional hourly premiums as follows: Levels A & B: $1.00, Levels C & D: $0.50.

N. Workers on hazmat projects receive additional hourly premiums as follows - Level A: $1.00, Level B: $0.75, Level C: $0.50, And Level D: $0.25.

P. Workers on hazmat projects receive additional hourly premiums as follows - Class A Suit: $2.00, Class B Suit: $1.50, Class C Suit: $1.00, And Class D Suit $0.50.

Q. The highest pressure registered on the gauge for an accumulated time of more than fifteen (15) minutes during the shift shall be used in determining the scale paid.

R. Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. A Traffic Control Laborer performs the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. These classifications are only effective on or after August 31, 2012.

S. Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.

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

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Metal rectangular frames, solid metal covers, herringbone grates, and bi-directional vaned grates for Catch Basin Types 1, 1L, 1P, and 2 and Concrete Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>2. Metal circular frames (rings) and covers, circular grates, and prefabricated ladders for Manhole Types 1, 2, and 3, Drywell Types 1, 2, and 3 and Catch Basin Type 2. See Std. Plans</td>
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<td>X</td>
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<tr>
<td>3. Prefabricated steel grate supports and welded grates, metal frames and dual vaned grates, and Type 1, 2, and 3 structural tubing grates for Drop Inlets. See Std. Plans.</td>
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<td>X</td>
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<tr>
<td>4. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes smaller than 60 inch diameter.</td>
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<td>X</td>
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<tr>
<td>5. Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.</td>
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<td>X</td>
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<tr>
<td>6. Corrugated Steel Pipe - Steel lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, 1 thru 5.</td>
<td></td>
<td>X</td>
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<tr>
<td>7. Corrugated Aluminum Pipe - Aluminum lock seam corrugated pipe for culverts and storm sewers, sizes 30 inch to 120 inches in diameter. May also be treated, #5.</td>
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<td>X</td>
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<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
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<tr>
<td>8. Anchor Bolts &amp; Nuts - Anchor Bolts and Nuts, for mounting sign structures,</td>
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<td>X</td>
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<tr>
<td>luminaries and other items, shall be made from commercial bolt stock. See</td>
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<tr>
<td>Contract Plans and Std. Plans for size and material type.</td>
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<tr>
<td>9. Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type</td>
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<td>X</td>
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<tr>
<td>and material specifications set forth in the contract plans. Welding of</td>
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<td>aluminum shall be in accordance with Section 9-28.14(3).</td>
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<tr>
<td>10. Major Structural Steel Fabrication - Fabrication of major steel items</td>
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<td>X</td>
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<tr>
<td>such as trusses, beams, girders, etc., for bridges.</td>
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<tr>
<td>11. Minor Structural Steel Fabrication - Fabrication of minor steel items</td>
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<td>X</td>
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<tr>
<td>such as special hangers, brackets, access doors for structures, access</td>
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<tr>
<td>ladders for irrigation boxes, bridge expansion joint systems, etc.,</td>
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<td>involving welding, cutting, punching and/or boring of holes. See Contact</td>
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<td></td>
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<tr>
<td>Plans for item description and shop drawings.</td>
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<tr>
<td>12. Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the</td>
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<td>X</td>
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<tr>
<td>type and material specifications set forth in the Contract Plans. Welding</td>
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<tr>
<td>of aluminum shall be in accordance with Section 9-28.14(3).</td>
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<tr>
<td>13. Concrete Piling--Precast-Prestressed concrete piling for use as 55 and</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>70 ton concrete piling. Concrete to conform to Section 9-19.1 of Std. Spec..</td>
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</tr>
<tr>
<td>14. Precast Manhole Types 1, 2, and 3 with cones, adjustment sections and</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>flat top slabs. See Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Precast Drywell Types 1, 2, and with cones and adjustment Sections. See</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Precast Catch Basin - Catch Basin type 1, 1L, 1P, and 2 with</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>adjustment sections. See Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------</td>
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<td>----</td>
</tr>
<tr>
<td>17. Precast Concrete Inlet - with adjustment sections,</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18. Precast Drop Inlet Type 1 and 2 with metal grate supports.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19. Precast Grate Inlet Type 2 with extension and top units.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20. Metal frames, vaned grates, and hoods for Combination Inlets. See Std. Plans</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21. Precast Concrete Utility Vaults - Precast Concrete utility vaults of various</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>sizes. Used for in ground storage of utility facilities and controls. See Contract</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plans for size and construction requirements. Shop drawings are to be provided for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>approval prior to casting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22. Vault Risers - For use with Valve Vaults and Utilities Vaults.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23. Valve Vault - For use with underground utilities. See Contract Plans for</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>details.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24. Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>or may also be used as Temporary Concrete Barrier. Only new state approved</td>
<td></td>
<td></td>
</tr>
<tr>
<td>barrier may be used as permanent barrier.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25. Reinforced Earth Wall Panels – Reinforced Earth Wall Panels in size and</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>shape as shown in the Plans. Fabrication plant has annual approval for methods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and materials to be used. Fabrication at other locations may be approved, after</td>
<td></td>
<td></td>
</tr>
<tr>
<td>facilities inspection, contact HQ. Lab.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26. Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>and shape as shown in Plans. Fabrication plant has annual approval for methods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and materials to be used</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------</td>
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<td>----</td>
</tr>
<tr>
<td>27. Precast Railroad Crossings - Concrete Crossing Structure Slabs.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>28. 12, 18 and 26 inch Standard Precast Prestressed Girder – Standard Precast</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Prestressed Girder for use in structures. Fabricator plant has annual approval of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>methods and materials to be used. Shop Drawing to be provided for approval prior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to casting girders. See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29. Prestressed Concrete Girder Series 4-14 - Prestressed Concrete Girders for</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>use in structures. Fabricator plant has annual approval of methods and materials</td>
<td></td>
<td></td>
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<tr>
<td>to be used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30. Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girders for use in</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>structures. Fabricator plant has annual approval of methods and materials to be</td>
<td></td>
<td></td>
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<tr>
<td>used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
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<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31. Prestressed Precast Hollow-Core Slab – Precast Prestressed Hollow-core</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>slab for use in structures. Fabricator plant has annual approval of methods and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>materials to be used. Shop Drawing to be provided for approval prior to casting</td>
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<tr>
<td>girders. See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32. Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>structures. Fabricator plant has annual approval of methods and materials to be</td>
<td></td>
<td></td>
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<tr>
<td>used. Shop Drawing to be provided for approval prior to casting girders.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Std. Spec. Section 6-02.3(25)A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33. Monument Case and Cover</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>See Std. Plan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>34. Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>The steel structure shall be galvanized after fabrication in accordance with</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AASHTO-M-111.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35. Mono-tube Sign Structures - Mono-tube Sign Bridge fabricated to details</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>shown in the Plans. Shop drawings for approval are required prior to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>fabrication.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36. Steel Sign Bridges - Steel Sign Bridges fabricated from steel tubing</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>meeting AASHTO-M-138 for Aluminum Alloys. See Std. Plans, and Contract Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>for details. The steel structure shall be galvanized after fabrication in</td>
<td></td>
<td></td>
</tr>
<tr>
<td>accordance with AASHTO-M-111.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37. Steel Sign Post - Fabricated Steel Sign Posts as detailed in Std Plans.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Shop drawings for approval are to be provided prior to fabrication.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38. Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>39. Light Standards - Lighting Standards for use on highway illumination</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>systems, poles to be fabricated to conform with methods and materials as</td>
<td></td>
<td></td>
</tr>
<tr>
<td>specified on Std. Plans. See Special Provisions for pre-approved drawings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40. Traffic Signal Standards - Traffic Signal Standards for use on highway</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>and/or street signal systems. Standards to be fabricated to conform with</td>
<td></td>
<td></td>
</tr>
<tr>
<td>methods and material as specified on Std. Plans. See Special Provisions for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>pre-approved drawings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41. Precast Concrete Sloped Mountable Curb (Single and DualFaced)</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>See Std. Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>42. Traffic Signs - Prior to approval of a Fabricator of Traffic Signs, the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>sources of the following materials must be submitted and approved for</td>
<td></td>
<td></td>
</tr>
<tr>
<td>reflective sheeting, legend material, and aluminum sheeting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NOTE:</strong> *** Fabrication inspection required. Only signs tagged</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Fabrication Approved&quot; by WSDOT Sign Fabrication Inspector to be installed</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>43. Cutting &amp; bending reinforcing steel</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>44. Guardrail components</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45. Aggregates/Concrete mixes</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Covered by WAC 296-127-018</td>
<td></td>
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<tr>
<td>46. Asphalt</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Covered by WAC 296-127-018</td>
<td></td>
</tr>
<tr>
<td>47. Fiber fabrics</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>48. Electrical wiring/components</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>49. treated or untreated timber pile</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>50. Girder pads (elastomeric bearing)</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>51. Standard Dimension lumber</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>52. Irrigation components</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>------------------------------------------</td>
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<td>----</td>
</tr>
<tr>
<td>53. Fencing materials</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>54. Guide Posts</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>55. Traffic Buttons</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>56. Epoxy</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>57. Cribbing</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>58. Water distribution materials</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>59. Steel &quot;H&quot; piles</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>60. Steel pipe for concrete pile casings</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>61. Steel pile tips, standard</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>62. Steel pile tips, custom</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Prefabricated items specifically produced for public works projects that are prefabricated in a county other than the county wherein the public works project is to be completed, the wage for the offsite prefabrication shall be the applicable prevailing wage for the county in which the actual prefabrication takes place.

It is the manufacturer of the prefabricated product to verify that the correct county wage rates are applied to work they perform.

See RCW 39.12.010
(The definition of "locality" in RCW 39.12.010(2) contains the phrase "wherein the physical work is being performed." The department interprets this phrase to mean the actual work site.)
WSDOT’s List of State Occupations not applicable to Heavy and Highway Construction Projects

This project is subject to the state hourly minimum rates for wages and fringe benefits in the contract provisions, as provided by the state Department of Labor and Industries. The following list of occupations, is comprised of those occupations that are not normally used in the construction of heavy and highway projects. When considering job classifications for use and/or payment when bidding on, or building heavy and highway construction projects for, or administered by WSDOT, these Occupations will be excepted from the included "Washington State Prevailing Wage Rates For Public Work Contracts” documents.

- Building Service Employees
- Electrical Fixture Maintenance Workers
- Electricians - Motor Shop
- Heating Equipment Mechanics
- Industrial Engine and Machine Mechanics
- Industrial Power Vacuum Cleaners
- Inspection, Cleaning, Sealing of Water Systems by Remote Control
- Laborers - Underground Sewer & Water
- Machinists (Hydroelectric Site Work)
- Modular Buildings
- Playground & Park Equipment Installers
- Power Equipment Operators - Underground Sewer & Water
- Residential *** ALL ASSOCIATED RATES ***
- Sign Makers and Installers (Non-Electrical)
- Sign Makers and Installers (Electrical)
- Stage Rigging Mechanics (Non Structural)

The following occupations may be used only as outlined in the preceding text concerning "WSDOT's list for Suppliers - Manufacturers - Fabricators"

- Fabricated Precast Concrete Products
- Metal Fabrication (In Shop)

Definitions for the Scope of Work for prevailing wages may be found at the Washington State Department of Labor and Industries web site and in WAC Chapter 296-127.
Coverage and exemptions of workers involved in the production and delivery of gravel, concrete, asphalt, or similar materials.

(1) The materials covered under this section include but are not limited to: Sand, gravel, crushed rock, concrete, asphalt, or other similar materials.

(2) All workers, regardless of by whom employed, are subject to the provisions of chapter 39.12 RCW when they perform any or all of the following functions:

(a) They deliver or discharge any of the above-listed materials to a public works project site:

   (i) At one or more point(s) directly upon the location where the material will be incorporated into the project; or

   (ii) At multiple points at the project; or

   (iii) Adjacent to the location and coordinated with the incorporation of those materials.

(b) They wait at or near a public works project site to perform any tasks subject to this section of the rule.

(c) They remove any materials from a public works construction site pursuant to contract requirements or specifications (e.g., excavated materials, materials from demolished structures, clean-up materials, etc.).

(d) They work in a materials production facility (e.g., batch plant, borrow pit, rock quarry, etc.) which is established for a public works project for the specific, but not necessarily exclusive, purpose of supplying materials for the project.

(e) They deliver concrete to a public works site regardless of the method of incorporation.

(f) They assist or participate in the incorporation of any materials into the public works project.
(3) All travel time that relates to the work covered under subsection (2) of this section requires the payment of prevailing wages. Travel time includes time spent waiting to load, loading, transporting, waiting to unload, and delivering materials. Travel time would include all time spent in travel in support of a public works project whether the vehicle is empty or full. For example, travel time spent returning to a supply source to obtain another load of material for use on a public works site or returning to the public works site to obtain another load of excavated material is time spent in travel that is subject to prevailing wage. Travel to a supply source, including travel from a public works site, to obtain materials for use on a private project would not be travel subject to the prevailing wage.

(4) Workers are not subject to the provisions of chapter 39.12 RCW when they deliver materials to a stockpile.

(a) A "stockpile" is defined as materials delivered to a pile located away from the site of incorporation such that the stockpiled materials must be physically moved from the stockpile and transported to another location on the project site in order to be incorporated into the project.

(b) A stockpile does not include any of the functions described in subsection (2)(a) through (f) of this section; nor does a stockpile include materials delivered or distributed to multiple locations upon the project site; nor does a stockpile include materials dumped at the place of incorporation, or adjacent to the location and coordinated with the incorporation.

(5) The applicable prevailing wage rate shall be determined by the locality in which the work is performed. Workers subject to subsection (2)(d) of this section, who produce such materials at an off-site facility shall be paid the applicable prevailing wage rates for the county in which the off-site facility is located. Workers subject to subsection (2) of this section, who deliver such materials to a public works project site shall be paid the applicable prevailing wage rates for the county in which the public works project is located.

[Statutory Authority: Chapter 39.12 RCW, RCW 43.22.051 and 43.22.270. 08-24-101, § 296-127-018, filed 12/2/08, effective 1/2/09. Statutory Authority: Chapters 39.04 and 39.12 RCW and RCW 43.22.270. 92-01-104 and 92-08-101, § 296-127-018, filed 12/18/91 and 4/1/92, effective 8/31/92.]
**MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)**

<table>
<thead>
<tr>
<th>LANE WIDTH (ft)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>POSTED SPEED (mph)</td>
<td>105</td>
<td>105</td>
<td>105</td>
<td>105</td>
<td>105</td>
<td>105</td>
<td>105</td>
<td>105</td>
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<td>105</td>
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<tr>
<td>SHOULDER WIDTH (ft)</td>
<td>8'</td>
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<td>8'</td>
<td>8'</td>
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<td>8'</td>
<td>8'</td>
<td>8'</td>
<td>8'</td>
<td>8'</td>
</tr>
<tr>
<td>POSTED SPEED (mph)</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
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</tbody>
</table>

**SIGN SPACING = X (1)**

- FREEWAYS & EXPRESSWAYS: 55 / 70 MPH, 1500' ±
- RURAL HIGHWAYS: 65 / 85 MPH, 800' ±
- RURAL ROADS: 45 / 55 MPH, 600' ±
- RURAL ROADS & URBAN ARTERIALS: 35 / 40 MPH, 300' ±
- RURAL ROADS & URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS: 25 / 30 MPH, 200' ± (2)
- URBAN STREETS: 25 MPH OR LESS, 100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVeways.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

**CANALIZATION DEVICE SPACING (feet)**

<table>
<thead>
<tr>
<th>MPH</th>
<th>TAPER</th>
<th>TANGENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>55/70</td>
<td>40</td>
<td>80</td>
</tr>
<tr>
<td>55/60</td>
<td>30</td>
<td>60</td>
</tr>
</tbody>
</table>

**BUFFER DATA**

- LONGITUDINAL BUFFER SPACE = B
- LENGTH (ft): 155, 200, 250, 305, 360, 425, 485, 570, 645, 730

**BUFFER VEHICLE ROLL AHEAD DISTANCE = R**

TRANSPORTABLE ATTENUATOR

MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION

30 FEET MIN. TO 100 FEET MAX.

**SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS**

NOT TO SCALE

**NOTES:**

1. NO FLAGGERS OR SPOTTERS
2. EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20'
6. ALL SIGNS ARE BLACK ON ORANGE.
7. SEE SPECIAL PROVISIONS FOR WORK-HOUR RESTRICTIONS.
MINIMUM TAPER LENGTH = L (feet)

<table>
<thead>
<tr>
<th>LANE WIDTH (feet)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>Posted Speed (mph)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>40</td>
<td>45</td>
<td>50</td>
<td>55</td>
<td>60</td>
<td>65</td>
<td>70</td>
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<tr>
<td>10</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>480</td>
<td>500</td>
<td>550</td>
<td>590</td>
<td>660</td>
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CHANNELIZATION DEVICE SPACING (feet)

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>50/70</th>
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<th>40/45</th>
<th>30/60</th>
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<tbody>
<tr>
<td>MINI</td>
<td>TAPER</td>
<td>TANGENT</td>
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BUFFER DATA

<table>
<thead>
<tr>
<th>LONGITUDINAL BUFFER SPACE = B</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED (MPH)</td>
</tr>
<tr>
<td>LENGTH (feet)</td>
</tr>
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BUFFER VEHICLE ROLL AHEAD DISTANCE = R

<table>
<thead>
<tr>
<th>TRANSPORTABLE ATTENUATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINIMUM HOST VEHICLE WEIGHT 16,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTOR'S RECOMMENDATION.</td>
</tr>
</tbody>
</table>

30 FEET MIN. 
100 FEET MAX.

LEGEND

- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY DRUM
- SEQUENTIAL ARROW SIGN
- TRANSITABLE ATTENUATOR
- TEMPORARY SIGN LOCATION (6' MOUNTING HEIGHT)

TEMPORARY ON-RAMP FOR MULTI-LANE ROADWAYS

NOT TO SCALE

NOTES:

1. NO FLAGGERS OR SPOTTERS.
2. USE A DOWNSMIDE TAPER TO END THE LANE CLOSURE WITH 20' DEVICE SPACING.
3. DEVICES SHALL NOT ENCROACH INTO ADJACENT LANES.
4. USE TRANSVERSE DIVIDES IN CLOSED LANES EVERY 1000' (RECOMMENDED).
5. SEE SHEET TC00 FOR A SHORT TERM ON-RAMP CLOSURE WHEN THE WORK AREA LOCATION RESTRICTS RAMP ACCESS.
6. SEE TC3 OR TC7 FOR RIGHT LANE CLOSURE.
7. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
8. SEE SPECIAL PROVISIONS FOR CLOSURE HOUR RESTRICTIONS.

FILE NAME: 0/Design R.P5.E Std-Standard/Smart Sheet: Library/15-Work Zone Traffic Control (TC00)-(TC9).r.gs

TIME: 11:56:39 AM

DATE: 5/17/2013

FILE: 5

REVISION DATE: BY

WASHINGTON STATE
Department of Transportation

TRAFFIC CONTROL PLAN

TC9
**SIGN SPACING** = X (1)  
**RURAL ROADS** 40 / 30 MPH  500' x 1  
**RURAL ROADS & URBAN ARTERIALS** 31 / 40 MPH  335' x 1  
**RURAL ROADS & URBAN ARTERIALS** 21 / 30 MPH  200' x 2  
**RESIDENTIAL & BUSINESS DISTRICTS**  
**URBAN STREETS** 20 MPH OR LESS  100' x 2  
(A) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.  
(B) This spacing may be reduced in urban areas to fit roadway conditions.

**MINIMUM TAPER LENGTH** = L (feet)  
<table>
<thead>
<tr>
<th>LANE WIDTH (m)</th>
<th>Posted Speed (mph)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
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**CHANNELIZATION DEVICE SPACING** (feet)  
<table>
<thead>
<tr>
<th>MPH</th>
<th>TAPER</th>
<th>TAMENT</th>
<th>90</th>
<th>45</th>
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</tbody>
</table>

**BUFFER DATA**  
**LONGITUDINAL BUFFER SPACE** = B  
**SPEED (MPH)** 25 30 35 40 45 50 60 70  
**LENGTH (ft)** 155 200 250 305 350 405 435  
**BUFFER VEHICLE ROLL AHEAD DISTANCE** = R  
**TRANSFORMABLE ATTENUATOR**  
**MINIMUM HOST VEHICLE WEIGHT** 10,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER’S RECOMMENDATION.  
**30 FEET MIN.** TO **100 FEET MAX.**  
**PROTECTIVE VEHICLE** MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.

**RIGHT LANE CLOSURE WITH SHIFT - 5 LANE ROADWAY**  
NOT TO SCALE

**LEGEND**  
<table>
<thead>
<tr>
<th></th>
<th>TEMPORARY SIGN LOCATION</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>CHANNELIZING DEVICES</td>
</tr>
<tr>
<td></td>
<td>SEQUENTIAL ARROW SIGN</td>
</tr>
<tr>
<td>⊙</td>
<td>PROTECTIVE VEHICLE</td>
</tr>
<tr>
<td>⊙</td>
<td>PORTABLE CHANGEABLE MESSAGE SIGN</td>
</tr>
<tr>
<td>⊙</td>
<td>TEMPORARY SIGN LOCATION (at MOUNTING HEIGHT)</td>
</tr>
</tbody>
</table>

**NOTES:**  
1. NO FLAGGERS OR SPOTTERS  
2. RECOMMEND EXTENDING DEVICE TAPER (L2) ACROSS SHOULDER  
3. FOR POSTED SPEED LIMITS OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4  
4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.  
5. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
BUFFER DATA

LONGITUDINAL BUFFER SPACE = \( B \)
SPEED (MPH) \( 25 \) \( 30 \) \( 35 \) \( 40 \) \( 45 \) \( 50 \) \( 55 \) \( 60 \) \( 65 \) \( 70 \)
LENGTH (ft) \( 156 \) \( 200 \) \( 250 \) \( 305 \) \( 350 \) \( 400 \) \( 450 \) \( 500 \) \( 570 \) \( 645 \)

BUFFER VEHICLE ROLL AHEAD DISTANCE = \( R \)

TRANSPORTABLE ATTENUATOR
MINIMUM HOIST VEHICLE WEIGHT: 10,000 lbs. THE MINIMUM HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

PROTECTIVE VEHICLE
MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.

30 FEET MIN. TO 100 FEET MAX.

NO SPECIFIED DISTANCE REQUIRED.

SIGN SPACING = \( X \) (1)

RURAL HIGHWAYS
80 / 65 MPH 820' ±

RURAL ROADS & URBAN ARTERIALS
45 / 65 MPH 920' ±

RURAL ROADS & URBAN ARTERIALS
35 / 40 MPH 350' ±

RESIDENTIAL & BUSINESS DISTRICTS
25 / 30 MPH 200' ± (2)

URBAN STREETS
25 MPH OR LESS 100' ± (2)

LANE WIDTH (ft)

MINIMUM TAPER LENGTH = \( L \) (feet)

LANE WIDTH (ft)

POSTED SPEED (mph)

L1 30 35 40 45 65 60 65 70
L2 45 50 55 60 65 70
L3 60 65 70

LANE WIDTH (ft)

POSTED SPEED (mph)

L1 30 35 40 45 65 60 65 70
L2 45 50 55 60 65 70
L3 60 65 70

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

lane shift - three lane roadway

NOT TO SCALE

WASHINGTON STATE
Department of Transportation
TRAFFIC CONTROL PLAN
NOTES:
1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. A 50" PEDESTRIAN PATH WIDTH SHOULD BE MAINTAINED (48" IS THE MINIMUM).
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE SHEET TC-62 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED, SEE STANDARD SPECIFICATION 1-15.2.11.6.
6. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE DIVERTED PATH WHEN EXISTING BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.

LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PEDESTRIAN CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

INTERSECTION PEDESTRIAN TRAFFIC CONTROL

NOT TO SCALE
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HYDRAULIC PROJECT APPROVAL

Issued Date: September 04, 2014
Project End Date: September 30, 2016
Permit Number: 2014-6-188+01
FPA/Public Notice Number: N/A
Application ID: 983

PERMITTEE

<table>
<thead>
<tr>
<th>Kitsap County Public Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATTENTION: Tony Carroll</td>
</tr>
<tr>
<td>614 Division St, Ms 26</td>
</tr>
<tr>
<td>Port Orchard, WA 98366-4614</td>
</tr>
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AUTHORIZED AGENT OR CONTRACTOR

<table>
<thead>
<tr>
<th>Kitsap County Public Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATTENTION: Dick Dadisman</td>
</tr>
<tr>
<td>614 Street MS-26</td>
</tr>
<tr>
<td>Port Orchard, WA 98366</td>
</tr>
</tbody>
</table>

Project Name: Orseth Road NE Culvert Replacement
Project Description: The proposed project will replace an existing and deteriorating 72 inch diameter, CMP culvert with a pile supported, short span, precast concrete bridge with a minimum stream channel opening of 18 feet. Following construction, exposed slopes will be seeded and replanted with native vegetation.

PROVISIONS

1. Work below the ordinary high water line shall only occur between August 1 and September 30.

2. Work shall be accomplished per plans and specifications approved by the Washington Department of Fish and Wildlife entitled "NE Orseth Road ~ Culvert Replacement" dated 7/2014, and entitled "Orseth Road Culvert Replacement Project" submitted 8/11/14, except as modified by this Hydraulic Project Approval. A copy of these plans shall be available on site during construction.

3. 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.

4. POST-CONSTRUCTION NOTIFICATION REQUIREMENT: The permittee, agent or contractor shall contact the Washington Department of Fish and Wildlife by e-mail to HPAapplications@dfw.wa.gov; mail to Post Office Box 43234, Olympia, Washington 98504-3234; or fax to (360) 902-2946 within seven days of completion of the work. The notification shall include the permittee’s name, project location, completion date for the work, and the Hydraulic Project Approval control number. The department may conduct a compliance inspection; however, the department will notify the permittee or agent prior to the inspection.

CONSTRUCTION/INSTALLATION

5. All earth and roadbed material shall be removed prior to removal of the existing culvert.

6. Removal of the existing structure shall be accomplished so the structure and associated material does not enter the stream. Material shall be disposed of so it will not re-enter the stream.

7. Excavation for and placement of the foundation and superstructure shall be outside the ordinary high water line.

8. The bridge structure shall be placed in a manner to minimize damage to the streambed and banks.

9. The bridge shall be constructed to pass the 100-year peak flow with consideration of debris likely to be encountered.
10. Abutments, piers, piling, sills, approach fills, etc., shall not constrict the flow and cause any appreciable increase (not to exceed 0.2 feet) in backwater elevation (calculated at the 100-year flood) or channel-wide scour, and shall be aligned to cause the least effect on the hydraulics of the stream.

11. No installation of riprap materials or angular rock is permitted below the OHWM.

12. Where aggregate or earth type material is used for paving or accumulates on the bridge, curbs, or wheel guards shall be installed and maintained to prevent the loss of this material into the stream.

13. Approach material shall be structurally stable and shall be composed of material that if eroded into the water shall not be detrimental to fish life.

14. Large woody material embedded in the bank or streambed shall be left undisturbed and intact, but may be relocated if within the project area.

15. Streambed material placed inside the culvert and in the channel shall be sized to mimic the gradation found in nearby reference channel reaches, rounded, non-porous, and well-graded (includes all size classes) to include 5%-10% fines with sieve size U.S. No. 200, in order to prevent the creek from going subsurface. A low-flow channel and a high-flow bench on either side shall be created in the culvert and channel.

16. Disturbance of the streambed and banks shall be limited to that necessary to construct the project and any required channel modification associated with it. Affected streambed and bank areas outside the bridge and associated fill shall be restored to preproject configuration following installation of the bridge. Within one year of project completion, the banks shall be revegetated with native or other approved woody species. Vegetation shall be planted at a maximum interval of three feet (on center) and maintained as necessary for three years to ensure 80 percent survival.

17. Upon completion of the grading, the streambed shall contain no pits, potholes, or large depressions and shall have a positive return to the stream in order to avoid stranding of fish.

TEMPORARY WATER BYPASS

18. A temporary bypass to divert flow around the work area shall be in place prior to initiation of work in the wetted perimeter.

19. A sandbag revetment or similar device shall be installed at the bypass inlet to divert the entire flow through the bypass.

20. A sandbag revetment or similar device shall be installed at the downstream end of the bypass to prevent backwater from entering the work area.

21. The bypass shall be of sufficient size to pass all flows and debris for the duration of the project.

22. Prior to releasing the water flow to the project area, all in water work shall be completed.

23. Upon completion of the project, all material used in the temporary bypass and temporary access roads shall be removed from the site and the site returned to preproject or improved conditions.

24. The permittee shall capture and safely move food fish, game fish, and other fish life from the job site. The permittee shall have fish capture and transportation equipment ready and on the job site. Captured fish shall be immediately and safely transferred to free-flowing water downstream of the project site.

25. Any device used for diverting water from a fish-bearing stream shall be equipped with a fish guard to prevent passage of fish into the diversion device pursuant to RCW 77.57.010 and 77.57.070. The pump intake shall be screened by one of the following:
The minimum open area for all types of fish guards is 27%. The screened intake shall consist of a facility with enough surface area to ensure that the velocity through the screen is less than 0.4 feet per second. Screen maintenance shall be adequate to prevent injury or entrapment of juvenile fish and the screen shall remain in place whenever water is withdrawn from the stream through the pump intake.

EQUIPMENT

26. Equipment used for this project may operate below the ordinary high water line, provided the drive mechanisms (wheels, tracks, tires, etc.) shall not enter or operate below the ordinary high water line prior to bypassing the streamflow around the work site.

27. Equipment used for this project shall be free of external petroleum-based products while working around the stream. Accumulation of soils or debris shall be removed from the drive mechanisms (wheels, tires, tracks, etc.) and undercarriage of equipment prior to its working below the ordinary high water line. Equipment shall be checked daily for leaks and any necessary repairs shall be completed prior to commencing work activities along the stream.

28. All equipment used on this site that will come in contact with waters of the state, including excavator, barge deck, and hand tools, shall be thoroughly cleaned before arriving at the site. All equipment that came in contact with water of the state shall also be cleaned after leaving the site and before moving to a new construction site. All water and chemicals used to clean equipment should be properly disposed of to prevent the spread of invasive species.

WATER QUALITY

29. All treated wood shall be professionally treated and completely cured prior to installation below the ordinary high water line to minimize leaching into the water or substrate. The use of wood treated with creosote or pentachlorophenol is not authorized.

30. All lumber to be used for the project shall meet or exceed the standards established in the most recent version of ‘Best Management Practices For the Use of Treated Wood in Aquatic and Wetland Environments’ developed by the Western Wood Preservers Institute, Wood Preservation Canada, Southern Pressure Treaters' Association, and Southern Forest Products Association. As of January, 2012, the latest version is dated November 1, 2011.

31. If at any time, as a result of project activities, fish are observed in distress, a fish kill occurs, or water quality problems develop (including equipment leaks or spills), immediate notification shall be made to the Washington Military Department's Emergency Management Division at 1-800-258-5990, and to the Area Habitat Biologist listed below.

32. Erosion control methods shall be used to prevent silt-laden water from entering the stream. These may include, but are not limited to, straw bales, filter fabric, temporary sediment ponds, check dams of pea gravel-filled burlap bags or other material, and/or immediate mulching of exposed areas.

33. Wastewater from project activities and water removed from within the work area shall be routed to an area landward of the ordinary high water line to allow removal of fine sediment and other contaminants prior to being discharged to the stream.

34. All waste material such as construction debris, silt, excess dirt or overburden resulting from this project shall be deposited above the limits of flood water in an approved upland disposal site.

35. If high flow conditions that may cause siltation are encountered during this project, work shall stop until the flow subsides.
APPLY TO ALL HYDRAULIC PROJECT APPROVALS

This Hydraulic Project Approval pertains only to those requirements of the Washington State Hydraulic Code, specifically Chapter 77.55 RCW. 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.

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.

| LOCATION #1: | Site Name: Orseth Road, Poulsbo, WA 98370 |
| WRIA | Waterbody: | Tributary to: |
| 15 - Kitsap | Grovers Creek | Grovers Creek |
| 1/4 SEC: | Section: | Township: | Range: | Latitude: | Longitude: | County: |
| 32 | 27 N | 02 E | 47.7804966 | -122.5569003 | Kitsap |

Location #1 Driving Directions

 LOCATION #1:

Site Name: Orseth Road, Poulsbo, WA 98370

WORK START: September 4, 2014

WORK END: September 30, 2016

WRIA

Waterbody:

Tributary to:

15 - Kitsap

Grovers Creek

Grovers Creek

1/4 SEC:

Section:

Township:

Range:

Latitude:

Longitude:

County:

32

27 N

02 E

47.7804966

-122.5569003

Kitsap

Location #1 Driving Directions
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 and/or a gross misdemeanor charge, possibly punishable by fine and/or imprisonment.

All Hydraulic Project Approvals issued under RCW 77.55.021 are subject to additional restrictions, conditions, or revocation if the Department of Fish and Wildlife determines that changed conditions require such action. The person(s) to whom this Hydraulic Project Approval is issued has the right to appeal those decisions. Procedures for filing appeals are listed below.

MINOR MODIFICATIONS TO THIS HPA: You may request approval of minor modifications to the required work timing or to the plans and specifications approved in this HPA. A minor modification to the required work timing means up to a one-week deviation from the timing window in the HPA when there are no spawning or incubating fish present within the vicinity of the project. You may request subsequent minor modifications to the required work timing. A minor modification of the plans and specifications means any changes in the materials, characteristics or construction of your project that does not alter the project's impact to fish life or habitat and does not require a change in the provisions of the HPA to mitigate the impacts of the modification. Minor modifications do not require you to pay additional application fees or be issued a new HPA. If you originally applied for your HPA through the online Aquatic Protection Permitting System (APPS), you may request a minor modification through APPS. A link to APPS is at http://wdfw.wa.gov/licensing/hpa/. If you do not use APPS you must submit a written request that clearly indicates you are seeking a minor modification to an existing HPA. Include the HPA number and a description of the requested change and send by mail to: Washington Department of Fish and Wildlife, PO Box 43234, Olympia, Washington 98504-3234, or by email to HPAPlications@dfw.wa.gov. Do not include payment with your request. You should allow up to 45 days for the department to process your request.

MAJOR MODIFICATIONS TO THIS HPA: You may request approval of major modifications to any aspect of your HPA. Any approved change other than a minor modification to your HPA will require issuance of a new HPA. If you paid an application fee for your original HPA you must pay an additional $150 for the major modification. If you did not pay an application fee for the original HPA, no fee is required for a change to it. If you originally applied for your HPA through the online Aquatic Protection Permitting System (APPS), you may request a major modification through APPS. A link to APPS is at http://wdfw.wa.gov/licensing/hpa/. If you do not use APPS you must submit a written request that clearly indicates you are requesting a major modification to an existing HPA. Include the HPA number, check, and a description of the requested change. Send your written request and payment, if applicable, by mail to: Washington Department of Fish and Wildlife, PO Box 43234, Olympia, Washington 98504-3234. You should allow up to 45 days for the department to process your request.

APPEALS INFORMATION
If you wish to appeal the issuance, denial, conditioning, or modification of a Hydraulic Project Approval (HPA), Washington Department of Fish and Wildlife (WDFW) recommends that you first contact the department employee who issued or denied the HPA to discuss your concerns. Such a discussion may resolve your concerns without the need for further appeal action. If you proceed with an appeal, you may request an informal or formal appeal. WDFW encourages you to take advantage of the informal appeal process before initiating a formal appeal. The informal appeal process includes a review by department management of the HPA or denial and often resolves issues faster and with less legal complexity than the formal appeal process. If the informal appeal process does not resolve your concerns, you may advance your appeal to the formal process. You may contact the HPA Appeals Coordinator at (360) 902-2534 for more information.

A. INFORMAL APPEALS: WAC 220-110-340 is the rule describing how to request an informal appeal of WDFW actions taken under Chapter 77.55 RCW. Please refer to that rule for complete informal appeal procedures. The following information summarizes that rule.

A person who is aggrieved by the issuance, denial, conditioning, or modification of an HPA may request an informal appeal of that action. You must send your request to WDFW by mail to the Washington Department of Fish and Wildlife HPA Appeals Coordinator, 600 Capitol Way North, Olympia, Washington 98501-1091; e-mail to HPAapplications@dfw.wa.gov; fax to (360) 902-2946; or hand-delivery to the Natural Resources Building, 1111 Washington St SE, Habitat Program, Fifth floor. WDFW must receive your request within 30 days from the date you receive notice of the decision. If you agree, and you applied for the HPA, resolution of the appeal may be facilitated through an informal conference with the WDFW employee responsible for the decision and a supervisor. If a resolution is not reached through the informal conference, or you are not the person who applied for the HPA, the HPA Appeals Coordinator or designee will conduct an informal hearing and recommend a decision to the Director or designee. If you are not satisfied with the results of the informal appeal, you may file a request for a formal appeal.

B. FORMAL APPEALS: WAC 220-110-350 is the rule describing how to request a formal appeal of WDFW actions taken under Chapter 77.55 RCW. Please refer to that rule for complete formal appeal procedures. The following information summarizes that rule.

A person who is aggrieved by the issuance, denial, conditioning, or modification of an HPA may request a formal appeal of that action. You must send your request for a formal appeal to the clerk of the Pollution Control Hearings Boards and serve a copy on WDFW within 30 days from the date you receive notice of the decision. You may serve WDFW by mail to the Washington Department of Fish and Wildlife HPA Appeals Coordinator, 600 Capitol Way North, Olympia, Washington 98501-1091; e-mail to HPAapplications@dfw.wa.gov; fax to (360) 902-2946; or hand-delivery to the Natural Resources Building, 1111 Washington St SE, Habitat Program, Fifth floor. The time period for requesting a formal appeal is suspended during consideration of a timely informal appeal. If there has been an informal appeal, you may request a formal appeal within 30 days from the date you receive the Director's or designee's written decision in response to the informal appeal.

C. FAILURE TO APPEAL WITHIN THE REQUIRED TIME PERIODS: If there is no timely request for an appeal, the WDFW action shall be final and unappealable.
HYDRAULIC PROJECT APPROVAL

Issued Date: September 04, 2014
Project End Date: September 30, 2016

Permit Number: 2014-6-188+01
FPA/Public Notice Number: N/A
Application ID: 983

Habitat Biologist  Gina.Piazza@dfw.wa.gov
Gina Piazza  360-895-3965

for Director

WDFW
Mr. Dick Dadisman  
Kitsap County Department of Public Works  
614 Division Street, MS-26  
Port Orchard, Washington 98366

Reference: NWS-2014-780  
Kitsap County Department of Public Works  
(Orseth Road NE Culvert Replacement)

Dear Mr. Dadisman:

We have reviewed your application to remove a culvert, create a new stream channel, and install a bridge in Grover’s Creek near Poulsbo, Kitsap County, Washington. Based on the information you provided to us, Nationwide Permit (NWP) 27, Aquatic Habitat Restoration, Establishment, and Enhancement Activities (Federal Register February 21, 2012, Vol. 77, No. 34), authorizes your proposal as depicted on the enclosed drawings dated July 2014.

In order for this authorization to be valid, you must ensure the work is performed in accordance with the enclosed NWP 27, Terms and Conditions and the following special conditions:

a. In order to meet the requirements of the Endangered Species Act (ESA) 2008 Fish Passage and Restoration Programmatic Consultation (National Marine Fisheries Service (NMFS) Reference No. 2008/03598; U.S. Fish and Wildlife Service Reference No. 1341-2008-FWS-#F-0209), you must comply with the conditions included in the 2008 Fish Passage and Restoration Programmatic, the Biological Assessment for Orseth Road Short Bridge Installation Project, Kitsap County Washington, and the enclosed electronic approval from the NMFS dated December 15, 2014. If you cannot comply with the terms and conditions of this programmatic consultation, you must, prior to commencing construction, contact the U.S. Army Corps of Engineers, Seattle District, Regulatory Branch for an individual consultation in accordance with the requirements of the ESA and/or the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996.
b. In order to meet the requirements of the Endangered Species Act you may conduct the authorized activities from July 15 through October 31 in any year this permit is valid. You shall not conduct work authorized by this permit from November 1 through July 14 in any year this permit is valid.

To satisfy the provisions of the 2008 Fish Passage and Restoration programmatic consultation in accordance with Special Condition “a” above, please be reminded that you must provide the following information upon completion of your project:

1. Project completion date.

2. Fish capture and release report for projects requiring dewatering. (For additional details, see Appendix A “Dewatering and Fish Capture Protocol” in the Specific Project Information Form you submitted).

3. Sediment monitoring report for projects requiring in-water work, including the extent and duration of downstream turbidity impacts measured every 20 minutes during construction. (For additional details, see question I.R. of the Specific Project Information Form you submitted).

4. Turbidity reporting specifically identified in the National Marine Fisheries Service’s and/or U.S. Fish and Wildlife Service’s electronic approval of the project.

We have reviewed your project pursuant to the requirements of the Endangered Species Act, the Magnuson-Stevens Fishery Conservation and Management Act and the National Historic Preservation Act. We have determined this project complies with the requirements of these laws provided you comply with all of the permit general and special conditions.

The authorized work complies with the Washington State Department of Ecology’s (Ecology) Water Quality Certification and the Coastal Zone Management Act requirements for this NWP. No further coordination with Ecology is required.

We have prepared and enclosed a Preliminary Jurisdictional Determination (JD) dated January 15, 2015, which is a written indication that wetlands and waterways within your project area may be waters of the U.S. Such waters will be treated as jurisdictional waters of the U.S. for purposes of computation of impact area and compensatory mitigation requirements associated with your permit application. If you believe the Preliminary JD is inaccurate, you may request an Approved JD, which is an official determination regarding the presence or absence of waters of the United States. If one is requested, please be aware that we may require the submittal of additional information to complete an approved JD and work authorized in this letter may not occur until the approved JD has been finalized.
Our verification of this NWP authorization is valid until March 18, 2017, unless the NWP is modified, reissued, or revoked prior to that date. If the authorized work has not been completed by that date and you have commenced or are under contract to commence this activity before March 18, 2017, you will have until March 18, 2018, to complete the activity under the enclosed terms and conditions of this NWP. Failure to comply with all terms and conditions of this NWP verification invalidates this authorization and could result in a violation of Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act. You must also obtain all local, State, and other Federal permits that apply to this project.

Upon completing the authorized work, you must fill out and return the enclosed Certificate of Compliance with Department of the Army Permit form. Thank you for your cooperation during the permitting process. We are interested in your experience with our Regulatory Program and encourage you to complete a customer service survey form. This form and information about our program is available on our website at www.nws.usace.army.mil select “Regulatory Branch, Permit Information” and then “Contact Us.” If you have any questions, please contact me at jerald.j.gregory@usace.army.mil or (206) 764-6665.

Sincerely,

[Signature]

Jerald J. Gregory, Project Manager
Regulatory Branch

Enclosures
Electronic Approval for Use of the 2008 Fish Passage and Restoration Programmatic for the Grovers Creek Culvert Replacement Project — Informal

NMFS Number WCR-2014-1787, COE Number NWS-2014-780 — December 15, 2014

NMFS has reviewed the July 28, 2014 Biological Assessment (BA), and the Memorandum for the Services (MFS) dated November 26, 2014, for the Kitsap County Public Works Department (KCPW) Grovers Creek Culvert Replacement Project. The KCPW proposes to replace a 6-foot by 25-foot corrugated metal culvert with an 18-foot by 23-feet precast bridge on Grovers Creek. Upstream and downstream approximately 20 feet of the existing culvert stream channel will be reconstructed to more closely mimic natural conditions. The new bridge will be elevated approximately 2-feet above high water to allow for movement of material under the bridge.

Construction activities will be isolated from flow with a sandbag cofferdam and temporary bypass. Site isolation, dewatering and fish removal if necessary will be conducted following protocols established in the 2008 FPRP. No electrofishing will be conducted.

The project is located in Grovers Creek at NE Orseth Road near Poulsbo, Kitsap County, Washington, fifth field HUC 1711001907 (Ollala Valley - Frontal Puget Sound). The MFS and BA requesting initiation of consultation were received in our office on December 1, 2014.

The applicant proposes a restoration project that includes elements of the following categories of the Fish Passage and Restoration Programmatic: 1. Fish Passage, a. Culvert Replacement and Relocation, and; 2. Installation of Instream Structures, h. Gravel Placement Associated with Structure Placement. As per approval criteria set forth in this programmatic consultation, NMFS Tracking No.: 2008-03600 (informal), NMFS is responding via this electronic format to give approval to use the programmatic consultation document for the KCPW Grovers Creek Culvert Replacement Project, COE # NWS-2014-780.

In-water construction will occur between July 15 and October 31 when listed species are least likely to be present. Though fish exclusion and potential removal is a necessary component of this project, NMFS concurs with your determination that the action is “not likely to adversely affect” (NLAA) Puget Sound (PS) steelhead. It is unlikely steelhead adults or juveniles will be present at the site during instream construction activities. In the event fish are present, no electrofishing will be conducted. Fish will be removed with dip nets.
Essential Fish Habitat (EFH) for Pacific salmon has been designated in the action area, and NMFS concurs with the determination that this project will not adversely affect EFH for these species.

Following all technical guidance and BMPs as outlined in the FPRP and the Hydraulic Project Approval (HPA) will ensure that turbidity caused by the action is limited and within the range of natural turbidity events that occur in this portion of Grovers Creek. The allowable in-stream work window for the project is July 15 through October 31.

In the long-term, the project will provide improved passage and instream habitat conditions for listed species in this section of Grovers Creek.

The COE and KCPW have met their obligation for ESA and EFH consultation for this project and no further action is necessary. The NMFS tracking number for this project is WCR-2014-1787 and the Corps reference number is NWS-2014-780.

Please contact Randy McIntosh at 360-534-9309, randy.mcintosh@noaa.gov, if you have questions regarding this consultation.

Randy McIntosh
Salmon Habitat Biologist
Washington-Oregon Coastal Area Office
West Coast Region
NOAA Fisheries
randy.mcintosh@noaa.gov
360-534-9309

A h-urile là sona dhuibh 's gun là idir dona dhuibh
GEOTECHNICAL REPORT
ORSETH ROAD CULVERT REPLACEMENT
NE Orseth Road, Kitsap County, Washington

Prepared for:  Sargent Engineers, Inc. and
               Kitsap County Public Works

Project No. 130189-01  •  January 20, 2015  FINAL

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1 Introduction

This report presents the results of a geotechnical engineering study performed by Aspect Consulting, LLC (Aspect) for the Orseth Road Culvert Replacement Project (Project) northeast of Poulsbo, Washington (Site). Our services were provided in support of an engineering study and design being performed by Sargent Engineers, Inc. (Sargent) for the Kitsap County Public Works Department (County).

The project involves the proposed replacement of the existing culvert at the intersection of NE Orseth Road and Grover’s Creek. The Project location is shown on Figure 1, Site Location Map. The purpose of the Project is to replace the existing deteriorating culvert, to enhance fish passage, to increase the size of the passage to reduce the probability and impacts of flooding, and to enhance in-stream and floodplain habitat in the vicinity of the passage. The primary focus of Aspect’s study is to develop geotechnical design recommendations for the proposed culvert replacement structure.

This report summarizes the results of the completed field explorations and presents Aspect’s geotechnical engineering conclusions and recommendations.

1.1 Scope of Services and Authorization

We completed this study in general accordance with our Standard Subconsultant Agreement for Professional Services with Sargent, which was authorized on September 20, 2013.

Our scope of work included gathering and reviewing existing subsurface information near the Site; drilling and sampling exploratory borings; performing laboratory testing; completing engineering analyses to develop geotechnical conclusions and recommendations for design and considerations for construction of the Project; and preparing this report. Our scope of work also included providing review of the 30 percent, 60 percent, and 90 percent Project design documents as well as providing geotechnical services during construction of the Project.

1.2 Project Description

The existing culvert at the intersection of Grover’s Creek and NE Orseth Road consists of a 72-inch-diameter corrugated metal pipe culvert serving the main channel of the environmentally sensitive Grover’s Creek. The existing culvert is aligned in a north to south direction underneath NE Orseth Road. NE Orseth Road is currently a gravel-surface road, approximately 16 feet wide, and services light residential traffic and heavy truck traffic primarily due to a local topsoil business located west of the culvert location. Significant corrosion has been noted throughout the culvert during inspections, necessitating the replacement.

We understand the Washington Department of Fish and Wildlife has determined the replacement of the culvert will require a reconstructed channel width of at least 18 feet.
We also understand that the County desires to widen NE Orseth Road near the culvert to a minimum width of 22-feet while minimizing or avoiding any impacts to the surrounding wetland area. The layout and locations of the existing culvert is illustrated on Figure 2, Site Exploration Map.

Based on our review of the draft type, size, and location (TS&L) report (Sargent, 2014), we understand that options considered for replacing the culvert include an aluminum box culvert, three-sided concrete box culvert, short bridge, and long bridge. Subsequent discussions with the County and Sargent indicate that the short bridge alternative is preferred. The short bridge will include approach fills contained within sheet piling, will be oriented perpendicular to NE Orseth Road, and will accommodate an 18-foot wide stream channel. We understand the bridge will be designed for a HL-93 vehicular live load. It is our assumption that the proposed construction will occur during the dry weather season and during the allowable ‘in-water’ work window as determined by the applicable governing agencies.

For the purposes of this study, we assume that design and construction of the improvements will be in accordance with American Association of State Highway and Transportation Officials Bridge Design Specifications (BDS) (AASHTO, 2012) and/or Washington State Department of Transportation (WSDOT) Geotechnical Design Manual (GDM) (WSDOT, 2013). The Project vertical datum is NGVD 29 and the basis for all references to elevations contained herein.
2 Site Conditions

2.1 General Geology

The project area is located in the Puget Lowland. The Puget Lowland is a complex tectonic environment and an area of tectonic subsidence flanked by two mountain ranges—the Cascades to the east, and the Olympics to the west. The sediments within the Puget Lowland result from repeated cycles of glacial and non-glacial deposition and erosion. During non-glacial cycles, the area was dominated by lowland forests and broad river valleys. During glacial cycles, ice sheets up to 3,000 feet thick occupied the Puget Lowland and surrounding areas, carved out the deep marine waterways and river valleys, and sculpted the uplands. Deposits from these glacial and non-glacial cycles are present in the subsurface of the project area.

The available geologic mapping (Deeter, 1979) indicates a normal sequence of recent (Holocene) deposits overlying layered glacial soils from the Vashon stade of the Fraser glaciation. During historic periods, the Project location has been modified by fill grading for NE Orseth Road along with stream and wetland depositional processes.

Geology of the Site consists of relatively complex sequences (generally from top down) of artificial fill, wetland deposits, alluvium deposits, estuarine deposits, recessional glaciolacustrine, subglacial melt-out till, advance glacial outwash, glaciolacustrine, and Pre-Vashon fluvial deposits. Soil units are described in more detail below in Section 2.4, Subsurface Conditions.

2.2 Seismicity

The Site is located in a seismically active area and is prone to seismic hazards such as liquefaction and amplified seismic response. The Site lies approximately 11 miles north of the Seattle fault zone, a shallow crustal tectonic structure that is considered active (meaning it has the potential to cause earthquakes in the future) and is capable of producing earthquakes of magnitude 7.3 or greater. The recurrence interval of earthquakes on this fault zone is believed to be on the order of a thousand years or more. The most recent large earthquake on this fault occurred about 1,100 years ago.

The Site also lies within the zone of strong shaking from subduction zone earthquakes. The recurrence interval of these earthquakes is thought to be on the order of about 500 years. The most recent subduction zone earthquake occurred about 314 years ago.

Deep intra-slab earthquakes also occur in the region every decade or two, including the 2001 Nisqually earthquake. These earthquakes are generally less severe than the shallow crustal and subduction zone earthquakes but have the potential to cause damage to older structures built before modern seismic codes were enacted, and those in liquefaction-sensitive areas.
2.3 Surface

The Site is located in a relatively flat and open area, approximately 3 miles north of Suquamish, Washington. The Site generally consists of flat to gently sloping topography toward Grover’s Creek with the NE Orseth Road fill embankment transecting the central portion of the Site in a west-to-east orientation. Elevations across the project area range from a high of 16 along the road surface of NE Orseth Road to a low of 9 at the centerline of Grover’s Creek immediately downstream of the existing culvert crossing. The NE Orseth Road fill embankment appears to be approximately 5 to 6 feet tall at the existing culvert crossing location and tapers to meet the natural grades within approximately 100 feet west and east of the existing culvert.

The main channel of Grover’s Creek consists primarily of an open creek channel approximately 10 feet wide that flows in a north-to-south direction. The creek channel has very flat side slopes and the flat topography of the surrounding area is conducive to standing water outside of the creek channel and wetland conditions. Flow within the creek has been observed to be very slow moving and calm. Grover’s Creek flows through the existing culvert crossing, utilizing a deteriorating 72-inch-diameter corrugated metal culvert underneath NE Orseth Road. Topography of the Site and approximate layout of the existing stream path is illustrated on Figure 2.

2.4 Subsurface Conditions

Subsurface conditions at the Site were inferred from the completed field explorations, review of applicable geologic literature, and our experience with the local geology. More detailed soils descriptions are presented on boring logs in Appendix A.

The following section presents more detailed subsurface information organized from the upper to the lower soil types.

2.4.1 Stratigraphy

The subsurface soils, based on the completed subsurface explorations, can be grouped into nine units consisting of the following: fill, wetland deposits, alluvium deposits, estuarine deposits, recessional glaciolacustrine, subglacial melt-out till, advance glacial outwash, glaciolacustrine, and Pre-Vashon fluvial deposits. Soil borings B-1 and B-2 were advanced near Grover’s Creek, in the locations shown on Figure 2. Selected soil samples collected from the borings were submitted to a soil testing lab to determine the selected properties of the soil samples including moisture content and grain size analysis. The results of the geotechnical laboratory testing are shown in Appendix B.

Details of the composition and distribution of these units are presented in more detail below.

Fill

Roadway embankment fill was encountered at the ground surface in both borings. The fill was present to depths of 5 feet below the existing ground surface (bgs). The fill generally
consisted of medium dense, moist to very moist, brown to gray, silty, very sandy GRAVEL (GM)\(^1\) with trace organics. A zone of intact wood was encountered from 2.5 to 5 feet bgs in both borings at the base of the road fill. The intact wood was likely originally placed across the wetland as a corduroy or log roadbed. The intact wood was easily augered through with the 8-inch-diameter hollow-stem auger equipment.

The SPT\(^2\) blow counts from the explorations in the road fill ranged from 24 to 26 blows per foot, indicating the fill was typically medium dense. The presence of fine-grained soil (soil particles passing the No. 200 sieve) makes the road fill susceptible to disturbance during construction (it is moisture sensitive). Scattered fine organics were present throughout the fill. The majority of the fill can generally be expected to have moderate shear strength, moderate compressibility, and moderate permeability.

**Wetland Deposits**

Wetland deposits were encountered underlying the roadway fill soils in both borings to depths of 10 to 10.5 feet bgs. The wetland deposits were primarily fine-grained and alluvium consisted of interbedded SILT (ML), organic SILT (OL), silty SAND (SM), and PEAT (PT).

The SPT blow counts from the explorations in the wetland deposits ranged from 1 to 3 blows per foot, indicating the wetland deposits were typically very soft/loose to soft. The wetland deposits can generally be expected to have low shear strength, high compressibility, and low to moderate permeability. The wetland deposits are primarily fine-grained and susceptible to disturbance during construction. The wetland deposits are susceptible to liquefaction under seismic loading conditions.

**Alluvium**

Alluvium was encountered underlying the wetland deposits in both borings to a depth of 20 feet bgs. The alluvium consisted of very loose to medium dense, wet, gray, silty SAND (SM) and SAND (SP) with trace silt.

The SPT blow counts from the explorations in the alluvium ranged from 4 to 15 blows per foot with an average of 8 blows per foot, indicating the alluvium was typically very loose to medium dense. The alluvium can be expected to have low to moderate shear strength, moderate compressibility, high permeability, and low to moderate moisture sensitivity. The alluvium is susceptible to liquefaction under seismic loading conditions.

**Estuarine Deposits**

Estuarine deposits were encountered underlying the alluvium from 20 to 30 feet bgs in both borings. The estuarine deposit consisted of medium stiff to stiff, moist to wet, gray, slightly sandy SILT (ML) with trace shells, wood fragments, and thin interbeds of fine SAND (SP) and silty SAND (SM).

---

\(^1\) Soil Classification per the Unified Soil Classification System (USCS). Refer to ASTM D-2488.

\(^2\) SPT blow count refers to standard penetration test (SPT) N-values, in accordance with ASTM D-1586.
The SPT blow counts from the exploration in the estuarine deposits ranged from 6 to 36 blows per foot with an average of 17 blows per foot, indicating the estuarine deposits were typically medium stiff to stiff. The estuarine deposits can be expected to have moderate shear strength, moderate compressibility, low permeability, and moderate to high moisture sensitivity.

**Recessional Glaciolacustrine**

Vashon recessional glaciolacustrine deposits were encountered underlying the estuarine deposits in boring B-1 from 30 to 35 feet bgs. The lacustrine deposits consisted of very stiff, moist, gray, sandy SILT (ML) with scattered thin, medium dense, moist, gray SAND (SP) interbeds.

The SPT blow count from the exploration in the lacustrine deposit was 17 blows per foot, indicating the lacustrine was very stiff. The recessional lacustrine deposit can be expected to have moderate shear strength, low to moderate compressibility, low permeability, and moderate to high moisture sensitivity.

**Subglacial Melt-Out Till**

Vashon subglacial meltout till was encountered underlying the recessional glacial lacustrine deposit in boring B-1 from 35 to 40 feet bgs. The till consisted of hard, moist, gray, sandy SILT (ML) with fine gravel and scattered, thin interbeds of dense, moist, gray SAND (SP).

The SPT blow count from the exploration in the till was 38 blows per foot, indicating the till was hard. The subglacial melt-out till can be expected to have high shear strength, low compressibility, low permeability, and moderate moisture sensitivity.

**Advance Glacial Outwash**

Vashon advance glacial outwash was encountered underlying the subglacial melt-out till in boring B-1 and underlying the alluvium in boring B-2 at depths ranging from 30 to 45 feet bgs. The advance outwash consisted of dense to very dense, wet, gray, gravelly SAND (SP) with trace silt.

The SPT blow counts from the explorations in the advance outwash ranged from 49 to 68 blows per foot with an average of 57 blows per foot, indicating the advance outwash was dense to very dense. The advance outwash can be expected to have high shear strength, low compressibility, moderate to high permeability, and low moisture sensitivity.

**Glaciolacustrine**

Vashon glaciolacustrine deposits were encountered underlying the advance outwash in boring B-2 from 40 to 51.5 feet bgs. The glaciolacustrine consisted of hard, slightly moist, gray, slightly clayey SILT (ML) to silty CLAY (CL) with low to medium plasticity and scattered, very thinly laminated fine sand interbeds.

The SPT blow counts from the exploration in the glaciolacustrine ranged from 51 to 83 blows per foot with an average of 64 blows per foot, indicating the glaciolacustrine is typically hard. The glaciolacustrine can be expected to have high shear strength, low compressibility, low permeability, and high moisture sensitivity.
Pre-Vashon Fluvial
Pre-Vashon fluvial deposits were encountered underlying the advance outwash in boring B-1 from 45 to 51.5 feet bgs. The fluvial deposits consisted of hard, moist, gray, sandy SILT (ML) with fine sand and trace wood fragments. Scattered thin interbeds of very dense, moist, gray, slightly silty SAND (SP-SM) were encountered and the fine-grained portions of the fluvial deposits typically exhibited non-plastic to low plasticity behavior.

2.4.2 Groundwater
Groundwater was encountered in both soil borings at approximately Elevation 5.5 (10 feet bgs). Groundwater levels may also fluctuate seasonally, with precipitation variations, and with changes in usage at and around the Site. Groundwater across the Site can be expected to generally follow the water levels within Grover’s Creek and to slope gently toward the creek. For the purposes of geotechnical analyses and Project design, we recommend the design groundwater level be considered at Elevation 9, consistent with the level of Grover’s Creek.

2.4.3 Engineering Properties
The engineering properties of the subsurface soils were generalized for engineering analysis purposes. The generalized subsurface conditions in the project area are based on limited subsurface information obtained from the completed explorations.

An assessment of the geotechnical soil parameter for each soil unit identified is summarized in Table 1.

Table 1 – Soil Engineering Properties used for Analyses

<table>
<thead>
<tr>
<th>Geologic Description</th>
<th>USCS Classification</th>
<th>SPT N-Value¹ (range &amp; average)</th>
<th>Total Unit Weight (pcf)</th>
<th>Effective Friction Angle (degrees)</th>
<th>Undrained Shear Strength (psf)</th>
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<td>PT, OL, ML, SM, SP-SM</td>
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<td>105</td>
<td>26</td>
<td>N/A</td>
</tr>
<tr>
<td>Alluvium</td>
<td>ML, SM, SP</td>
<td>Range: 4-15, Average: 8</td>
<td>115</td>
<td>28</td>
<td>N/A</td>
</tr>
<tr>
<td>Estuarine</td>
<td>ML</td>
<td>Range: 6-36, Average: 17</td>
<td>115</td>
<td>N/A</td>
<td>750</td>
</tr>
<tr>
<td>Recessional Glaciolacustrine</td>
<td>ML</td>
<td>Range: 21, Average: 21</td>
<td>120</td>
<td>N/A</td>
<td>1,000</td>
</tr>
<tr>
<td>Subglacial Melt-Out Till</td>
<td>ML</td>
<td>Range: 47, Average: 47</td>
<td>130</td>
<td>36</td>
<td>N/A</td>
</tr>
<tr>
<td>Advance Outwash</td>
<td>SP</td>
<td>Range: 61-91, Average: 74</td>
<td>130</td>
<td>36</td>
<td>N/A</td>
</tr>
<tr>
<td>Glaciolacustrine</td>
<td>CL, ML</td>
<td>Range: 64-100+, Average: 80</td>
<td>130</td>
<td>36</td>
<td>N/A</td>
</tr>
<tr>
<td>Pre-Vashon Fluvial</td>
<td>ML</td>
<td>Range: 92-100, Average: 96</td>
<td>130</td>
<td>36</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Notes:
1) Corrected for documented field and sampling procedures.
2.5 Earthquake Engineering

2.5.1 Ground Motion

The AASHTO BDS response spectra for design are based on local seismicity and soil conditions. The seismicity is represented by the peak bedrock acceleration (PBA) based on established seismic risk models. The 7 percent probability of exceedance in 75-year design event (approximately 1,000-year recurrence interval) is being considered for this project. The PBA for the 1,000-year recurrence interval ground motion is 0.406g, based on United States Geologic Survey (USGS) National Seismic Hazard Map data.

The AASHTO BDS express the effects of site-specific subsurface conditions on the ground motion response in terms of the Site Factors, $F_{pga}$, $F_a$, and $F_v$ for the Site. The Site Factors, which are determined by the Site Class, account for the seismic response of the soil profile and is based on the density and stiffness of the soil profile underlying the Site. The Site Class can be correlated to the average standard penetration resistance (NSPT) in the upper 100 feet of the soil profile. Based on our characterization of the subsurface conditions, AASHTO Site Class D should be assumed for the Site provided liquefaction mitigation as discussed in Section 3.3 is implemented into the Project design. The recommended ground motion parameters are shown below in Table 2.

**Table 2 – Ground Motion Parameters**

<table>
<thead>
<tr>
<th>Design Parameter</th>
<th>Recommended Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Class</td>
<td>Site Class D</td>
</tr>
<tr>
<td>Peak Ground Acceleration (PGA)</td>
<td>0.406g (Site Class B)</td>
</tr>
<tr>
<td>Short Period Spectral Acceleration ($S_s$)</td>
<td>0.899g (Site Class B)</td>
</tr>
<tr>
<td>1-Second Period Spectral Acceleration ($S_1$)</td>
<td>0.313g (Site Class B)</td>
</tr>
<tr>
<td>Site Coefficient $F_{pga}$</td>
<td>1.09 (Site Class D)</td>
</tr>
<tr>
<td>Site Coefficient $F_a$</td>
<td>1.14 (Site Class D)</td>
</tr>
<tr>
<td>Site Coefficient $F_v$</td>
<td>1.77 (Site Class D)</td>
</tr>
<tr>
<td>Acceleration Coefficient ($A_s$)</td>
<td>0.443g (Site Class D)</td>
</tr>
<tr>
<td>Design Short Period Spectral Acceleration ($SD_s$)</td>
<td>1.024g (Site Class D)</td>
</tr>
<tr>
<td>Design 1-Second Period Spectral Acceleration ($SD_1$)</td>
<td>0.555g (Site Class D)</td>
</tr>
</tbody>
</table>

Notes:

1) Based on Table 3.4.2.1-1 of the AASHTO BDS.
2.6 Seismic Hazards

Earthquake-induced hazards that are relevant to the project Site include fault rupture, soil liquefaction and associated settlement, and lateral spreading. The following sections discuss these hazards.

**Surficial Fault Rupture**

The Site is located approximately 11 miles north of the Seattle Fault Zone. The recurrence interval of movement along this fault system is still unknown, although it is hypothesized to be in excess of a thousand years. Due to the suspected long recurrence interval and offset of the Site from the known rupture location, the risk of surficial ground rupture is considered to be low during the expected life of the project.

**Soil Liquefaction and Related Settlement**

Liquefaction occurs when loose, saturated and relatively cohesionless soil deposits temporarily lose strength as a result of earthquake shaking. Potential effects of soil liquefaction include temporary loss of bearing capacity and lateral soil resistance, liquefaction-induced settlement, and sand boils, any of which could result in significant structural damage. Primary factors controlling the development of liquefaction include intensity and duration of strong ground motion, characteristics of subsurface soil, in-situ stress conditions and the depth to groundwater.

Liquefaction evaluations were conducted with the aid of LiquefyPro, a seismically induced liquefaction and settlement analyses software program developed by CivilTech Software (2009) and WSLiq, a liquefaction analysis software program that was created as part of an extended research project supported by the Washington State Department of Transportation and authored by Steve Kramer (2008). The evaluations are based on the data revealed by the subsurface explorations for this project.

We evaluated liquefaction potential based on the design event as summarized in Table 3. The design level event is based on the USGS National Seismic Hazard Map data to obtain the PBA and earthquake magnitude. The Peak Ground Acceleration (PGA) was determined using the methods suggested in Section 6.3.4 of the WSDOT GDM.

<table>
<thead>
<tr>
<th>Seismic Event Return Period (years)</th>
<th>Peak Bedrock Acceleration (g)(^{(1)})</th>
<th>Peak Ground Acceleration (g)(^{(2)})</th>
<th>Earthquake Magnitude(^{(1)})</th>
<th>Mean Source-to-Site Distance (km)(^{(1)})</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000</td>
<td>0.406</td>
<td>0.443</td>
<td>7.01</td>
<td>53.5</td>
</tr>
</tbody>
</table>

Notes:
1) Based on USGS Probabilistic Seismic Hazard Deaggregation.
2) Based on Section 6.3.4 of WSDOT GDM.
The liquefaction analyses performed indicate that liquefaction could occur at the Site for the design seismic event considered. The data from both borings indicated that liquefaction is likely to occur within the wetland, alluvium, and estuarine deposits between Elevation 9 and -5. Liquefaction requires soil saturation and we’ve concluded a design groundwater level at Elevation 9. A graphical output of select analyses using the data from both soil borings is shown in Appendix C.

The primary consequences of liquefaction include temporary loss of soil shear strength, seismic-induced settlement, and sand boils. Temporary loss of soil shear strength will primarily impact the culvert replacement structure foundations and result in reduced vertical and lateral resistances for the extreme limit design state. Seismic-induced settlement will cause downdrag loads on the deep foundations (piles) and will likely distort the NE Orseth road surface. Seismically-induced settlements resulting from the design level earthquake considered were estimated using the Liquefy Pro and WSliq programs. The results of our total settlement analyses are summarized in Table 4.

Sand boils are liquefaction-related features that result from subsurface porewater pressure relief via the path of least resistance. They manifest themselves as small (less than a few feet high) mounds on the surface of ejected soil slurry, and have the appearance of a mini volcano. They are typically on the order of about 10 to 20 feet in diameter and cause a mound on the order of 1 to 1½ feet high. Up to several cubic yards of material can be ejected. Sand boil locations appear to be fairly random, and the prediction of their occurrence is not considered practical.

### Table 4 – Extents of Liquefaction and Estimates of Seismic-Induced Settlements

<table>
<thead>
<tr>
<th>Seismic Event Return Period (years)</th>
<th>Estimated Elevation Range where Liquefaction is Likely (ft)</th>
<th>Estimated Post-Liquefaction Total Settlement¹ (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000</td>
<td>-5 to 9</td>
<td>3 to 8</td>
</tr>
</tbody>
</table>

Notes:
1) Settlement range estimated using the combined results from LiquefyPro and WSliq, settlement shown in Appendix C represents LiquefyPro results only.

Based on our understanding of the proposed bridge and the depth of the anticipated liquefaction, deep foundations are likely required to mitigate against the effects of liquefaction. The effects of the projected liquefaction will likely consist of total settlements as presented above and differential settlements up to half of the estimated total settlements.

**Lateral Spreading**
Due to the relatively flat topography of the Site and gradual side slopes of Grover’s Creek, the risk of lateral spreading as a result of liquefaction appears low.
3 Conclusions and Recommendations

3.1 General

In our opinion, the proposed project is feasible from a geotechnical perspective. The following sections present the results of our engineering analyses and recommendations. Applicable sections of the AASHTO BDS and WSDOT GDM were utilized in our evaluations and analyses.

The following recommendations are for earthwork, bridge foundation support, and other pertinent geotechnical design issues.

3.2 Earthwork

Based on the explorations performed on Site and our understanding of the proposed project, it is our opinion that basic excavation and grading can generally be completed with standard construction equipment. Shallow groundwater conditions and very soft/loose soils will require planning, careful excavation strategies and reduced excavation side slope inclinations.

The completed explorations indicated the existing roadway was underlain by a corduroy or log roadbed. This zone of intact but degraded wood was easily bypassed by the relatively small drilling equipment and it appears likely that the wood may present in oversized sections but can likely be removed with standard construction equipment.

Appropriate erosion control measures should be implemented prior to beginning earthwork activities in accordance with Kitsap County Best Management Practices (BMPs).

3.2.1 Temporary Excavation Slopes

Maintenance of safe working conditions, including temporary excavation stability, is the responsibility of the Contractor. All temporary cuts in excess of 4 feet in height that are not protected by trench boxes or otherwise shored, should be sloped in accordance with Part N of Washington Administrative Code (WAC) 296-155 (WAC, 2009).

In general, soils across the Site classify as OSHA Soil Classification Type C. Temporary excavation side slopes are anticipated to stand as steep as 1½H:1V (Horizontal:Vertical) within the roadway fill and wetland. The cut slope inclinations estimated above are applicable to excavations without groundwater seepage, or runoff, and assume dewatered conditions.

With time and the presence of seepage and/or precipitation, the stability of temporary unsupported cut slopes can be significantly reduced. Therefore, all temporary slopes should be protected from erosion by installing a surface water diversion ditch or berm at the top of the slope. In addition, the Contractor should monitor the stability of the temporary cut slopes and adjust the construction schedule and slope inclination.
accordingly. Vibrations created by traffic and construction equipment may cause caving and raveling of the temporary slopes. In such an event, lateral support for the temporary slopes should be provided by the Contractor to prevent loss of ground support.

### 3.2.2 Structural Fill

We estimate that portions of the material excavated for the Project may be suitable for re-use as structural fill. The upper soils within the roadway fill (above the log bed) appear suitable for re-use as structural fill. Excavated material should be visually inspected by the Geotechnical Engineer to determine its potential use as structural fill.

In general, suitable structural fill material for the Project is fill placed within 3 percent of its optimum moisture content per the American Society for Testing and Materials (ASTM) ASTM D-1557 (modified Proctor test) and does not contain deleterious materials, greater than 5 percent organics, or particles larger than 3 inches in diameter. Structural fill should be placed and compacted to at least 95 percent of the maximum dry density (MDD) as determined by test method ASTM D-1557.

Imported material should be granular material with less than 15 percent fines such as Common Borrow as specified in Section 9-03.14(3) of the WSDOT Standard Specifications. In wet weather conditions or situations requiring free-draining backfill, we recommend using import material meeting the criteria for Gravel Borrow as specified in Section 9-03.14(1) of the WSDOT Standard Specifications. Class A Gravel Backfill for Foundations as specified in Section 9-03.12(1)A of the WSDOT Standard Specifications should be used for base rock underneath structures. Crushed Surfacing Base Course as specified in Section 9-03.9(3) of the WSDOT Standard Specifications should be used as base rock for re-establishing the gravel roadway.

Within a lateral distance of 3 feet of any wall, smaller, possibly hand-operated equipment should be used in conjunction with thinner soil lifts to achieve the required compaction so as not to damage the structure.

The procedure to achieve the specified minimum relative compaction depends on the size and type of compacting equipment, the number of passes, thickness of the layer being compacted, and certain soil properties. When size of the excavation restricts the use of heavy equipment, smaller equipment can be used, but the soil must be placed in thin enough lifts to achieve the required compaction. A sufficient number of in-place density tests should be performed as the fill is placed to verify the required relative compaction is being achieved. The frequency of the in-place density testing can be determined at the time of final design when more details of the Project grading and backfilling plans are available.

Generally, loosely compacted soils are a result of poor construction technique or improper moisture content. Soils with a high percentage of silt or clay are particularly susceptible to becoming too wet, and coarse-grained materials easily become too dry, for proper compaction. Silty or clayey soils with a moisture content too high for adequate compaction should be dried as necessary, or moisture conditioned by mixing with drier materials, or other methods.
3.3 Bridge Foundations

Technically viable geotechnical options exist to support the proposed bridge. Foundation design and selection for the proposed bridge must consider the design loads, subsurface conditions, constructability, construction impacts (nearby facilities, infrastructure and habitat), and cost. We understand the preliminary design loads for the single-span short bridge alternative are estimated at 700 kips per abutment.

Based on the subsurface conditions and liquefaction hazard present at the Site, we recommend utilizing a deep foundation system for the bridge to mitigate against the effects of liquefaction. Deep foundations will bypass the liquefiable wetland and alluvium deposits, and gain foundation bearing and support from the underlying dense/stiff glacial deposits.

Preliminary analyses investigating the feasibility of a lightly-loaded aluminum box culvert supported by spread footings was completed as part of the alternatives analysis. We estimated static settlements on the order of 3 to 6 inches were likely and in addition to the estimated seismic settlements (as a result of liquefaction) of 3 to 8 inches. Based on this information, the aluminum box culvert alternative was eliminated in favor of the short bridge alternative.

Several deep foundation alternatives were considered and two of the alternatives are presented below. The capacities for the deep foundation alternatives were analyzed and developed in accordance with the methods presented in Section 10.6 of the AASHTO LRFD Bridge Design Specifications as well as technical information provided by American Pile Driving Equipment (APE), the regional vendor for the helical pile alternative.

3.3.1 Scour Depth

We understand that negligible scour is anticipated at the proposed bridge location and that considerations for reduced pile capacities are not necessary to account for scour.

3.3.2 Minimum Pile Penetration

We recommend that steel pipe piles be driven to a minimum depth of 39 feet below the existing roadway surface elevation. This equates to a recommended minimum pile tip Elevation of -24.5. Helical piles should be installed to a minimum depth of 37 feet below the existing roadway surface elevation or a minimum pile tip Elevation of -22. Piles may need to be driven/installed deeper than the minimum pile tip elevation to develop the required geotechnical resistance. Actual pile depths will need to be evaluated in the field through a combination of installation observation and dynamic or static load testing, as appropriate.

3.3.3 Liquefaction

Liquefaction is predicted from approximately Elevation 9 to -5 at the Site. Liquefaction will cause temporary loss of support within the above elevation range and liquefaction-induced settlement will result in downdrag loads on the piles. For calculating extreme limit state pile resistance, we recommend ignoring bearing and uplift resistance within the estimated range of liquefaction. Additionally, we recommend applying an ultimate
(total) downdrag load (DD) equal to 1kip per inch of pile diameter to pile design. The zone of downdrag loading utilized to develop the ultimate DD load extends from the estimated top of the piles to Elevation -5. We recommend a load factor ($\gamma_{pDD}$) of 1.05 be applied to the downdrag load. The recommended ultimate downdrag load applies to the pile shaft and assumes no helices would be included within or above the predicted zone of liquefaction if helical piles are used.

### 3.3.4 Driven Piles

Driven piles can be installed relatively quickly and there are practical ways to verify their capacity in the field during construction. Driven piles commonly used in the Puget Sound area include steel pipe piles (driven steel walled pipes that are in-filled with reinforced concrete and are also known as cast-in-place concrete piles) and pre-cast, pre-stressed concrete piles. The relative cost advantage of these two pile types fluctuates with the price of steel and concrete. Steel pipe piles have advantages in that they are durable, are easy to splice, and can be inspected from the interior after driving. They have also been shown to better resist cyclic loads more effectively than pre-cast, pre-stressed concrete piles. However, they are vulnerable to corrosion unless they are appropriately protected. Pre-cast, pre-stressed concrete piles are more resistant to corrosion than steel piles. However, they are somewhat brittle and they must be handled carefully, and they are difficult to splice. Concrete piles also require additional lead time for casting and curing.

Based on regional equipment and material availability and previous successful County projects using steel pipe piles, we understand that steel pipe piles are the preferred driven pile type for the Project.

#### 3.3.4.1 Corrosion Protection

The Site presents a moderately to aggressively corrosive environment. Steel exposed above grade will be subject to corrosion and degradation over time. We recommend that all steel foundation and wall elements be appropriately protected from corrosion (epoxy coating or equivalent) to a minimum of 5 feet below the finish grades. Alternatively, the foundation and wall elements can be oversized to accommodate future corrosion.

#### 3.3.4.2 Driven Pile Axial Resistance

Axial pile resistance analyses were completed for driven, open-end, 12- and 18-inch diameter, steel pipe piles in accordance with AASHTO BDS guidelines. The analyses were performed using the Federal Highway Administration (FHWA, 2007) Driven Analysis Program, using the soil conditions observed in geotechnical boring B-1.

The results of our axial resistance analyses are presented as nominal (ultimate) resistances for both bearing (compression) and uplift (tension) for a single driven pile. The estimated nominal resistances are shown on Figures D-1 and D-2 in Appendix D for 12- and 18-inch-diameter, driven steel pipe piles, respectively. The computed nominal axial resistances are applicable to piles with a minimum spacing of 2.5 pile diameters. Aspect should be consulted to consider group effects if pile spacing is less than 2.5 piles diameters.

The recommended Resistance Factors are shown in Table 5 and can be used in conjunction with Figures D-1 and D-2 to determine estimated strength, service, and extreme limit state geotechnical resistances at various driven steel pipe pile embedment.
depths. Estimating of the extreme limit state resistances should take into account the effects of the predicted liquefaction and downdrag (DD) load, described in Section 3.3.3 above. Pile embedment was assumed to begin at Elevation 10.

It is important to understand that the nominal resistances shown on Figures D-1 and D-2 are estimates based on static analysis methods and pile resistance should be confirmed by field observations and made during driving as discussed in Section 4.3 – Geotechnical Monitoring of Driven Piles.

Table 5 – Recommended Resistance Factors for Driven Steel Pipe Pile Design

<table>
<thead>
<tr>
<th>Limit State</th>
<th>Resistance Factor, ( \phi )</th>
<th>Bearing Resistance, ( \phi_{\text{stat}}^{(1)} )</th>
<th>Bearing Resistance, ( \phi_{\text{dyn}}^{(2)} )</th>
<th>Uplift, ( \phi_{\text{up}} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strength</td>
<td>0.45</td>
<td>0.55(^{(3)})</td>
<td>0.35</td>
<td></td>
</tr>
<tr>
<td>Service</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td></td>
</tr>
<tr>
<td>Extreme</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1) Applies to nominal resistance as determined by static analysis methods (see Figures D-1 and D-2).
2) Applies to nominal resistance as determined by dynamic analysis methods during pile driving.
3) Assumes the WSDOT driving formula will be used as the basis for the dynamic analysis and pile driving construction control.

3.3.5 Helical Piles
Helical piles consist of a helix section welded to a steel pipe. The helix section is then screwed into the ground to an appropriate depth or bearing layer with a hydraulic drill mounted to a large excavator. Based on discussions with the regional vendor of these pile systems, APE, we understand a variety of helical pile sizes and configurations are available.

3.3.5.1 Helical Pile Axial Resistance
Axial pile resistance analyses were completed for two common helical pile configurations, a 5.5-inch-diameter pile with a single 16-inch-diameter helix and a 9.625-inch-diameter pile with a single 21-inch-diameter helix. The helixes were assumed at the tip of the pile for the completed analyses.

The results of our axial resistance analyses are presented as nominal (ultimate) resistances for both bearing and uplift for a single helical pile. The estimated nominal resistances are shown on Figures D-3 and D-4 in Appendix D for helical piles with a 16- and 21-inch-diameter helix, respectively. The computed nominal axial resistances are applicable to piles with a minimum spacing of 2.5 pile diameters, Aspect should be consulted to consider group effects if pile spacing is less than 2.5 piles diameters.

The recommended Resistance Factors are shown in Table 6 and can be used in conjunction with Figures D-3 and D-4 to determine estimated strength, service, and
extreme limit state geotechnical resistances at various driven pile embedment depths. Estimating of the extreme limit state resistances should take into account the effects of the predicted liquefaction and downdrag (DD) load, described in Section 3.3.3 above. Pile embedment was assumed to begin at Elevation 10.

It is important to understand that the nominal resistances shown on Figures D-3 and D-4 are estimates based on static analysis methods and pile resistance should be confirmed by field observations and made during installation and subsequent load testing as discussed in Section 4.5 – Geotechnical Monitoring of Helical Piles.

Table 6 – Recommended Resistance Factors for Helical Pile Design

<table>
<thead>
<tr>
<th>Limit State</th>
<th>Resistance Factor, $\phi$</th>
<th>Bearing Resistance, $\phi_{\text{stat}}^{(1)}$</th>
<th>Bearing Resistance, $\phi_{\text{dyn}}$</th>
<th>Uplift, $\phi_{\text{up}}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strength</td>
<td>0.45</td>
<td>0.65$^{(2)}$ / 0.75$^{(3)}$</td>
<td>0.45</td>
<td></td>
</tr>
<tr>
<td>Service</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td></td>
</tr>
<tr>
<td>Extreme</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

1) Applies to nominal resistance as determined by static analysis methods (see Figures D-3 and D-4).
2) Applies to ultimate resistance as determined by dynamic testing ($\phi_{\text{dyn}} = 0.65$).
3) Applies to ultimate resistance as determined by a successful static load test ($\phi_{\text{dyn}} = 0.75$).

3.3.6 Pile Lateral Resistance

Lateral loading on the piles is anticipated to be minor. We understand lateral loads that occur parallel to the roadway and bridge will be transmitted through the bridge girders and utilize the passive earth pressure support against the opposite abutment for resistance. For the type and configuration of the short bridge being considered for the Project, the AASHTO BDS also do not require pile foundations to be specifically designed for lateral seismic loading.

3.3.7 Sheetpiles

Steel sheet piles are proposed to provide lateral containment for the approach fills. The Site soils appear conducive to the driving of sheet piles. We recommend designing the sheet pile shoring based on the lateral earth pressure diagrams shown on Figures 3 and 4, Sheet Pile Earth Pressures. Two diagrams are presented, one for the strength limit state and one for the extreme limit state. The elevations indicated on the diagrams are approximations of the proposed finish grade and mudline based on our understanding of the Project. We understand that scour effects are anticipated to be negligible and no reductions to passive earth support have been made. The primary soils retained by the sheetpiles will be granular roadway fill that is relatively free-draining; therefore, no unbalanced hydrostatic pressures are anticipated and a level retained backslope is assumed. For the extreme limit state, the seismic lateral earth pressure and loss of passive resistance due to liquefaction should be considered separately as the strength loss due to liquefaction will occur after the primary shaking and development of seismic lateral earth pressures.
pressures. The indicated live load surcharge (LS) from vehicular loading was developed for a HL-93 load in accordance with Section 3.11.6.4 of the AASHTO BDS.

For global stability, we recommend the sheet piles be driven to a dual-criteria; a minimum tip elevation of -18 and a minimum of 5 feet into stiff/dense soils that underlie the liquefiable alluvium soils. Driving conditions over the last 5 feet may be difficult and it would be prudent to oversize the sheet piles to limit damage during driving. The earth pressures indicated on Figures 3 and 4 are nominal values and resistance and load factors should be applied in accordance with Chapter 3 of the AASHTO BDS. See Section 3.3.4.1 for corrosion protection considerations.

### 3.3.8 Pile Cap Lateral Earth Pressures
The recommended lateral earth pressures for use in design of the pile caps assume granular fill will be imported and placed as structural fill. Note, the recommended earth pressures for the pile caps are different from those presented on Figures 3 and 4 for the sheet piles as the pile caps will be constructed atop the piles and supported within the roadway fill.

#### Table 6 – Lateral Earth Pressure Parameters for Pile Caps

<table>
<thead>
<tr>
<th>Earth Pressure Condition</th>
<th>Earth Pressure Coefficient</th>
<th>Equivalent Fluid Weight(^{(1)}) (pcf)</th>
<th>Earth Pressure(^{(2)}) (psf)</th>
<th>Surcharge Pressure (psf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active ((K_a)^{(3)})</td>
<td>0.28</td>
<td>35</td>
<td>35H</td>
<td>0.28S(^{(8)})</td>
</tr>
<tr>
<td>At-Rest ((K_o))</td>
<td>0.44</td>
<td>55</td>
<td>55H</td>
<td>0.44S(^{(8)})</td>
</tr>
<tr>
<td>Passive ((K_p)^{(4)})</td>
<td>2.75</td>
<td>315(^{(5)})</td>
<td>315D(^{(5)},(6),(7))</td>
<td>-</td>
</tr>
<tr>
<td>Active Seismic ((K_{as})^{(9)})</td>
<td>0.357</td>
<td>-</td>
<td>8H</td>
<td>-</td>
</tr>
<tr>
<td>At-Rest Seismic ((K_{as})^{(10)})</td>
<td>0.420</td>
<td>-</td>
<td>12H</td>
<td>-</td>
</tr>
</tbody>
</table>

Notes:
1) Granular backfill placed as structural fill with a unit weight of 125 pcf (120 pcf dry) is assumed.
2) Static earth pressures result in a triangular pressure distribution along the height of the wall. Seismic earth pressures result in a uniform pressure distribution along the height of the wall.
3) To invoke the active conditions the wall must rotate about the base with a lateral movement at the top of the wall of approximately 0.002H, where H is the height of the wall.
4) To invoke the passive conditions, the wall must move into the backfill with a lateral movement of approximately 0.020H.
5) Nominal passive pressures are presented; a strength limit state resistance factor \((\phi_{so})\) of 0.50 should be applied for design.
6) Where D is the depth of embedment of wall below finish grade.
7) Passive pressure should be ignored within 18 inches below finish grade.
8) Resulting uniform surcharge acting along the height of the wall, where S is the surcharge pressure.
9) The seismic pressures were calculated in accordance with Chapter 11 and Appendix A11.1.1.1 of the AASHTO LRFD Bridge Specifications using the design earthquake parameters shown in Tables 2 and 3.
10) The at-rest seismic pressure was calculated by multiplying the horizontal acceleration coefficient by 1.5 as recommended by Section 15.4.2.9 of the WSDOT GDM.
Seismic and surcharge pressures are typically not considered concurrently in design unless specific conditions dictate otherwise.

Live load surcharge (LS) from vehicular loading should be taken as a uniform load of 140 PSF acting against the pile caps.

Lateral forces that may be induced on the pile caps due to unique surcharge loads, such as heavy construction equipment, should be considered on a case-by-case basis by the structural engineer.
4 Construction Considerations

Based on our current knowledge of site conditions, we recommend that the following construction considerations be evaluated for construction of the geotechnical project elements.

- Fill and alluvium deposits underlying the Site may contain varying quantities of debris and obstructions. Although not directly observed in our explorations, our regional experience indicates obstructions may include buried debris such as large logs. Obstructions may present difficulties during installation of deep foundations.

- Limited access may constrain the movement and storage of larger construction equipment and materials. Selection of foundation elements and a bridge structure that can be quickly and efficiently installed may reduce road closure time.

- Nearby habitat may be sensitive to strong vibrations and noise associated with pile driving.

The recommendations in this report are contingent upon good construction practices. The following sections present general, preliminary guidelines for consideration during construction.

4.1 General

Construction of the geotechnical project elements will be impacted by the presence of soft soils and potential obstructions. These potential difficulties should be appropriately addressed in the contract documents. For example, the specifications should notify the contractor of the known presence of potential obstructions and their removal should be defined as incidental to general excavation. The Project specifications should require that the contractor provide submittals detailing the selected piles and sheet piles along with information regarding the respective pile driving systems and equipment that will be used for installing the piles prior to the start of construction. Aspect should be engaged to review and comment on the pile submittals.

All deep foundation installations, sheet pile installation, final abutment slope grading, and structural fill placement should be evaluated by the project geotechnical engineer and completed in accordance with the WSDOT Standard Specifications.

4.2 Driven Pile Installation

In general, pile driving construction should follow the guidelines set forth in WSDOT Standard Specifications Section 6-05. We recommend a minimum pile tip Elevation of -24.5.

Installation of piles may be impacted by the potential presence of obstructions (intact wood debris or gravels). The corduroy or log road bed that was encountered at the base of the roadway fill appears degraded and we anticipate driven piles will be able to penetrate
through this layer. Obstructions encountered during pile driving may cause some of the piles to be driven out-of-plumb, or to “drift” off of the design horizontal location. Also, if significant obstructions are encountered at certain locations, it may be necessary to adjust certain pile locations to avoid the obstructions. Because of this potential effect, some flexibility should be allowed in the design to enable adjustment of pile locations. In certain instances, it may be necessary to alter the size of the pile cap to accommodate the new pile locations. Any such situations which arise during construction should be evaluated on a case-by-case basis by the owner, structural engineer, and geotechnical engineer.

4.3 Geotechnical Monitoring of Driven Piles

All pile installation operations should be observed by the geotechnical engineer, or their field representative, experienced in the design and observation of driven piles foundations. It is essential that the field representative be present during pile driving to obtain blow count and hammer data to evaluate if the required nominal resistance has been developed.

Driven piles should be driven using an approved top-impact hammer or vibratory hammer. Selection of an appropriate hammer will depend on the pile types and sections selected for use on the project, the contractor’s methods, and other factors. Prior to driving any piles, the contractor should submit details of the proposed pile driving system and driving criteria that can conservatively meet the required ultimate bearing capacities while preventing pile damage. The proposed pile driving system and driving criteria should meet the minimum requirements as presented in Section 6-05 of the WSDOT Standard Specifications.

For a top-impact hammer, a wave equation analysis of piles (WEAP) should be generated to guide the selection of properly sized driving equipment to ensure the selected pile section can be driven to the required resistance without damaging the pile. A WEAP analysis will also provide for a minimum penetration rate required for the pile to sufficiently develop the required resistance.

For a vibratory hammer system, there is no equivalent method for evaluating driving resistance as can be done for top-impact hammer systems. Therefore, for a vibratory hammer system, we recommend the project specifications be written to require installation of indicator piles and a full scale load test program or the use of an impact hammer (post-driving) to strike the individual piles and determine relative pile resistance.

Regardless of the hammer system chosen, the most practical way of determining pile driving conditions at the Site may be through the installation of a test pile. We recommend the contract include the requirement that one production pile be driven as a test pile in accordance with WSDOT Standard Specifications Section 6-05.3(10), so that field conditions and pile driving acceptance criteria can be developed. The owner’s geotechnical engineer (not the contractor) should monitor and evaluate test pile driving, and develop acceptance criteria for the remaining production piles.
4.4 Helical Pile Installation

Helical piles should be advanced such that the upper-most helix is embedded at least 2 feet into hard/very dense glacial soils that underlie the Site. For planning purposes, the hard/very dense glacial soils should be assumed at Elevation -20.

Installation of piles may be impacted by the potential presence of obstructions (intact wood debris or gravels). The corduroy or log road bed that was encountered at the base of the roadway fill appears degraded and we anticipate helical piles will be able to penetrate through this layer. It is possible that obstructions exist that cannot be penetrated by the helical anchors. A contingency plan should be developed to deal with such obstructions. Any such situations which arise during construction should be evaluated on a case-by-case basis by the owner, structural engineer, and geotechnical engineer.

4.5 Geotechnical Monitoring of Helical Piles

Helical pile installation and resistance verification testing should be monitored on a full time basis to verify the piles are installed in accordance with our recommendations, and to provide recommendations for design changes should conditions revealed during construction differ from those anticipated.

All pile installation operations should be observed by the project geotechnical engineer or his representative experienced in the design and observation of deep foundation installations.

A minimum of one test pile should be installed and have the capacity verified through a minimum of one of the following methods:

- Monitoring with a pile driving analyzer (PDA), dynamic testing using an impact hammer, and completing a pile wave energy analysis;
- And/or completing a full-scale load test of a test pile in general accordance with ASTM Standard D1143 using the Quick Load Test Procedure. Loading should be completed to 100 percent of the nominal axial resistance of the pile.

4.6 Sheet Pile Installation

For global stability, the sheet piles should be installed to a minimum depth of 27 feet below the mudline and installed a minimum of 5 feet into stiff/dense soils that underlie the liquefiable alluvium soils. For planning purposes, this depth corresponds to approximate minimum tip Elevation of -18.

Installation of sheet piles may be impacted by the potential presence of obstructions (intact wood debris or gravels). The corduroy or log road bed that was encountered at the base of the roadway fill appears degraded and we anticipate sheet piles will be able to penetrate through this layer. Driving conditions over the last 5 feet may be difficult and it would be prudent to oversize the sheet piles to limit damage during driving.
4.7 Geotechnical Monitoring of Sheet Piles

Sheet pile installation should be monitored at appropriate intervals to verify the piles are installed in accordance with our recommendations, and to provide recommendations for design changes should conditions revealed during construction differ from those anticipated.
5 References

American Association of State Highway and Transportation Officials (AASHTO), 2012, LRFD Bridge Design Specifications, Customary U.S. Units.


CivilTech Software, 2009, Liquefy Pro v5.5j Analysis program.


Sargent Engineers, Inc. (Sargent), 2014, Draft Type, Size, and Location Report, Orseth Road Culvert Replacement Project, March, 2014.


United States Department of Transportation Federal Highway Administration, 2007, Driven v1.2 Analysis program.

Washington State Department of Transportation (WSDOT), 2013, Geotechnical Design Manual M 46-03.


Limitations

Work for this project was performed for Sargent Engineers, Inc. and Kitsap County Public Works (Client), and this report was prepared in accordance with generally accepted professional practices for the nature and conditions of work completed in the same or similar localities, at the time the work was performed. This report does not represent a legal opinion. No other warranty, expressed or implied, is made.

All reports prepared by Aspect Consulting for the Client apply only to the services described in the Agreement(s) with the Client. Any use or reuse by any party other than the Client is at the sole risk of that party, and without liability to Aspect Consulting. Aspect Consulting’s original files/reports shall govern in the event of any dispute regarding the content of electronic documents furnished to others.

This report and our conclusions and interpretations should not be construed as a warranty of the subsurface conditions. Experience has shown that subsurface soil and groundwater conditions can vary significantly over small distances. Inconsistent conditions can occur between explorations and may not be detected by a geotechnical study. Further geotechnical evaluations, analyses and recommendations may be necessary for the final design of this project.

If there is a substantial lapse of time between the submission of this report and the start of construction, or if conditions have changed due to construction operations at or near the Site, it is recommended that this report be reviewed to determine the applicability of the conclusions and recommendations considering the changed conditions and time lapse.
Site Location Map
Orseth Road Culvert Replacement
NE Orseth Road, Kitsap County, Washington

Basemap Layer Credits: Esri, DeLorme, NAVTEQ, TomTom, Intermap, iPC, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community
NOTES
1. EARTH PRESSURES ARE IN PSF, LINEAR DIMENSIONS IN FT.
2. EH = LATERAL EARTH PRESSURE (PASSIVE ON LEFT / ACTIVE ON RIGHT)
3. ES = LATERAL PRESSURE FROM UNIFORM SURCHARGE (NON-VEHICLE)
4. LS = LIVE LOAD SURCHARGE FROM VEHICULAR LOADING
5. A LEVEL RETAINED BACKSLOPE IS ASSUMED.
6. EARTH PRESSURE VALUES ASSUME AN ACTIVE EARTH PRESSURE CONDITION, WHERE THE WALL IS ALLOWED TO YIELD SLIGHTLY.
7. NO UNBALANCED HYDROSTATIC PRESSURES ARE ANTICIPATED.
8. SCOUR AT THE MUDLINE IS ANTICIPATED TO BE NEGLIGIBLE.
9. RESISTANCE FACTORS HAVE NOT BEEN APPLIED TO THE EARTH PRESSURE VALUES IN THE DIAGRAMS.
10. REFER TO TEXT FOR ADDITIONAL DETAILS AND INFORMATION.
NOTES
1. EARTH PRESSURES ARE IN PSF, LINEAR DIMENSIONS IN FT.
2. EH = LATERAL EARTH PRESSURE (PASSIVE ON LEFT / ACTIVE ON RIGHT)
3. ES = LATERAL PRESSURE FROM UNIFORM SURCHARGE (NON-VEHICLE)
4. EQ = SEISMIC LATERAL EARTH PRESSURE
5. A LEVEL RETAINED BACKSLOPE IS ASSUMED.
6. EARTH PRESSURE VALUES ASSUME AN ACTIVE EARTH PRESSURE CONDITION, WHERE THE WALL IS ALLOWED TO YIELD SLIGHTLY.
7. NO UNBALANCED HYDROSTATIC PRESSURES ARE ANTICIPATED.
8. THE SEISMIC PRESSURE, EQ, DERIVED FROM THE COMPUTED ACCELERATION COEFFICIENT (As) PER THE AASHTO BDS.
9. THE SEISMIC PRESSURE AND LOSS OF PASSIVE RESISTANCE DUE TO LIQUEFACTION SHOULD NOT BE CONSIDERED CONCURRENTLY FOR THE EXTREME LIMIT STATE.
10. RESISTANCE FACTORS HAVE NOT BEEN APPLIED TO THE EARTH PRESSURE VALUES IN THE DIAGRAMS.
11. REFER TO TEXT FOR ADDITIONAL DETAILS AND INFORMATION.
APPENDIX A

Subsurface Explorations
A.1 Field Exploration Program

A.1.1 Geotechnical Borings

Geotechnical borings B-1 and B-2 were drilled using hollow-stem auger drilling techniques. The drilling was subcontracted to Geologic Drill, an experienced and licensed local driller. Drilling was completed with a trailer-mounted drill rig and 8-inch-diameter (3 1/4-inch inside diameter) hollow-stem auger equipment. The locations of the two borings are shown on Figure 2. Borings B-1 and B-2 were both advanced to a depth of 51.5 feet bgs.

Sampling was completed at selected depth intervals using the Standard Penetration Test (SPT) in general accordance with ASTM Method D-1586. This involves driving a 2-inch outside-diameter split-barrel sampler a distance of 18 inches into the soil with a 140-pound hammer free-falling from a distance of 30 inches. The number of blows for each 6-inch interval is recorded and the number of blows required to drive the sampler the final 12 inches is known as the Standard Penetration Resistance (“N”) or blow count. The resistance, or N-value, provides a measure of the relative density of granular soils or the relative consistency of cohesive soils.

An Aspect geologist was present throughout the field exploration program to observe the drilling procedure, assist in sampling, and to prepare descriptive logs of the exploration. Soils were classified in general accordance with ASTM D-2488, Standard Practice for Description and Identification of Soils (Visual-Manual Procedure). The summary exploration log represents our interpretation of the contents of the field logs. The stratigraphic contacts shown on the individual summary logs represent the approximate boundaries between soil types; actual transitions may be more gradual. The subsurface conditions depicted are only for the specific date and locations reported, and therefore, are not necessarily representative of other locations and times.
Classifications of soils in this report are based on visual field and/or laboratory observations, which include density/consistency, moisture condition, grain size, and plasticity estimates and should not be construed to imply field or laboratory testing unless presented herein. Visual-manual and/or laboratory classification methods of ASTM D-2487 and D-2488 were used as an identification guide for the Unified Soil Classification System.
<table>
<thead>
<tr>
<th>Depth (ft)</th>
<th>Borehole Completion</th>
<th>Sample Type/ID</th>
<th>Tests</th>
<th>Blows/foot Water Content %</th>
<th>Material Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Gravely drill cuttings</td>
<td>S-1</td>
<td>9</td>
<td>7</td>
<td>FILL</td>
<td>Silty, very sandy GRAVEL (GM)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S-2</td>
<td></td>
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<td></td>
<td>Gravel surfacing at ground surface.</td>
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<td></td>
<td>S-3</td>
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<td>Medium dense, very moist, gray, slightly gravelly, very silty SAND (SM); trace organics</td>
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<td></td>
<td></td>
<td>S-4</td>
<td>1</td>
<td>2</td>
<td>WETLAND DEPOSIT</td>
<td>Wood, relatively intact but degraded. Easily sampled and augered through.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S-5</td>
<td>1</td>
<td>2</td>
<td></td>
<td>Very soft, moist, dark brown PEAT (PT) with scattered ORGANIC SILT (OL) interbeds; numerous wood fragments, scattered slightly sandy pockets</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S-6</td>
<td>2</td>
<td>3</td>
<td>ALLUVIUM</td>
<td>Very soft, moist, brown, clayey SILT (ML); low plasticity</td>
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<td></td>
<td></td>
<td>S-7</td>
<td>4</td>
<td>4</td>
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<td>Grades soft; trace organics</td>
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<td></td>
<td></td>
<td>S-8</td>
<td>4</td>
<td>6</td>
<td>ESTUARINE DEPOSIT</td>
<td>Soft, gray, very moist to wet, slightly sandy SILT (ML); non-plastic, fine sand, trace organics</td>
</tr>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Medium stiff, wet, slightly clayey SILT (ML) with thin, loose, wet, gray, silty SAND (SM) interbeds; silt is low plasticity, fine sand</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Medium dense, wet, gray SAND (SP); fine to medium sand</td>
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<td></td>
<td></td>
<td></td>
<td>(Driller indicates heave; added 35 gallons of water and bentonite gel mix)</td>
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<tr>
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<td></td>
<td>MECHANICAL DEPOSIT</td>
<td>Medium stiff, very moist to wet, gray, slightly sandy SILT (ML); scattered pockets of fine sand (SP), trace shells, trace wood fragments, non-plastic</td>
</tr>
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<td></td>
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<td></td>
<td>(Driller indicates heave)</td>
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<td></td>
<td>Grades stiff and moist with thin, medium dense, moist, gray, silty SAND (SM) interbeds; sandy silt is thinly bedded, silty sand contains trace shells</td>
</tr>
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<td></td>
<td></td>
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<td>(Driller indicates heave)</td>
</tr>
</tbody>
</table>

**Sample Type: Standard Penetration Test (ASTM D1586)**

**Drilling Method:**
- HSA: Hollow Stem Auger
- MR: Mud Rotary

**Logged by:** JB

**Approved by:** HHH

**Figure No.:** A - 2
**Boring Log**

**Project Name:** NE Orseth Road Culvert Replacement  
**Location:** NE Orseth Road, Poulsbo, Washington  
**Driller/Equipment:** Geologic Drill / HSA, 8" OD, Trailer-mount  
**Drilling Method/Hammer:** SPT (2" OD, 1.375" ID) / 140 lb / 30" Drop

<table>
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<tr>
<th>Depth / Elevation (feet)</th>
<th>Borehole Completion</th>
<th>Sample Type/ID</th>
<th>Tests</th>
<th>Blows/foot</th>
<th>Water Content %</th>
<th>Material Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
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<td></td>
<td></td>
<td></td>
</tr>
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<td>-15</td>
<td></td>
<td>S-9</td>
<td>5</td>
<td>7</td>
<td>10</td>
<td></td>
<td>VASHON RECESSIONAL GLACIOLACUSTRINE</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Very stiff, moist, gray, sandy SILT (ML) with scattered thin, medium dense, moist, gray SAND (SP) interbeds; sandy silt contains rare fine gravel, sand inter beds are subangular fine to medium sand with trace coarse sand</td>
</tr>
<tr>
<td>-20</td>
<td>S-10</td>
<td></td>
<td>23</td>
<td>21</td>
<td>17</td>
<td></td>
<td>VASHON SUBGLACIAL MELT-OUT TILL</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Hard, moist, gray, sandy SILT (ML) with scattered thin, dense, moist, gray SAND (SP) interbeds; sandy silt contains rare fine gravel, sand inter beds are fine sand</td>
</tr>
<tr>
<td>-25</td>
<td>Hydrated bentonite chips</td>
<td>S-11</td>
<td>20</td>
<td>25</td>
<td>24</td>
<td></td>
<td>VASHON ADVANCE GLACIAL OUTWASH</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dense, wet, gray, gravelly SAND (SP); subangular medium sand, trace fine to coarse gravel, trace silt (Driller indicates ~0.5 ft of heave)</td>
</tr>
<tr>
<td>-30</td>
<td></td>
<td>S-12</td>
<td>14</td>
<td>29</td>
<td>45</td>
<td></td>
<td>PRE-VASHON FLUVIAL DEPOSIT</td>
</tr>
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<td></td>
<td></td>
<td>Hard, moist, gray, sandy SILT (ML); fine sand, trace medium to coarse sand and fine gravel, trace wood fragments, non-plastic</td>
</tr>
<tr>
<td>-35</td>
<td></td>
<td>S-13</td>
<td>20</td>
<td>32</td>
<td>50/6&quot;</td>
<td></td>
<td>Grades slightly sandy SILT (ML) with thinly interbedded with very dense, moist, gray, slightly silty SAND (SP-SM); slightly sandy silt is low plasticity, slightly silty sand is fine to medium sand, rare organics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Bottom of boring at 51.5 ft bgs</td>
</tr>
</tbody>
</table>

**Logged by:** JB  
**Approved by:** HHH  
**Figure No.:** A - 2
### Boring Log

**Project Name:** NE Orseth Road Culvert Replacement  
**Location:** NE Orseth Road, Poulso, Washington  
**Driller/Equipment:** Geologic Drill / HSA, 8" OD, Trailer-mount  
**Drilling Method/Hammer:** SPT (2" OD, 1.375" ID) / 140 lb / 30" Drop

### FILL
- Gravelly drill cuttings
- Wood, relatively intact but degraded. Easily sampled and augered through.

### WETLAND DEPOSITS
- Very loose, very moist, dark gray, gravelly, very silty SAND (SM); numerous fibrous organics

### ALLUVIUM
- Medium dense, wet, gray, silty SAND (SM); medium sand, trace fine and coarse sand
- (Added water and bentonite gel mix to preempt expected heave)
- Very loose, wet, gray SAND (SP); medium sand, trace silt and fine and coarse sand

### ESTUARINE DEPOSIT
- Stiff, moist to very moist, gray, slightly clayey SILT (ML) with thinly laminated, slightly sandy interbeds; low plasticity

### Depth to Water (ft BGS) 8  
**Start/Finish Date** 12/20/2013

<table>
<thead>
<tr>
<th>Boring Number</th>
<th>Sheet</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-2</td>
<td>1</td>
</tr>
</tbody>
</table>

**Description**
- Silty, very sandy GRAVEL (GM). Gravel road surfacing at ground surface.
- Wood, relatively intact but degraded. Easily sampled and augered through.
- Very loose, very moist, dark gray, gravelly, very silty SAND (SM); numerous fibrous organics
- Soft, moist, dark brown ORGANIC SILT (OL)
- Very loose, wet, gray, slightly sandy SAND (SP-SM); fine to medium sand
- Soft, moist, dark brown ORGANIC SILT (OL)
- Medium dense, wet, gray, silty SAND (SM); medium sand, trace fine and coarse sand
- (Added water and bentonite gel mix to preempt expected heave)
- Very loose, wet, gray SAND (SP); medium sand, trace silt and fine and coarse sand
- Grades loose
- Grades very stiff with no slightly sandy interbeds

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**Figure No.** A - 3
<table>
<thead>
<tr>
<th>Depth / Elevation (feet)</th>
<th>Borehole Completion</th>
<th>Sample Type/ID</th>
<th>Tests</th>
<th>Blows/foot</th>
<th>Blows/foot Water Content %</th>
<th>Material Type</th>
<th>Description</th>
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<tr>
<td>-15</td>
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<td>VASHON ADVANCE GLACIAL OUTWASH</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S-9</td>
<td></td>
<td>25</td>
<td>25</td>
<td>Very dense, wet, gray SAND (SP); fine sand, trace silt</td>
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<td>25</td>
<td>30</td>
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<tr>
<td>35</td>
<td>Hydrated bentonite chips</td>
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<td>VASHON GLACIOLACUSTRINE DEPOSIT</td>
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<td>34</td>
<td>34</td>
<td>Hard, slightly moist, gray, slightly clayey SILT (ML) with scattered very thinly laminated fine sand interbeds; low to medium plasticity, no organics</td>
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<tr>
<td>40</td>
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<td>S-11</td>
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<td>14</td>
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<td>50/6&quot;</td>
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Sampler Type: No Recovery
Drilling Method: HSA: Hollow Stem Auger
Approved by: HHH
Logged by: JB
Figure No. A - 3
APPENDIX B

Laboratory Test Results
B.1 Geotechnical Laboratory Testing

Laboratory tests were conducted on selected soil samples to characterize certain engineering (physical) properties of the soils within the Study Area. Laboratory testing included determination of grain-size distribution, moisture content, and plasticity. The laboratory tests were conducted in general accordance with appropriate ASTM test methods. Test procedures are discussed below.

The grain size distribution of selected samples was analyzed in general accordance with ASTM D-422, *Standard Test Method for Particle-Size Analysis of Soils* without hydrometer determination of fines content. The moisture content of selected samples was analyzed in general accordance with ASTM D-2216, *Standard Test Methods for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass*.

The results of the grain size distribution tests are presented as curves in Appendix B, plotting percent finer by weight versus grain size. The results of the moisture content tests are presented in tabular form in Appendix B and graphically on the boring logs in Appendix A.
Moisture Contents
ASTM D-2216
Table 1

<table>
<thead>
<tr>
<th>Exploration Number</th>
<th>Sample Number</th>
<th>Depth(ft)</th>
<th>Moisture Content %</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-1</td>
<td>S-1</td>
<td>2.5</td>
<td>23</td>
</tr>
<tr>
<td>B-1</td>
<td>S-2</td>
<td>5.0</td>
<td>172</td>
</tr>
<tr>
<td>B-1</td>
<td>S-3</td>
<td>7.5</td>
<td>434</td>
</tr>
<tr>
<td>B-1</td>
<td>S-4</td>
<td>10.0</td>
<td>41</td>
</tr>
<tr>
<td>B-2</td>
<td>S-2</td>
<td>5.0</td>
<td>23</td>
</tr>
<tr>
<td>B-2</td>
<td>S-3</td>
<td>7.5</td>
<td>46</td>
</tr>
<tr>
<td>B-2</td>
<td>S-4</td>
<td>10.0</td>
<td>20</td>
</tr>
<tr>
<td>B-2</td>
<td>S-7</td>
<td>20.0</td>
<td>34</td>
</tr>
<tr>
<td>B-2</td>
<td>S-8</td>
<td>25.0</td>
<td>20</td>
</tr>
</tbody>
</table>
### Particle Size Distribution Report

**GRAIN SIZE** - mm.

<table>
<thead>
<tr>
<th>SIEVE number size</th>
<th>PERCENT FINER</th>
<th>SIEVE number size</th>
<th>PERCENT FINER</th>
</tr>
</thead>
<tbody>
<tr>
<td>#4</td>
<td>99.7</td>
<td>#10</td>
<td>98.3</td>
</tr>
<tr>
<td>#20</td>
<td>95.2</td>
<td>#40</td>
<td>74.2</td>
</tr>
<tr>
<td>#60</td>
<td>14.6</td>
<td>#140</td>
<td>1.8</td>
</tr>
<tr>
<td>#200</td>
<td>1.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### GRAIN SIZE

- **D60**: 0.3713
- **D30**: 0.2902
- **D10**: 0.2033

#### COEFFICIENTS

- **C_c**: 1.12
- **C_u**: 1.83

---

### Remarks:

- Depth: 15  
  Sample Number: B1 S6
- Depth: 25  
  Sample Number: B1 S8
- Depth: 10  
  Sample Number: B2 S4

---

### Material Description

- ○ poorly graded sand
- □ silt with sand
- △ silty sand

---

### Client & Project Information

- **Client**: Aspect Consulting
- **Project**: Orseth Road Culvert 130189
- **Project No.**: PSR14-13-0101

---

**Phoenix Soil Research**

**Kingston, WA**
Particle Size Distribution Report

- **Sample Number:** B2 S5
- **Depth:** 12.5

### Grain Size Distribution

<table>
<thead>
<tr>
<th>SIEVE size</th>
<th>PERCENT FINER</th>
<th>SIEVE number size</th>
<th>PERCENT FINER</th>
<th>Material Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>○</td>
<td>#4</td>
<td>100.0</td>
<td>○ poorly graded sand</td>
</tr>
<tr>
<td></td>
<td>○</td>
<td>#10</td>
<td>98.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>○</td>
<td>#20</td>
<td>90.9</td>
<td></td>
</tr>
<tr>
<td></td>
<td>○</td>
<td>#40</td>
<td>64.2</td>
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<tr>
<td></td>
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<td>21.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>○</td>
<td>#140</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>○</td>
<td>#200</td>
<td>1.0</td>
<td></td>
</tr>
</tbody>
</table>

- **D60:** 0.4015
- **D30:** 0.2799
- **D10:** 0.1977
- **C C:** 0.99
- **Cu:** 2.03

- **Depth:** 12.5
- **Sample Number:** B2 S5

---

**Phoenix Soil Research**

**Kingston, WA**

Client: Aspect Consulting
Project: Orseth Road Culvert 130189
Project No.: PSR14-13-0101
APPENDIX C

Liquefaction Analyses
LIQUEFACTION ANALYSIS
NE Orseth Road Culvert Replacement

Hole No.=B-1  Water Depth=5.5 ft  Surface Elev.=15.5  
Magnitude=7.01  
Acceleration=0.443g

Shear Stress Ratio  Factor of Safety  Settlement  
Sheared Zone has Liquefaction Potential  
S = 4.40 in.

Soil Description  Raw SPT Weight  % Fines
Gravel Road Fill  28 115 NoLq
Wetland Deposits  1 105 75
Alluvium  1 105 90
Alluvium  5 105 75
Estuarine  8 115 75
Recessional Glacial Lacustrine  11 115 0
Subglacial Melt-Out Till  6 115 NoLq
Advance Glacial Outwash  10 120 NoLq
Older Alluvium  17 120 NoLq
Subglacial Melt-Out Till  38 130 NoLq
Advance Glacial Outwash  49 130 0
Older Alluvium  74 130 NoLq

Aspect Consulting, LLC  #130189
LIQUEFACTION ANALYSIS
NE Orseth Road Culvert Replacement

Hole No.=B-2  Water Depth=5.5 ft  Surface Elev.=15.5  Magnitude=7.01  Acceleration=0.443g

Soil Description |
--- | --- | ---
Gravel Road Fill & Wetland Deposits & Alluvium & Alluvium & Estuarine & Advance Glacial Outwash & Proglacial Lacustrine

<table>
<thead>
<tr>
<th>Raw Unit</th>
<th>SPT Weight</th>
<th>% Fines</th>
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</thead>
<tbody>
<tr>
<td>26</td>
<td>115</td>
<td>NoLq</td>
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<tr>
<td>3</td>
<td>105</td>
<td>12</td>
</tr>
<tr>
<td>2</td>
<td>105</td>
<td>75</td>
</tr>
<tr>
<td>16</td>
<td>115</td>
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<td>0</td>
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<td>13</td>
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<td>55</td>
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<td>0</td>
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<tr>
<td>68</td>
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<tr>
<td>58</td>
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<td>NoLq</td>
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<tr>
<td>83</td>
<td>125</td>
<td>NoLq</td>
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<tr>
<td>51</td>
<td>130</td>
<td>NoLq</td>
</tr>
</tbody>
</table>
APPENDIX D

Pile Capacities
Notes:
1) Nominal bearing resistance shown on this plot is unfactored and can be used with Table 5 in the text to determine the Strength, Service, and Extreme limit state pile resistances.
2) Liquefaction is predicted from Elevation 9 to -5 feet. Nominal bearing and uplift resistance should be ignored within this elevation range for the Extreme limit state.
3) The nominal downdrag load (DD) is equal to 1 kip per inch of pile shaft diameter and applies from the pile top to Elevation -5 and should be applied for the Extreme limit state.

Figure D-1
Estimated Axial Pile Nominal Resistance -
Driven, Open-End, 12-inch Diameter, Steel Pipe Pile
Figure D-2
Estimated Axial Pile Nominal Resistance - Driven, Open-End, 18-inch Diameter, Steel Pipe Pile

Notes:
1) Nominal bearing resistance shown on this plot is unfactored and can be used with Table 5 in the text to determine the Strength, Service, and Extreme limit state pile resistances.
2) Liquefaction is predicted from Elevation 9 to -5 feet. Nominal bearing and uplift resistance should be ignored within this elevation range for the Extreme limit state.
3) The nominal downdrag load (DD) is equal to 1 kip per inch of pile shaft diameter and applies from the pile top to Elevation -5 and should be applied for the Extreme limit state.
Notes:
1) Nominal bearing resistance shown on this plot is unfactored and can be used with Table 6 in the text to determine the Strength, Service, and Extreme limit state pile resistances.
2) Liquefaction is predicted from Elevation 9 to -5 feet. Nominal bearing and uplift resistance should be ignored within this elevation range for the Extreme limit state.
3) The nominal downdrag load (DD) is equal to 1 kip per inch of pile shaft diameter (not helix diameter) and applies from the pile top to Elevation -5 and should be applied for the Extreme limit state.

Approximate Top of Pile Elevation = 10 feet
Minimum Pile Tip Elevation = -22 feet

Figure D-3
Estimated Axial Pile Nominal Resistance -
Helical Pile, Single 16-inch Diameter Helix
Figure D-4
Estimated Axial Pile Nominal Resistance -
Helical Pile, Single 21-inch Diameter Helix

Notes:
1) Nominal bearing resistance shown on this plot is unfactored and can be used with Table 6 in the text to determine the Strength, Service, and Extreme limit state pile resistances.
2) Liquefaction is predicted from Elevation 9 to -5 feet. Nominal bearing and uplift resistance should be ignored within this elevation range for the Extreme limit state.
3) The nominal downdrag load (DD) is equal to 1 kip per inch of pile shaft diameter (not helix diameter) and applies from the pile top to Elevation -5 and should be applied for the Extreme limit state.