WALLA WALLA COUNTY
PUBLIC WORKS DEPARTMENT

WALLULA AVENUE MP 0.00 TO MP 0.20
WALLULA BRIDGE

BRS-L360(001) | TA-7561
CRP 22-03

JUNE 2026

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OFFICIAL CALL FOR BIDS

Sealed bids will be received at the Walla Walla County Commissioners' Office, Walla Walla County Health and Legislative Building, 314 West Main, Walla Walla, Washington 99362, until **10:00 A.M. on July 14, 2026,** and will then and there be opened and publicly read via phone and internet for the construction of the improvements.

Call in 1-408-418-9388 access code: 146 784 0290
Meeting link:
https://wwco.webex.com/wwco/j.php?MTID=m6ef6c0710e4eb57be4e10ce0cc827a38

All bid proposals shall be accompanied by a bid proposal deposit in cash, certified check, cashier's check, or surety bond 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 bond within the time stated in the specifications, the bid proposal deposit shall be forfeited to the Walla Walla County Department of Public Works.

Complete bidding information is available on Walla Walla County web page at https://www.co.walla-walla.wa.us/government/public_works/index.php.
Project plans, specifications, and bidders packages are available upon request by contacting Xander Culver at **(509) 524-2722** or **xculver@wwcowa.gov**.

The improvements for which bids will be received are described below:
This contract provides for the replacement of Wallula Bridge over Mill Creek from Old Highway 12 to East of Harding Road. Work includes replacement of the existing bridge over Mill Creek, asphalt pavement, curb and gutter, and guardrail; storm drain pipe and infiltration facilities; new signing and pavement markings; bank stabilization, channel grading, landscaping improvements, and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

The following is applicable to this project:
The Walla Walla County Department of Public Works, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Bid must be sealed and plainly marked, SEALED BID "**CRP 22-03 WALLULA BRIDGE**"
For the Board of Walla Walla County Commissioners

By: _____
Joel Dickerson, P.E.
County Engineer

Advertised: Walla Walla Union Bulletin
June 23 & 30, 2026
Walla Walla, WA

Walla Walla County
PUBLIC WORKS

INTRODUCTION TO THE SPECIAL PROVISIONS

(January 4, 2024 APWA GSP, Option A)

The work on this project shall be accomplished in accordance with the *Standard Specifications for Road, Bridge and Municipal Construction*, 2026 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 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 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 1, 2013 Walla Walla County GSP)Agency Special Provision

Project specific special provisions are labeled without a date as such:
(*****)

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 Manual M21-01, current edition
- Walla Walla County Road Design Standards

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

DIVISION 1
GENERAL REQUIREMENTS

DESCRIPTION OF WORK
(March 13, 1995)

This Contract provides for the improvement of *** Wallula Bridge over Mill Creek from Old Highway 12 to East of Harding Road. Work includes replacement of the existing bridge over Mill Creek, asphalt pavement, curb and gutter, and guardrail; storm drain pipe and infiltration facilities; new signing and pavement markings; bank stabilization, channel grading, landscaping improvements, *** and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

1-01.3 Definitions
(January 19, 2022 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 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 or WSDOT General Special Provisions, to the terms “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 the terms “State” or “state” shall be revised to read “Contracting Agency” unless the reference is to an administrative agency of the State of Washington, a State statute or regulation, or the context reasonably indicates otherwise.

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 Contracting Agency form(s) by which final payment is authorized, and final completion and acceptance granted.

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
(February 17, 2026 APWA GSP Option B)

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

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

Delete this section and replace it with the following:

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

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

To Prime Contractor	No. of Sets	Basis of Distribution
Reduced plans (11" x 17")	5	Furnished automatically upon award.
Contract Provisions	5	Furnished automatically upon award.
Large plans (e.g., 22" x 34")	1	Furnished only upon request.

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

1-02.4(1) General
(December 30, 2022 APWA GSP Option A)

The first sentence of the ninth paragraph, beginning with "Prospective Bidder desiring…", is revised to read:

Prospective Bidders desiring an explanation or interpretation of the Bid Documents, shall request the explanation or interpretation in writing soon enough to allow a written reply to reach all prospective Bidders before the submission of their Bids.

1-02.5 Proposal Forms
(February 17, 2026 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. Bids shall be in legible figures (not words) written in ink or typed and expressed in U.S. dollars. 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
(February 17, 2026 APWA GSP, Option B)

Revise the fourth paragraph to read:

Subcontractor's List
The Bidder shall submit with the Bid the completed Subcontractor List included in the Contracting Agency Proposal Package. If a Subcontractor List Form is not included in the package, use DOT Form 271-015LP. The Form shall contain the following:

1. Subcontractors who will perform the Work of structural steel installation, rebar installation, heating, ventilation, air conditioning, and plumbing as described in RCW 18.106 and electrical as described in RCW 19.28.

2. The Work those subcontractors will perform on the Contract as described in RCW 39.04.350(1)(b-g), and

3. No more than one subcontractor for each category of Work identified, except, when subcontractors vary with Bid alternates, in which case the Bidder shall identify which subcontractor will be used for which alternate.

1-02.6 Preparation of Proposal
(February 17, 2026 APWA GSP, Option C)

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

All prices shall be in legible figures (not words) written in ink or typed, and expressed in U.S. dollars.

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.

Delete the last two paragraphs, and replace them with the following:

The Bidder shall submit with their Bid a completed Contractor Certification Wage Law Compliance form, provided by the Contracting Agency. Failure to return this certification as part of the Bid Proposal package will make this Bid Nonresponsive and ineligible for Award. A Contractor Certification of Wage Law Compliance form is included in the Proposal Forms.

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 bid by a joint venture shall be executed in the joint venture name and signed by a member of the joint venture.

(November 4, 2025)
Bidder Questionnaire

The Bidder shall submit with their Bid a Bidder Questionnaire form (WSDOT Form #272-022). This shall be filled out for each firm who submitted a bid or quote in attempt to participate in the project whether they were successful or not and include the following information:

1. Firm name;

2. Firm address including ZIP code;

3. Firm's status as a DBE or non-DBE;

4. NAICS code applicable to each scope of work the firm sought to perform in its bid;

5. Age of the firm; and

6. The annual gross receipts of the firm. The Bidder may obtain this information by asking each firm to indicate into what gross receipts bracket they fit (less than $1 million; $1-3 million; $3-6 million; $6-10 million; $10-20 million; $20-30.72 million; or greater than $30.72 million) rather than requesting an exact figure from the firm.

This form shall be received at the same location and no later than the time required for the delivery of the Proposal. Failure to comply with this requirement will cause this Bid to be considered irregular in accordance with Section 1-02.13.

The Contractor may correct errors to items 2 through 6 above on the Bidder Questionnaire form for a period up to 48 hours after bid opening. Bidder Questionnaire forms that are still incorrect after the correction period will be determined irregular. New Firm/Subcontractors may not be added to the form during the correction period. A Bidder Questionnaire form that fails to list a Firm/Subcontractor that appears on a different form will be considered irregular in accordance with Section 1-02.13.

1-02.7 Bid Deposit
(February 17, 2026 APWA GSP)

Revise the third sentence of the first paragraph to read:

For projects that are selected by the Contracting Agency to be Bid electronically, the proposal bond may be in either a physical format, or an electronic format via email as a certified PDF file.

Supplement this section with the following:

Bid bonds shall contain the following:

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

If so stated in the Contract Provisions, bidder must use the bond form included in the Contract Provisions.

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

1-02.9 Delivery of Proposal
(November 21, 2025 APWA GSP, Option A)

Delete this section and replace it with the following:

General

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.

Proposals that are received as required will be publicly opened and read as specified in Section 1-02.12. 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. The Contracting Agency will not open or consider any "Supplemental Information" that is received after the time specified, or received in a location other than that specified in the Call for Bids.

If an emergency or unanticipated event interrupts normal work processes of the Contracting Agency so that Proposals cannot be received at the office designated for receipt of bids as specified in Section 1-02.12 the time specified for receipt of the Proposal will be deemed to be extended to the same time of day specified in the solicitation on the first work day on which the normal work processes of the Contracting Agency resume.

Supplemental bid information submitted after the Proposal submittal but within 48 hours of the time and date the Proposal is due, shall be submitted in a sealed envelope labeled the same as for the Proposal, with "Supplemental Information" added.

All other information required to be submitted with the Bid Proposal must be submitted with the Bid Proposal itself, at the time stated in the Call for Bids.

1-02.10 Withdrawing, Revising, or Supplementing Proposal
(February 17, 2026 APWA GSP)

Delete this section, and replace it with the following:

After submitting a physical or an electronic bid, if allowed under 1-02.9, Bid Proposal to the Contracting Agency, the Bidder may withdraw, revise, or supplement it if:

1. The Bidder submits a written request signed by an authorized person and physically delivers it to the place designated for receipt of Bid Proposals, if a physical Bid Proposal was submitted, or recalled electronically via electronic method described in 1-02.9 if an electronic Bid Proposal was submitted, and
2. The Contracting Agency receives the request before the time set for receipt of Bid Proposals, and
3. The revised or supplemented Bid Proposal (if any) is received by the Contracting Agency before the time set for receipt of Bid Proposals.

If the Bidder's request to withdraw, revise, or supplement its Bid Proposal is received before the time set for receipt of Bid Proposals, the Contracting Agency will return the unopened Proposal package to the Bidder. The Bidder must then submit the revised or supplemented package in its entirety. If the Bidder does not submit a revised or supplemented package before the time set for receipt of Bid Proposals, then its bid shall be considered withdrawn.

Late revised or supplemented Bid Proposals or late withdrawal requests will be date recorded by the Contracting Agency and returned unopened. Requests to withdraw, revise, or supplement a Bid Proposal may be submitted by the following methods:

1. In-person:
   Walla Walla County Commissioners' Office
   Walla Walla County Health and Legislative Building
   314 West Main

1-02.13 Irregular Proposals
(November 21, 2025 APWA GSP)

Delete this section and replace it with the following:

1. A Proposal will be considered irregular and will be rejected if:
   a. The Bidder is not prequalified when so required;
   b. The Bidder adds provisions reserving the right to reject or accept the Award, or enter into the Contract;
   c. A price per unit cannot be determined from the Bid Proposal;
   d. The Proposal form is not properly executed;
   e. The Bidder fails to submit or properly complete a subcontractor list as required in Section 1-02.6;
   f. The Bidder fails to submit the Bidder Questionnaire, if applicable, as required by Section 1-02.6, or if the documentation that is submitted fails to meet the requirements of the Special Provisions; or
   g. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation.

2. A Proposal may be considered irregular and may be rejected if:
   a. The Proposal does not include a unit price for every Bid item;
   b. Any of the unit prices are excessively unbalanced (either above or below the amount of a reasonable Bid) to the potential detriment of the Contracting Agency;
   c. The authorized Proposal Form furnished by the Contracting Agency is not used or is altered;
   d. The completed Proposal form contains unauthorized additions, deletions, alternate Bids, or conditions;
   e. Receipt of Addenda is not acknowledged;
   f. A member of a joint venture or partnership and the joint venture or partnership submit Proposals for the same project (in such an instance, both Bids may be rejected); or
   g. If Proposal form entries are not made in ink.

1-02.14 Disqualification of Bidders
(May 17, 2018 APWA GSP, Option A)

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.

The Contracting Agency will verify that the Bidder meets the mandatory bidder responsibility criteria in RCW 39.04.350(1). To assess bidder responsibility, the Contracting Agency reserves the right to request documentation as needed from the Bidder and third parties concerning the Bidder's compliance with the mandatory bidder responsibility criteria.

If the Contracting Agency determines the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1) 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.

1-03 AWARD AND EXECUTION OF CONTRACT

1-03.1 Consideration of Bids

(December 30, 2022 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

(February 17, 2026 APWA GSP, Option A)

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, a satisfactory bond as required by law and Section 1-03.4, the Transfer of Coverage form for the Construction Stormwater General Permit with sections I, III, and VIII completed when provided. Before execution of the Contract by the Contracting Agency, the successful Bidder shall provide, if required, any of the following: pre-Award information required by the Contracting Agency as listed under Section 1-02.15, proof of licensure for electrical, HVAC, or plumbing subcontractors. If the Prime Contractor lists themselves as performing electrical, HVAC, or plumbing they are required to submit proof of licensure prior to execution.

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

(July 23, 2015 APWA GSP)

Delete the first paragraph and replace it with the following:

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).

1-03.7 Judicial Review

(December 30, 2022 APWA GSP)

Revise this section to read:

All decisions made by the Contracting Agency regarding the Award and execution of the Contract or Bid rejection shall be conclusive subject to the scope of judicial review permitted under Washington Law. Such review, if any, shall be timely filed in the Superior Court of the county where the Contracting Agency headquarters is located, provided that where an action is asserted against a county, RCW 36.01.050 shall control venue and jurisdiction.

1-04 SCOPE OF THE WORK

1-04. 2 Coordination of Contract Documents, Plans, Special Provisions, Specifications, and Addenda

(December 30, 2022 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. Standard Specifications,
6. Contracting Agency's Standard Plans or Details (if any), and
7. WSDOT Standard Plans for Road, Bridge, and Municipal Construction.

1-04.4 Changes

(January 19, 2022 APWA GSP)

The first two sentences of the last paragraph of Section 1-04.4 are deleted.

1-05 CONTROL OF WORK

1-05.4 Conformity with and Deviations from Plans and Stakes

Section 1-05.4 is supplemented with the following:

(September 3, 2024)
Contractor Surveying - Structure
The Contracting Agency has provided primary survey control in the Plans.

The Contractor shall be responsible for setting, maintaining, and resetting all alignment stakes, slope stakes, and grades necessary for the construction of bridges, noise walls, retaining walls, buried structures, and marine structures. Except for the survey control data to be furnished by the Contracting Agency, calculations, surveying, and measuring required for setting and maintaining the necessary lines and grades shall be the Contractor's responsibility.

The Contractor shall inform the Engineer when monuments are discovered that were not identified in the Plans and construction activity may disturb or damage the monuments. All monuments noted on the plans "DO NOT DISTURB" shall be protected throughout the length of the project or be replaced at the Contractor's expense.

Detailed survey records shall be maintained, including a description of the work performed on each shift, the methods utilized, and the control points used. The record shall be adequate to allow the survey to be reproduced. A copy of each day's record shall be provided to the Engineer within three working days after the end of the shift.

The meaning of words and terms used in this provision shall be as listed in "Definitions of Surveying and Associated Terms" current edition, published by the American Congress on Surveying and Mapping and the American Society of Civil Engineers.

The survey work by the Contractor shall include but not be limited to the following:

1. Verify the primary horizontal and vertical control furnished by the Contracting Agency and expand into secondary control by adding stakes and hubs as well as additional survey control needed for the project. Provide descriptions of secondary control to the Contracting Agency. The description shall include coordinates and elevations of all secondary control points.
2. Establish, by placing hubs and/or marked stakes, the location with offsets of foundation shafts and piles.
3. Establish offsets to footing centerline of bearing for structure excavation.
4. Establish offsets to footing centerline of bearing for footing forms.
5. Establish wing wall, retaining wall, noise wall, and buried structure horizontal alignment.
6. Establish retaining wall top of wall profile grade.
7. Establish buried structure profile grade.
8. Establish elevation benchmarks for all substructure formwork.
9. Check elevations at top of footing concrete line inside footing formwork immediately prior to concrete placement.
10. Check column location and pier centerline of bearing at top of footing immediately prior to concrete placement.
11. Establish location and plumbness of column forms, and monitor column plumbness during concrete placement.
12. Establish pier cap and crossbeam top and bottom elevations and centerline of bearing.
13. Check pier cap and crossbeam top and bottom elevations and centerline of bearing prior to and during concrete placement.
14. Establish grout pad locations and elevations.
15. Establish structure bearing locations and elevations, including locations of anchor bolt assemblies.
16. Establish box girder bottom slab grades and locations.
17. Establish girder and/or web wall profiles and locations.
18. Establish diaphragm locations and centerline of bearing.
19. Establish roadway slab alignment, grades and provide dimensions from top of girder to top of roadway slab. Set elevations for deck paving machine rails.
20. Establish traffic barrier and curb profile.
21. Profile all girders prior to the placement of any deadload or construction live load that may affect the girder's profile.

22. Establish locations for marine structures including fixed and floating berthing structures, vehicle and pedestrian foundations and spans, and marine-based buildings.

The Contractor shall provide the Contracting Agency copies of any calculations and staking data when requested by the Engineer.

The Contractor shall submit the computed elevations at the top of bridge decks as a Type 2 Working Drawing. To compute top of bridge deck elevations, elevations shall be taken at the tenth points along the centerline of each girder web from center-to-center of bearing. For girders exceeding 100 feet in length, the elevations shall be taken at equivalent intervals not to exceed 10 feet.

The Contractor shall ensure a surveying accuracy within the following tolerances:

	Vertical	Horizontal
1. Stationing on structures		±0.02 feet
2. Alignment on structures		±0.02 feet
3. Superstructure elevations	±0.01 feet variation from plan elevation	
4. Substructure	±0.02 feet variation from Plan grades.	

Buried structures shall be within the tolerances described in Section 6-20.3.

The Contracting Agency may spot-check the Contractor's surveying. These spot-checks will not change the requirements for normal checking by the Contractor.

When staking the following items, the Contractor shall perform independent checks from different secondary control to ensure that the points staked for these items are within the specified survey accuracy tolerances:

Piles
Shafts
Footings
Columns

The Contractor shall calculate coordinates for the points associated with piles, shafts, footings and columns. The Contracting Agency will verify these coordinates prior to issuing approval to the Contractor for commencing with the survey work. The Contracting Agency will require up to seven calendar days from the date the data is received to issuing approval.

Contract work to be performed using contractor-provided stakes shall not begin until the stakes are approved by the Contracting Agency. Such approval shall not relieve the Contractor of responsibility for the accuracy of the stakes.

Payment
Payment will be made for the following bid item when included in the proposal:

"Structure Surveying", lump sum.

The lump sum contract price for "Structure Surveying" shall be full pay for all labor, equipment, materials, and supervision utilized to perform the Work specified, including any resurveying, checking, correction of errors, replacement of missing or damaged stakes, and coordination efforts.

(January 13, 2021)
Contractor Surveying - Roadway
The Contracting Agency has provided primary survey control in the Plans.

The Contractor shall be responsible for setting, maintaining, and resetting all alignment stakes, slope stakes, and grades necessary for the construction of the roadbed, drainage, surfacing, paving, channelization and pavement marking, illumination and signals, guardrails and barriers, and signing. Except for the survey control data to be furnished by the Contracting Agency, calculations, surveying, and measuring required for setting and maintaining the necessary lines and grades shall be the Contractor's responsibility.

The Contractor shall inform the Engineer when monuments are discovered that were not identified in the Plans and construction activity may disturb or damage the monuments. All monuments noted on the plans “DO NOT DISTURB” shall be protected throughout the length of the project or be replaced at the Contractors expense.

Detailed survey records shall be maintained, including a description of the work performed on each shift, the methods utilized, and the control points used. The record shall be adequate to allow the survey to be reproduced. A copy of each day's record shall be provided to the Engineer within three working days after the end of the shift.

The meaning of words and terms used in this provision shall be as listed in "Definitions of Surveying and Associated Terms" current edition, published by the American Congress on Surveying and Mapping and the American Society of Civil Engineers.

The survey work shall include but not be limited to the following:

1. Verify the primary horizontal and vertical control furnished by the Contracting Agency, and expand into secondary control by adding stakes and hubs as well as additional survey control needed for the project. Provide descriptions of secondary control to the Contracting Agency.
   The description shall include coordinates and elevations of all secondary control points.

2. Establish, the centerlines of all alignments, by placing hubs, stakes, or marks on centerline or on offsets to centerline at all curve points (PCs, PTs, and PIs) and at points on the alignments spaced no further than 50 feet.

3. Establish clearing limits, placing stakes at all angle points and at intermediate points not more than 50 feet apart. The clearing and grubbing limits shall be 5 feet beyond the toe of a fill and 10 feet beyond the top of a cut unless otherwise shown in the Plans.

4. Establish grading limits, placing slope stakes at centerline increments not more than 50 feet apart. Establish offset reference to all slope stakes. If Global Positioning Satellite (GPS) Machine Controls are used to provide grade control, then slope stakes may be omitted at the discretion of the Contractor

5. Establish the horizontal and vertical location of all drainage features, placing offset stakes to all drainage structures and to pipes at a horizontal interval not greater than 25 feet.

6. Establish roadbed and surfacing elevations by placing stakes at the top of subgrade and at the top of each course of surfacing. Subgrade and surfacing stakes shall be set at horizontal intervals not greater than 50 feet in tangent sections, 25 feet in curve sections with a radius less than 300 feet, and at 10-foot intervals in intersection radii with a radius less than 10 feet. Transversely, stakes shall be placed at all locations where the roadway slope changes and at additional points such that the transverse spacing of stakes is not more than 12 feet. If GPS Machine Controls are used to provide grade control, then roadbed and surfacing stakes may be omitted at the discretion of the Contractor.

7. Establish intermediate elevation benchmarks as needed to check work throughout the project.
8. Provide references for paving pins at 25-foot intervals or provide simultaneous surveying to establish location and elevation of paving pins as they are being placed.

9. For all other types of construction included in this provision, (including but not limited to channelization and pavement marking, illumination and signals, guardrails and barriers, and signing) provide staking and layout as necessary to adequately locate, construct, and check the specific construction activity.

10. Contractor shall determine if changes are needed to the profiles or roadway sections shown in the Contract Plans in order to achieve proper smoothness and drainage where matching into existing features, such as a smooth transition from new pavement to existing pavement. The Contractor shall submit these changes to the Engineer for review and approval 10 days prior to the beginning of work.

The Contractor shall provide the Contracting Agency copies of any calculations and staking data when requested by the Engineer.

The Contractor shall ensure a surveying accuracy within the following tolerances:

	Vertical	Horizontal
Slope stakes	±0.10 feet	±0.10 feet
Subgrade grade stakes set 0.04 feet below grade	±0.01 feet	±0.5 feet (parallel to alignment) ±0.1 feet (normal to alignment)

Stationing on roadway	N/A	±0.1 feet
Alignment on roadway	N/A	±0.04 feet
Surfacing grade stakes	±0.01 feet	±0.5 feet (parallel to alignment) ±0.1 feet (normal to alignment)
Roadway paving pins for surfacing or paving	±0.01 feet	±0.2 feet (parallel to alignment) ±0.1 feet (normal to alignment)

The Contracting Agency may spot-check the Contractor's surveying. These spot-checks will not change the requirements for normal checking by the Contractor.

When staking roadway alignment and stationing, the Contractor shall perform independent checks from different secondary control to ensure that the points staked are within the specified survey accuracy tolerances.

The Contractor shall calculate coordinates for the alignment. The Contracting Agency will verify these coordinates prior to issuing approval to the Contractor for commencing with the work. The Contracting Agency will require up to seven calendar days from the date the data is received.

Contract work to be performed using contractor-provided stakes shall not begin until the stakes are approved by the Contracting Agency. Such approval shall not relieve the Contractor of responsibility for the accuracy of the stakes.

Stakes shall be marked in accordance with Standard Plan A10.10. When stakes are needed that are not described in the Plans, then those stakes shall be marked, at no additional cost to the Contracting Agency as ordered by the Engineer.

Payment
Payment will be made for the following bid item when included in the proposal:

"Roadway Surveying", lump sum.

The lump sum contract price for "Roadway Surveying" shall be full pay for all labor, equipment, materials, and supervision utilized to perform the Work specified, including any resurveying, checking, correction of errors, replacement of missing or damaged stakes, and coordination efforts.

1-05.7 Nonconforming Work
(February 17, 2026 APWA GSP)

Supplement this section with the following:

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. The Engineer has the right to reject all or part of the Nonconforming Work, and the Engineer’s decision is final and not subject to protest.

No additional contract time or compensation will be allowed when the Contracting Agency exercises their rights provided by this Section.

1-05.7(1) Identification of Nonconforming Work

Replace this section with the following:

The Contractor is responsible for quality control and shall identify all Nonconforming Work. The Contracting Agency may also identify Nonconforming Work. However, failure by the Contracting Agency to identify Nonconforming Work shall not relieve the Contractor from their responsibility for the quality of the Work, nor shall it constitute acceptance or approval of the Nonconforming Work.

1-05.7(2) Reporting of Nonconforming Work

Replace this section with the following:

The Contractor shall immediately report all Nonconforming Work to the Engineer and shall include any relevant information known for suggested remediation of Nonconforming Work.

When the Contracting Agency identifies Nonconforming Work, the Engineer will notify the Contractor in writing specifying a time when a remedy must be complete. If the Contractor fails to remedy Nonconforming 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.

1-05.7(3) Remediation of Nonconforming Work

Supplement this section with the following:

The Contractor shall be responsible and bear all costs for remediating Nonconforming Work.

If the Contracting Agency remedies Nonconforming Work after the specified time when a remedy was to be completed, by any means deemed necessary, direct and indirect costs incurred by the Contracting Agency attributable to correcting and remedying Nonconforming Work not corrected by the time provided in the notice, or Work the Contractor failed or refused to perform, shall be paid by the Contractor.

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 Nonconforming Work corrected immediately, have the 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 risk of loss or damage to the public.

When costs are incurred by the Contracting Agency, payment will be deducted by the Engineer from monies due, or to become due, to the Contractor. Such direct and indirect costs shall include in particular, but without limitation, compensation for additional professional services required, and compensation for removal, repair, replacement and/or correction of the Contractor’s Nonconforming Work.

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.

Add the following new section:

1-05.16 Water and Power

(October 1, 2005 APWA GSP)

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

1-06 CONTROL OF MATERIAL

Section 1-06 is supplemented with the following:

Buy America Requirements

(October 1, 2025)
General Requirements
In accordance with Buy America requirements contained in 23 CFR 635.410 and 2 CFR 184, the following materials must be produced in the United States:

1. All Iron or Steel Products used in the project. This means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

2. All Manufactured Products used in the project. This means the manufactured product was manufactured (final assembly) in the United States.

3. All Construction Materials used in the project. This means that all manufacturing processes for the construction material occurred in the United States.

An article, material, or supply will be classified in one of four categories: 1) Iron or Steel Product, 2) Manufactured Product, 3) Construction Material, or 4) Excluded Material. Only a single category will apply to an item except as follows:

1. With respect to precast concrete products that are classified as Manufactured Products, the components of precast concrete products that consist wholly or predominantly of iron, steel, or combination of both shall meet the requirements for and be tracked as an Iron or Steel Product. The item shall also meet the requirements for and be tracked as a Manufactured Product.

2. With respect to intelligent transportation systems and other electronic hardware systems that are classified as Manufactured Products, the cabinets or other enclosures of such systems that consist wholly or predominantly of iron, steel, or a combination of both, shall meet the requirements for and be tracked as an Iron or Steel Products. The item shall also meet the requirements for and be tracked as a Manufactured Product.

Some contract items are composed of multiple parts that may fall into different categories. Individual components will be categorized as a Construction Material, a Manufactured Product, an Iron or Steel Product, or an excluded material based on their composition when they arrive at the staging area or work site.

Definitions

1. Construction Material: Defined as any article, material, or supply brought to the construction site for incorporation into the final product. Construction materials include an article, material, or supply that is or consists primarily of:

    a. Non-ferrous metals including all manufacturing processes, from initial smelting or melting through final shaping, coating, and assembly;

b. Plastic and polymer-based products including all manufacturing processes, from initial combination of constituent plastic or polymer-based inputs, or, where applicable, constituent composite materials, until the item is in its final form);

c. Glass including all manufacturing processes, from initial batching and melting of raw materials through annealing, cooling, and cutting);

d. Fiber optic cable (includes drop cable) including all manufacturing processes, from initial ribboning (if applicable), through buffering, fiber stranding and jacketing, (fiber optic cable also includes the standards for glass and optical fiber);

e. Optical fiber including all manufacturing processes, from the initial preform fabrication stage, though the completion of the draw;

f. Lumber including all manufacturing processes, from initial debarking through treatment and planing;

g. Drywall including all manufacturing processes, from initial blending of mined or synthetic gypsum plaster and additives through cutting and drying of sandwiched panels; or

h. Engineered wood including all manufacturing processes from the initial combination of constituent materials until the wood product is in its final form.

i. If a Construction Material is not manufactured in the United States it shall be considered a Foreign Construction Material.

2. Excluded Material: A material where Buy America requirements do not apply. This includes the following:

a. Materials excluded by Section 70917(c) of the Buy America, Build America Act with respect to aggregates this includes cement and cementitious materials, aggregates such as stone, sand, or gravel or aggregate binding agents or additives. These materials shall be classified as excluded materials based on the composition when brought to the work site. It also includes combinations of these excluded materials when mixtures of Excluded Materials are delivered to the work site without final form for incorporation into the project (i.e. wet concrete and HMA). If they are formed prior to delivery, they are a Manufactured Product and not an Excluded Material.

b. Temporary materials that are not being permanently incorporated into the project.

c. Raw or minimal processed materials where the article, material, or supply does not fall into any of the categories, as it is not a Manufactured Product, an Iron or Steel Product, or a Construction Material and when these materials are delivered to the work site without final form for incorporation into the product (i.e. seed mix and topsoil). If they are formed prior to delivery, and are not an Iron or Steel Product or a Construction Material, they are a Manufactured Product and not an Excluded Material.

3. Iron or Steel Product: An article, material, or supply that consist of wholly or predominantly of iron or steel or a combination of both. To be considered predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. The cost of iron and steel is based on a good faith estimate of the cost of the iron or steel components.

4. Manufactured Product: A Manufactured Product includes any item produced as a result of the manufacturing process. Items that should be treated as a manufactured product (rather than a construction material) are: 1) items that consist of two or more of the listed construction materials that have been combined together through a manufacturing process, and 2) items that include at least one of the listed construction materials as defined above, combined with a material that is not listed through a manufacturing process.

    a. If a product is not an Iron or Steel Product, a Construction Material, or an Excluded Material, it is a Manufactured Product.

    b. If a Manufactured Material is not manufactured in the United States, it shall be considered a Foreign Manufactured Product.

5. United States: To further define the coverage, a domestic product is a manufactured steel construction material that was produced in one of the 50 states, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States.

Iron or Steel Product Requirements
Iron or Steel Products that are permanently incorporated into the project shall consist of American-made materials only. Buy America requirements do not apply to temporary steel or iron items, e.g., temporary sheet piling, temporary bridges, steel scaffolding and falsework.

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

American-made material is defined as material having all manufacturing processes occurring domestically.

If domestically produced steel billets or iron ingots are exported outside of the United States, as defined above, for any manufacturing process then the resulting product does not conform to the Buy America requirements. Additionally, products manufactured domestically from foreign source steel billets or iron ingots do not conform to the Buy America requirements because the initial melting and mixing of alloys to create the material occurred in a foreign country.

Manufacturing begins with the initial melting and mixing and continues through the coating stage. Any process which modifies the chemical content, the physical size or shape, or the final finish is considered a manufacturing process. The processes include rolling, extruding, machining, bending, grinding, drilling, welding, and coating. The action of applying a coating to steel or iron is deemed a manufacturing process. Coating includes epoxy coating, galvanizing, aluminizing, painting, and any other coating that protects or enhances the value of steel or iron. Any process from the original reduction from ore to the finished product constitutes a manufacturing process for iron.

Due to a nationwide waiver, Buy America requirements do not apply to raw materials (iron ore and alloys), scrap (recycled steel or iron), and pig iron ore processed, pelletized, and reduced iron ore.

The following are considered to be steel manufacturing processes:

1. Production of steel by any of the following processes:

    a. Open hearth furnace.

    b. Basic oxygen.

    c. Electric furnace.

    d. Direct reduction.

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

3. Fabrication of the products:

    a. Spinning wire into cable or strand.

    b. Corrugating and rolling into culverts.

    c. Shop fabrication.

A certification of materials origin will be required for all iron or steel products prior to such items being incorporated into the permanent work. The Contractor will not receive payment until the certification is received by the Engineer. The certification shall be on WSDOT Form 350-109 provided by the Engineer, or such other form approved by the Contracting Agency, provided it contains the same information as WSDOT Form 350-109.

Manufactured Products and Construction Material Requirements
A Contractor provided certification of materials origin will be required before each progress estimate or payment. The Contractor will not receive payment until the certification is received by the Engineer. The Contractor shall certify that all Manufactured Products and all Construction Materials installed during the current progress estimate period meet the Buy America requirements. The certification shall be on WSDOT Form 350-108 provided by the Engineer, or such other form approved by the Contracting Agency, provided it contains the same information as WSDOT Form 350-108.

Iron or Steel Products in a Manufactured Product
In addition to providing the certification of materials origin for the Manufactured Product, the iron or steel products in a manufactured product are subject to the Buy America requirements as follows:

1. When a precast concrete product is classified as a Manufactured Product, the components that are an Iron or Steel Product shall follow the “Iron or Steel Requirements” of this Specification.

2. When an electronic hardware system such as an intelligent transportation system is classified as a Manufactured Product, the cabinets and the other enclosures of such systems that are an Iron or Steel Product shall follow the “Iron or Steel Requirements” of this Specification.

Waiver for De Minimis Costs

Minor amounts of Foreign Construction Materials and Foreign Manufactured Products may be utilized in this project, provided that the total cost of the Foreign Construction Materials and Foreign Manufactured Products does not exceed $1,000,000 and does not exceed 5 percent of the total applicable material costs calculated as follows:

$$\frac{Total\ cost\ of\ Foreign\ Construction\ Materials + Total\ cost\ of\ Foreign\ Manufactured\ Products}{Total\ applicable\ material\ costs} < 0.05$$

The total applicable material costs shall be the sum of the costs of all Construction Materials, all Iron or Steel Products, and all Manufactured Products. Total applicable material costs does not include Excluded Materials.

1-06.6 Recycled Materials

(January 4, 2016 APWA GSP)

Delete this section, including its subsections, and replace it with the following:

The Contractor shall make their best effort to utilize recycled materials in the construction of the project. Approval of such material use shall be as detailed elsewhere in the Standard Specifications.

Prior to Physical Completion the Contractor shall report the quantity of recycled materials that were utilized in the construction of the project for each of the items listed in Section 9-03.21. The report shall include hot mix asphalt, recycled concrete aggregate, recycled glass, steel furnace slag and other recycled materials (e.g. utilization of on-site material and aggregates from concrete returned to the supplier). The Contractor’s report shall be provided on DOT form 350-075 Recycled Materials Reporting.

1-07 LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

1-07.1 Laws to be Observed

(October 1, 2005 APWA GSP)

Supplement this section with the following:

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

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

The Contractor shall maintain at the project site office, or other well known place at the project site, all articles necessary for providing first aid to the injured. The Contractor shall establish, publish, and make known to all employees, procedures for ensuring immediate

removal to a hospital, or doctor's care, persons, including employees, who may have been injured on the project site. Employees should not be permitted to work on the project site before the Contractor has established and made known procedures for removal of injured persons to a hospital or a doctor's care.

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

Section 1-07.1 is supplemented with the following:

(March 9, 2026)
Unmanned Aircraft Systems (UAS)
The procurement and/or use of any drone (UAS) on this Contract shall comply with the following directives:

- National Defense Authorization Act (NDAA) – American Security Drone Act of 2023 (ASDA, Pub. L. No. 118-31).

- Office of Management and Budget Memorandum M-26-02 – Restrictions on using federal funds to purchase or operate prohibited foreign UAS.

Contractors, subcontractors, and lower-tier subcontractors shall not procure, operate, maintain, or process data from prohibited UAS manufactured or assembled by "covered foreign entities" as defined in the Federal Acquisition Security Council (FASC) in the performance of this Contract.

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).

1-07.5 Environmental Regulations

Section 1-07.5 is supplemented with the following:

(September 20, 2010)

Environmental Commitments

The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the various documents referenced in the Special Provision Permits and Licenses. Throughout the work, the Contractor shall comply with the following requirements:

(August 4, 2014)
The Contractor shall submit a written notification to the Engineer no later than 10 calendar days prior to beginning any ground disturbing activities *** **within the project limits** ***. The Contractor shall not commence any such ground disturbing activities until the monitor is present.

(August 3, 2009)
Payment
All costs to comply with this special provision for the environmental commitments and requirements are incidental to the contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the contract.

State Department of Fish And Wildlife
Section 1-07.5(2) is supplemented with the following:

(April 2, 2018)
The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the Washington State Department of Fish and Wildlife. Throughout the work, the Contractor shall comply with the following requirements:

(April 2, 2018)
The Contractor may begin Work below the Ordinary High Water Line on *** **July 15, for years 2026 through 2031** *** and must complete all the Work by *** **September 30, for years 2026 through 2031** ***.

(April 2, 2018)
All costs to comply with this special provision are incidental to the Contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the Contract.

U.S. Army Corps of Engineers
Section 1-07.5(5) is supplemented with the following:

(April 2, 2018)
The following Provisions summarize the requirements, in addition to those required elsewhere in the Contract, imposed upon the Contracting Agency by the U.S. Army Corps of Engineers. Throughout the work, the Contractor shall comply with the following requirements:

(February 25, 2013)
Temporary structures and dewatering of areas under the jurisdiction of the U.S. Army Corps of Engineers must maintain normal downstream flows and prevent upstream and downstream flooding to the maximum extent practicable.

(April 2, 2018) All costs to comply with this special provision are incidental to the Contract and are the responsibility of the Contractor. The Contractor shall include all related costs in the associated bid prices of the Contract.

Permits And Licenses
Section 1-07.6 is supplemented with the following:

(******)
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, including a copy of the Transfer of Coverage form, when applicable, 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 when the Construction Stormwater General Permit coverage is transferred to the Contractor, direct communication with the Department of 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.

Permit or Approval	Permit #	Issuing Agency	Issued	Expires
Department of the Army Section 404 Nationwide Permit 23	NWS-2024-425	US Army Corps of Engineers Seattle District	01/21/2026	03/14/2027
NPDES Construction Stormwater General Permit	WAR315744	WA Department of Ecology	06/08/2026	(open until closed)
Hydraulic Project Approval	2026-1-16+01	WA Department of Fish & Wildlife	03/05/2026	03/04/2031
Shoreline Substantial Development Permit	SHR 24-008	Walla Walla County Community Development	06/17/2025	N/A

1-07.8 High-Visibility Apparel

1-07.8(1) Traffic Control Personnel

Section 1-07.8(1) is revised to read:

(September 16, 2025)
All personnel performing the Work described in Section 2-04 (including traffic control supervisors, flaggers, and others performing traffic control labor of any kind) shall comply with the following:

1. During daylight hours with clear visibility, workers shall wear a high-visibility ANSI/ISEA 107 Type R Class 2 or 3 garment with background material that are fluorescent yellow-green, fluorescent orange-red, or fluorescent red in color; and a high visibility hardhat that is white, yellow, yellow-green, orange, or red in color; and

2. During hours of darkness (½ hour before sunset to ½ hour after sunrise) or other low-visibility conditions (snow, fog, etc.), workers shall wear a high14 visibility ANSI/ISEA 107 Type R Class 2 or 3 garment with background material that are fluorescent yellow-green, fluorescent orange-red, or fluorescent red in color; a high-visibility lower garment meeting ANSI/ISEA 107 Class E, and a high visibility hardhat marked with at least 12 square inches of retroreflective material applied to provide 360 degrees of visibility.

1-07.9 Wages

1-07.9(1) General

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

(January 6, 2026)
The Federal wage rates for Highway Construction incorporated in this contract have been established by the Secretary of Labor under United States Department of Labor General Decision No. WA20260001.

The State rates incorporated in this contract are applicable to all construction activities associated with this contract.

1-07.9(5)A Required Documents
(February 17, 2026 APWA GSP, Option A)

Revise this section to read:

All Statements of Intent to Pay Prevailing Wages and Affidavits of Wages Paid, including a signed Statement of Compliance for Federal-aid projects, shall be submitted to the Engineer and entered into the State L&I online Prevailing Wage Intent & Affidavit (PWIA) system. In addition to entries made in the PWIA system, all Certified Payrolls must be submitted weekly to the Contracting Agency with a legally valid signature.

1-07.11 Requirements For Nondiscrimination

Section 1-07.11 is supplemented with the following:

(May 5, 2025)
Requirement for Affirmative Action to Ensure Equal Employment Opportunity

In accordance with 41 CFR § 60-4.2, the clauses contained in 1-4 below are required to be included in this Contract. Nothing in this contract alters the Contractor's responsibility to comply with all applicable Federal regulations, including but not limited to 41 CFR part 60 as currently existing or later amended.

1. The Contractor's attention is called to the "Equal Opportunity Clause and the Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

2. The goals and timetables for minority and female participation set by the Office of Federal Contract Compliance Programs, expressed in percentage terms for the Contractor's aggregate work force in each construction craft and in each trade on all construction work in the covered area, are as follows:

Women - Statewide

Timetable	Goal
Until further notice	6.9%

Minorities - by Standard Metropolitan Statistical Area (SMSA)

Spokane, WA:
SMSA Counties:
Spokane, WA 2.8
WA Spokane.
Non-SMSA Counties 3.0
WA Adams; WA Asotin; WA Columbia; WA Ferry; WA Garfield; WA Lincoln, WA Pend Oreille; WA Stevens; WA Whitman.

Richland, WA
SMSA Counties:
Richland Kennewick, WA 5.4
WA Benton; WA Franklin.
Non-SMSA Counties 3.6
WA Walla Walla.

Yakima, WA:
SMSA Counties:
Yakima, WA 9.7
WA Yakima.
Non-SMSA Counties 7.2
WA Chelan; WA Douglas; WA Grant; WA Kittitas; WA Okanogan.

Seattle, WA:
SMSA Counties:
Seattle Everett, WA 7.2
WA King; WA Snohomish.
Tacoma, WA 6.2
WA Pierce.
Non-SMSA Counties 6.1
WA Clallam; WA Grays Harbor; WA Island; WA Jefferson; WA Kitsap; WA Lewis; WA Mason; WA Pacific; WA San Juan; WA Skagit; WA Thurston; WA Whatcom.

Portland, OR:
SMSA Counties:
Portland, OR-WA 4.5
WA Clark.
Non-SMSA Counties 3.8
WA Cowlitz; WA Klickitat; WA Skamania; WA Wahkiakum.

These goals are applicable to each nonexempt Contractor's total on-site construction workforce, regardless of whether or not part of that workforce is performing work on a Federal, or federally assisted project, contract, or subcontract until further notice. Compliance with these goals and timetables is enforced by the Office of Federal Contract compliance Programs.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, in each construction craft and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Office of Federal Contract Compliance Programs (OFCCP) within 10 working days of award of any construction subcontract in excess of $10,000 or more that are Federally funded, at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the contract is to be performed. The notification shall be sent to:

   U.S. Department of Labor
   Office of Federal Contract Compliance Programs Pacific Region
   Attn: Regional Director
   San Francisco Federal Building
   90 – 7th Street, Suite 18-300
   San Francisco, CA 94103(415) 625-7800 Phone
   (415) 625-7799 Fax

4. As used in this Notice, and in the contract resulting from this solicitation, the Covered Area is as designated herein.

In accordance with 41 CFR § 60-4.3, the clauses contained in 1-15 below are required to be included in this Contract. Nothing in this Contract alters the Contractor's responsibility to comply with all applicable Federal regulations, including but not limited to 41 CFR part 60 as currently existing or later amended.

Standard Federal Equal Employment Opportunity Construction Contract Specifications

1. As used in these specifications:

   a. "Covered Area" means the geographical area described in the solicitation from which this contract resulted;

b. “Director” means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;

c. “Employer Identification Number” means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941;

d. “Minority” includes:

(1) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);

(2) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central American, South American, or other Spanish culture or origin, regardless of race);

(3) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and

(4) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification.)

2. Whenever the Contractor, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of this Special Provision. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in geographical areas where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established

for the geographical area where the work is being performed. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

    a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

    b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

    c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the Contractor may have taken.

    d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunity and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the U.S. Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with on-site supervisory personnel such as Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's work force.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.

l. Conduct, at least annually, an inventory and evaluation of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are nonsegregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the Contractor is a member and participant, may be asserted as fulfilling any one or more of the obligations under 7a through 7p of this Special Provision provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensure that the concrete benefits of the program are reflected in the Contractor's minority and female work-force participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrate the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).

10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, sexual orientation, gender identity, or national origin.

11. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspensions,

terminations and cancellations of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of this Special Provision, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the government and to keep records. Records shall at least include, for each employee, their name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, the Contractors will not be required to maintain separate records.

15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

    Additional assistance for Federal Construction Contractors on contracts administered by Washington State Department of Transportation or by Local Agencies may be found at:

    Washington State Dept. of Transportation
    Office of Equity and Civil Rights
    PO Box 47314
    310 Maple Park Ave. SE
    Olympia WA
    98504-7314
    Ph: 360-705-7090
    Fax: 360-705-6801
    http://www.wsdot.wa.gov/equalopportunity/default.htm

Federal Small Business Enterprise Participation
(November 14, 2025, APWA GSP Option D

1-07.11 is supplemented with the following:

The Federal Small Business Enterprise (FSBE) Program is an element of the Disadvantaged Business Enterprise (DBE) in accordance with the requirements of 49 CFR Part 26.39. Failure

to comply with the requirements of this Specification may result in sanctions as provided by the Contract.

FSBE Abbreviations and Definitions

Broker – A business firm that provides a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, or supplies required for the performance of the Contract; or persons/companies who arrange or expedite transactions.

Certified Business Description – Specific descriptions of work the FSBE is certified to perform, as identified in the Certified Firm Directory, under the Vendor Information page.

Certified Firm Directory – A database of all Disadvantaged Business Enterprises, including those identified as a FSBE, currently certified by Washington State. The on-line Directory is available to Bidders for their use in identifying and soliciting interest from FSBE firms. The database is located under the Firm Certification section of the Diversity Management and Compliance System web page at: https://omwbe.diversitycompliance.com.

Firms certified by OMWBE as SBE, DBE can be used to fulfill the FSBE mandatory goal on a project.

Commercially Useful Function (CUF) – 49 CFR 26.55(c)(1) defines commercially useful function as: “A FSBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by performing, managing, and supervising the work involved. To perform a commercially useful function, the FSBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a FSBE is performing a commercially useful function, you must evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is performing and the DBE credit claimed for its performance of the work, and other relevant factors.”

FSBE – A firm certified by OMWBE as meeting Federal requirements of a small business enterprise. All firms on the OMWBE Certified Firm Directory with the designation of SBE or DBE are FSBEs.

Good Faith Efforts – Efforts to achieve the FSBE Goal or other requirements of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.

Manufacturer (FSBE) – A FSBE firm that operates or maintains a factory or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract. A FSBE Manufacturer shall produce finished goods or products from raw or unfinished material or purchase and substantially alters goods and materials to make them suitable for construction use before reselling them.

Reasonable Fee (FSBE) – For purposes of Brokers or service providers a reasonable fee shall not exceed 5% of the total cost of the goods or services brokered.

Regular Dealer (FSBE) – A FSBE firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials or supplies required for the performance of a Contract are bought, kept in stock, and regularly sold to the public in the usual course of business. To be a Regular Dealer, the FSBE firm must be an established regular business that engages in as its principal business and in its own name the purchase and sale of the products in question. A Regular Dealer in such items as steel, cement, gravel, stone, and petroleum products need not own, operate or maintain a place of business if it both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by long-term formal lease agreements and not on an ad-hoc basis. Brokers, packagers, manufacturers' representatives, or other people who arrange or expedite transactions shall not be regarded as Regular Dealers within the meaning of this definition.

FSBE Goal
The Contracting Agency has established an FSBE Goal for this Contract in the amount of:
*** **14%** ***

Crediting FSBE Participation
All FSBE subcontractors shall be certified before the subcontract on which they are participating is executed.

FSBE participation is only credited upon payment to the FSBE.

The following are some definitions of what may be counted as FSBE participation.

FSBE Prime Contractor
Only take credit for that portion of the total dollar value of the Contract equal to the distinct, clearly defined portion of the Work that the FSBE Prime Contractor performs with its own forces and is certified to perform.

FSBE Subcontractor
Only take credit for that portion of the total dollar value of the subcontract that is equal to the distinct, clearly defined portion of the Work that the FSBE performs with its own forces and is certified to perform. The value of work performed by the FSBE includes the cost of supplies and materials purchased by the FSBE and equipment leased by the FSBE, for its work on the contract. Supplies, materials or equipment obtained by the FSBE that are not utilized or incorporated in the contract work by the FSBE will not be eligible for FSBE credit.

The supplies, materials, and equipment purchased or leased from the Contractor or its affiliate, including any Contractor's resources available to FSBE subcontractors at no cost, shall not be credited.

FSBE credit will not be given in instances where the equipment lease includes the operator. The FSBE is expected to operate the equipment used in the performance of its work under the contract with its own forces. Situations where equipment is leased and used by the FSBE, but payment is deducted from the Contractor's payment to the FSBE is not allowed.

When the subcontractor is an FSBE, the following apply:

1. If a FSBE subcontracts a portion of the Work of its contract to another firm, the value of the subcontracted Work may be counted toward the FSBE Goal only if the lower-tier subcontractor is also a FSBE.

2. Work subcontracted to a non-FSBE does not count towards the FSBE Goal nor FSBE participation.

FSBE Subcontract and Lower Tier Subcontract Documents
There must be a subcontract agreement that complies with 49 CFR Part 26 and fully describes the distinct elements of Work committed to be performed by the FSBE.

FSBE Service Provider
The value of fees or commissions charged by a FSBE firm behaving in a manner of a Broker, or another service provider for providing a bona fide service, such as professional, technical, consultant, managerial services, or for providing bonds or insurance specifically required for the performance of the contract will only be credited as FSBE participation, if the fee/commission is determined by the Contracting Agency to be reasonable and the firm has performed a CUF.

Temporary Traffic Control
If the FSBE firm is being utilized in the capacity of only “Flagging”, the FSBE firm must provide a Traffic Control Supervisor (TCS) and flagger, which are under the direct control of the FSBE. The FSBE firm shall also provide all flagging equipment (e.g. paddles, hard hats, and vests).

If the FSBE firm is being utilized in the capacity of “Traffic Control Services”, the FSBE firm must provide a TCS, flaggers, and traffic control items (e.g., cones, barrels, signs, etc.) and be in total control of all items in implementing the traffic control for the project.

Trucking
FSBE trucking firm participation may only be credited as FSBE participation for the value of the hauling services, not for the materials being hauled unless the trucking firm is also certified as a supplier of those materials. In situations where the FSBE’s work is priced per ton, the value of the hauling service must be calculated separately from the value of the materials to determine FSBE credit for hauling

The FSBE trucking firm must own and operate at least one licensed, insured and operational truck on the contract. The truck must be of the type that is necessary to perform the hauling duties required under the contract. The FSBE receives credit for the value of the transportation services it provides on the Contract using trucks it owns or leases, licenses, insures, and operates with drivers it employs.

The FSBE may lease additional trucks from another FSBE firm. The FSBE who leases additional trucks from another FSBE firm receives credit for the value of the transportation services the lessee FSBE provides on the Contract.

The trucking Work subcontracted to any non-FSBE trucking firm will not receive credit for Work done on the project.

The FSBE may lease trucks from a truck leasing company (recognized truck rental center) but can only receive credit towards FSBE participation if the FSBE uses its own employees as drivers.

FSBE Manufacturer and FSBE Regular Dealer
One hundred percent (100%) of the cost of the manufactured product obtained from a FSBE manufacturer can count as FSBE participation. If the manufacturer is an FSBE, participation may count towards the FSBE Goal.

Sixty percent (60%) of the cost of materials or supplies purchased from a FSBE Regular Dealer may be credited as FSBE Participation. If the role of the FSBE Regular Dealer is determined to be that of a Broker, then FSBE credit shall be limited to the fee or commission it receives for its services. Regular Dealer status and the amount of credit is determined on a Contract-by-Contract basis. If the regular dealer is a FSBE, participation may count towards the FSBE Goal.

FSBE firms proposed to be used as a Regular Dealer must be approved before being used on a project. The WSDOT Approved Regular Dealer list published on WSDOT's Office of Equal Opportunity (OEO) web site must include the specific project for which approval is being requested. For purposes of FSBE Goal participation, the Regular Dealer must submit the Regular Dealer Status Request form and receive approval prior to providing any equipment or materials or the signing of a purchase order, invoice, or subcontract.

Purchase of materials or supplies from a FSBE which is neither a manufacturer nor a regular dealer, (i.e. Broker) only the fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, can count as FSBE participation provided the fees are not excessive as compared with fees customarily allowed for similar services. Documentation will be required to support the fee/commission charged by the FSBE. The cost of the materials and supplies themselves cannot be counted toward as FSBE participation.

Good Faith Effort Documentation
GFE is evaluated at Physical Completion when determining whether the Contractor has satisfied its FSBE Goal.

The Contracting Agency will measure GFE using the guidance in 49 CFR Part 26, Appendix A. The following is a list of the types of actions which may be considered as part of the Contractor's GFE to achieve FSBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of effort may be relevant in appropriate cases.

1. Solicited through all reasonable and available means the interest of all certified FSBEs who had the capability to perform the Work of the Contract. The Contractor must have solicited this interest within sufficient time to allow the FSBEs to respond to the solicitation. The Contractor must have determined with certainty that the FSBEs were interested in taking appropriate steps to follow up initial solicitations with potential FSBEs.

2. Selected portions of the Work to be performed by FSBEs to increase the likelihood that the FSBE Goal will be achieved. This includes, where appropriate, breaking out contract Work items into economically feasible units to facilitate FSBE participation, even when the Contractor might otherwise prefer to perform these Work items with its own forces.

3. Provided interested FSBEs with adequate information about the Plans, Specifications, and requirements of the Contract in a timely manner to assist them in responding to a solicitation.

    a. Negotiated in good faith with interested FSBEs. It is the Contractor's responsibility to make a portion of the Work available to FSBE subcontractors and suppliers and to select those portions of the Work or material needs consistent with the available FSBE subcontractors and suppliers, to facilitate FSBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of FSBEs that were contacted; a description of the information provided regarding the Plans and Specifications for the Work selected for subcontracting; and evidence as to why additional agreements could not be reached for FSBEs to perform the Work.

    b. A Contractor using good business judgment would consider a number of factors in negotiating with FSBE subcontractors, including taking the firm's price and capabilities into consideration. The fact that there may be some additional costs involved in finding and using FSBEs is not considered a sufficient reason for a Bidder's failure to meet the FSBE Goal, if such costs are reasonable. Also, the ability or desire of a Contractor to perform the Work of a Contract with its own organization does not relieve the Contractor of the responsibility to make Good Faith Efforts. Contractors are not, however, required to accept higher quotes from FSBEs if the price difference was excessive or unreasonable.

4. Not rejecting FSBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the Contractor's efforts to meet the FSBE Goal.

5. Made efforts to assist interested FSBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.

6. Made efforts to assist interested FSBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

7. Effectively used the services of available FSBE community organizations; FSBE contractors' groups; local, State, and Federal small business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of FSBEs.

8. Documentation of GFE must include copies of each FSBE and non-FSBE subcontractor quotes submitted to the Bidder when a non-FSBE subcontractor is selected over a FSBE for Work on the Contract.

Procedures after Execution

Commercially Useful Function (CUF)

The Contractor may only take credit for the payments made for Work performed by a FSBE that is determined to be performing a CUF. Payment must be commensurate with the work performed by the FSBE. This applies to all FSBEs performing Work on a

project, if the Contractor wants to receive credit for their participation. The Engineer will conduct CUF reviews to ascertain whether FSBEs are performing a CUF. A FSBE performs a CUF when it is carrying out its responsibilities of its contract by performing, managing, and supervising the Work involved. The FSBE must be responsible for negotiating price; determining quality and quantity; ordering the material, installing (where applicable); and paying for the material itself. If a FSBE does not perform "all" of these functions on a furnish-and-install contract, it has not performed a CUF, and the cost of materials cannot be counted toward FSBE Goal. Leasing equipment from a leasing company is allowed. However, leasing/purchasing equipment from the Contractor is not allowed. Lease agreements shall be provided prior to the Subcontractor beginning Work. Any use of the Contractor's equipment by a FSBE may not be credited as countable participation.

The FSBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which the funds are passed to obtain the appearance of FSBE participation.

For a FSBE traffic control company to be performing a CUF, the FSBE must be in control of its work inclusive of supervision. The FSBE shall employ a Traffic Control Supervisor who is directly involved in the management and supervision of the traffic control employees and services.

The following are some of the factors that the Engineer will use in determining whether an FSBE trucking company is performing a CUF:

- The FSBE shall be responsible for the management and supervision of the entire trucking operation for which it is responsible for on the contract. The owner demonstrates business related knowledge, shows up on site and is determined to be actively running the business.

- The FSBE shall own and operate at least one fully licensed, insured, and operational truck used on the Contract. The drivers of the trucks owned and leased by the FSBE must be exclusively employed by the FSBE and reflected on the FSBE's payroll.

- Lease agreements for trucks shall indicate that the FSBE has exclusive use of and control over the truck(s). This does not preclude the leased truck from working for others provided it is with the consent of the FSBE, and the lease provides the FSBE absolute priority for use of the leased truck.

- Leased trucks shall display the name and identification number of the FSBE.

Truck Unit Listing Log

In addition to the subcontracting requirements of Section 1-08.1, each FSBE trucking firm shall submit supplemental information consisting of a completed Primary DBE/FSBE Truck Unit Listing Log (WSDOT Form 350-077) and all Rental/Lease agreements (if applicable). The supplemental information shall be submitted in an electronic format to the Engineer prior to any trucking services being performed for FSBE credit. Incomplete or incorrect supplemental information will be returned for correction. The corrected Primary Truck Unit Listing Log and any Updated Primary Truck Unit Listing Logs shall be submitted and accepted by the Engineer no later than

ten calendar days of utilizing applicable trucks. Failure to submit or update the DBE Truck Unit Listing Log may result in trucks not being credited as FSBE participation.

Each FSBE trucking firm shall complete a Daily Truck Unit Listing Log for each day that the FSBE performs trucking services for FSBE credit. The Daily Truck Unit Listing Log forms shall be submitted by Friday of the week after the Work was performed by email to the following email addresses:

xculver@wwcowa.gov

scregionoeo@wsdot.wa.gov

Joint Checking
A joint check is a check between a subcontractor and the Contractor to the supplier of materials/supplies. The check is issued by the Contractor as payer to the subcontractor and the material supplier jointly for items to be incorporated into the project. The FSBE must release the check to the supplier, while the Contractor acts solely as the guarantor.

A joint check agreement must be approved by the Engineer and requested by the FSBE involved using the DBE Joint Check Request Form (WSDOT Form #272-053) prior to its use. The form must accompany the FSBE Joint Check Agreement between the parties involved, including the conditions of the arrangement and expected use of the joint checks.

The approval to use joint checks and the use will be closely monitored by the Engineer. To receive FSBE credit for performing a CUF with respect to obtaining materials and supplies, a FSBE must “be responsible for negotiating price, determining quality and quantity, ordering the material, installing and paying for the material itself.” The Contractor shall submit DBE Joint Check Request Form for the Engineer approval prior to using a joint check.

Material costs paid by the Contractor directly to the material supplier are not allowed. If proper procedures are not followed or the Engineer determines that the arrangement results in lack of independence for the FSBE involved, no FSBE credit will be given for the FSBE’s participation as it relates to the material cost.

Prompt Payment
Prompt payment to all subcontractors shall be in accordance with Section 1-08.1. Prompt payment requirements apply to progress payments as well as return of retainage.

Subcontracts
When FSBE is performing Work on the Contract, a copy of the executed subcontract between the Contractor and the FSBE subcontractor shall be submitted to WSDOT OECR. The executed subcontracts are submitted through the Diversity Management and Compliance System (DMCS) by uploading to the project documents tab.

Reporting
The Contractor and all subcontractors/suppliers/service providers that utilize FSBEs to perform work on the project, shall maintain appropriate records that will enable the Engineer to verify FSBE participation throughout the life of the project.

Refer to Section 1-08.1 for additional reporting requirements associated with this contract.

Decertification
When a FSBE is “decertified” from the FSBE program during the Contract, the participation of that FSBE shall continue to count as FSBE participation if the subcontract with the FSBE was executed prior to the decertification notice. The Contractor cannot receive credit if a FSBE is decertified prior to having an executed subcontract agreement in place.

Payment
Compensation for all costs involved with complying with the conditions of this Specification and any other associated FSBE requirements is included in payment for the associated Contract items of Work, except otherwise provided in the Specifications.

1-07.11(1) Regulatory Authorities

1-07.11(1)C Nondiscrimination Authorities

Section 1-07.11(1)C is revised to read:

(March 9, 2026)

During the performance of this Contract, the Contractor, for itself, its assignees, and successors in interest agrees to comply with the following nondiscrimination statues and authorities; including but not limited to:

1. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), and its implementing regulations and case law, prohibit discrimination on the basis of race, color, or national origin. 49 C.F.R. 21.5(b)(2) prohibits a recipient of federal funds from utilizing “criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin.” This includes taking reasonable steps to provide limited English proficiency (LEP) persons meaningful access to all programs, activities and services, where necessary to avoid discrimination on the basis of national origin.
2. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C §4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects).
3. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et. seq.), as amended, (prohibits discrimination on the basis of sex).
4. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended (prohibits discrimination on the basis of disability); and 49 C.F.R. Part 27.
5. The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).

6. Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
7. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age of Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition and terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not).
8. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. § 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
9. The Federal Aviation Administration’s Nondiscrimination statute (49 U.S.C. § 47123), (prohibits discrimination on the basis of race, color national origin, and sex).
10. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

1-07.11(2) Contractual Requirements
(November 25, 2024 APWA GSP)

Delete item 11 of the first paragraph of Section 1-07.11(2).

1-07.12 Federal Agency Inspection

Section 1-07.12 is supplemented with the following:

(October 3, 2023)
Required Federal Aid Provisions
The Required Contract Provisions Federal Aid Construction Contracts (FHWA 1273) Revised October 23, 2023 and the amendments thereto supersede any conflicting provisions of the Standard Specifications and are made a part of this Contract; provided, however, that if any of the provisions of FHWA 1273, as amended, are less restrictive than Washington State Law, then the Washington State Law shall prevail.

The provisions of FHWA 1273, as amended, included in this Contract require that the Contractor insert the FHWA 1273 and amendments thereto in each subcontract, together with the wage rates which are part of the FHWA 1273, as amended. Also, a clause shall be included in each subcontract requiring the subcontractors to insert the FHWA 1273 and amendments thereto in any lower tier subcontracts, together with the wage rates. The Contractor shall also ensure that this section, REQUIRED FEDERAL AID PROVISIONS, is inserted in each subcontract for subcontractors and lower tier subcontractors. For this purpose, upon request to the Engineer, the Contractor will be provided with extra copies of the FHWA 1273, the amendments thereto, the applicable wage rates, and this Special Provision.

1-07.16 Protection And Restoration Of Property

1-07.16(4) Archaeological And Historical Objects

Section 1-07.16(4) is supplemented with the following:
(December 6, 2004)
The project area potentially contains archaeological or historical objects that may have significance from a historical or scientific standpoint. To protect these objects from damage or destruction, the Contracting Agency, at its discretion and expense, may monitor the Contractor's operations, conduct various site testing and perform recovery and removal of such objects when necessary.

The Contractor may be required to conduct its operations in a manner that will accommodate such activities, including the reserving of portions of the work area for site testing, exploratory operations and recovery and removal of such objects as directed by the Engineer. If such activities are performed by consultants retained by the Contracting Agency, the Contractor shall provide them adequate access to the project site.

Added work necessary to uncover, fence, dewater, or otherwise protect or assist in such testing, exploratory operations and salvaging of the objects as ordered by the Engineer shall be paid by force account as provided in Section 1-09.6. If the discovery and salvaging activities require the Engineer to suspend the Contractor's work, any adjustment in time will be determined by the Engineer pursuant to Section 1-08.8.

To provide a common basis for all bidders, the Contracting Agency has entered an amount for the item "Archaeological and Historical Salvage" in the Proposal to become a part of the total bid by the Contractor.

1-07.17 Utilities and Similar Facilities

Section 1-07.17 is supplemented with the following:

(April 2, 2007)
Locations and dimensions shown in the Plans for existing facilities are in accordance with available information obtained without uncovering, measuring, or other verification.

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:

Pacific Power (509-522-7038)

Kyle Wright, Foreman
kyle.wright@pacificorp.com
509-301-8024

Randy Swearingin, Manager
Randy.Swearingin@pacificorp.com

Lumen/CenturyLink

Tyson Masias, Foreman
tyson.Masias@lumen.com
509-240-1799

David Chambard, Program Manager
David.Chambard@lumen.com

Charter/Spectrum (509-491-3975)

Kevin Hofman, Construction Coordinator
Kevin.Hofman@charter.com
509-727-7566

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

(February 17, 2026 APWA GSP)

1-07.18(1) General Requirements

A. The Contractor shall procure and maintain the insurance described in all subsections of section 1-07.18 of these Special Provisions, from insurers with a current A. M. Best rating of not less than A-: VII and licensed to do business in the State of Washington. The Contracting Agency reserves the right to approve or reject the insurance provided, based on the insurer's financial condition.

B. The Contractor shall keep this insurance in force without interruption from the commencement of the Contractor's Work through the term of the Contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated 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 Completion Date 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 Contractor's Automobile Liability, Commercial General Liability and Excess or Umbrella Liability insurance policies shall be primary and non-contributory insurance as respects the Contracting Agency's insurance, self-insurance, or self-insured pool coverage. Any insurance, self-insurance, or self-insured pool coverage maintained by the Contracting Agency shall be excess of the Contractor's insurance and shall not contribute with it.

E. 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.

F. The Contractor shall not begin Work under the Contract until the required insurance has been obtained and approved by the Contracting Agency.

G. 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.

H. 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.

I. Under no circumstances shall a wrap up policy be obtained, for either initiating or maintaining coverage, to satisfy insurance requirements for any policy required under this Section. A **"**wrap up policy**"** is defined as an insurance agreement or arrangement under which all the parties working on a specified or designated project are insured under one policy for liability arising out of that specified or designated project**.**

1-07.18(2) Additional Insured

All insurance policies, with the exception of Workers Compensation, and of Professional Liability and Builder's Risk (if required by this Contract) shall name the following listed entities as additional insured(s) using the forms or endorsements required herein:
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, 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(4) describes limits lower than those maintained by the Contractor.

For Commercial General Liability insurance coverage, the required additional insured endorsements shall be at least as broad as ISO forms CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

1-07.18(3) Subcontractors

The Contractor shall cause each subcontractor of every tier to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by subcontractors.

The Contractor shall ensure that all subcontractors of every tier add all entities listed in 1-07.18(2) as additional insureds, and provide proof of such on the policies as required by that section as detailed in 1-07.18(2) using an endorsement as least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

Upon request by the Contracting Agency, the Contractor shall forward to the Contracting Agency evidence of insurance and copies of the additional insured endorsements of each subcontractor of every tier as required in 1-07.18(4) Verification of Coverage.

1-07.18(4) Verification of Coverage

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. Failure of Contracting Agency to demand such verification of coverage with these insurance requirements or failure of Contracting Agency to identify a deficiency from the insurance documentation provided shall not be construed as a waiver of Contractor's obligation to maintain such insurance.

Verification of coverage shall include:

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.

3. Any other amendatory endorsements to show the coverage required herein.

4. A notation of coverage enhancements on the Certificate of Insurance shall not satisfy these requirements – actual endorsements must be submitted.

5. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against the Contracting Agency, its elected or appointed officers, agents, officials, employees, and volunteers or shall specifically allow the Contractor or others providing insurance evidence in compliance with these Specifications to waive their right of subrogation prior to a loss. The Contractor hereby waives its own right of subrogation against the Contracting Agency and shall require similar written express waivers and insurance clauses from each of its subcontractors.

Upon request by the Contracting Agency, the Contractor shall forward to the Contracting Agency a full and certified copy of the insurance policy(s). If Builders Risk insurance is required on this Project, a full and certified copy of that policy is required when the Contractor delivers the signed Contract for the Work.

1-07.18(5) Coverages and Limits

The insurance shall provide the minimum coverages and limits set forth below. Contractor's maintenance of insurance, its scope of coverage, and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the Contracting Agency's recourse to any remedy available at law or in equity.

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 or self-insured retention shall be the responsibility of the Contractor. In the event an additional insured incurs a liability subject to any policy's deductibles or self-insured retention, said deductibles or self-insured retention shall be the responsibility of the Contractor.

1-07.18(5)A Commercial General Liability

Commercial General Liability insurance shall be written on coverage forms at least as broad as ISO occurrence form CG 00 01, including but not limited to liability arising from premises, operations, stop gap liability, independent contractors, products-completed operations, personal and advertising injury, and liability assumed under an insured contract. There shall be no exclusion for liability arising from explosion, collapse or underground property damage.

The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit, using ISO form CG 25 03 05 09 or an equivalent endorsement.

Contractor shall maintain Commercial General Liability Insurance arising out of the Contractor's completed operations for at least three years following Substantial Completion of the Work.

Such policy must provide the following minimum limits:

$2,000,000	Each Occurrence
$3,000,000	General Aggregate
$3,000,000	Products & Completed Operations Aggregate
$2,000,000	Personal & Advertising Injury each offence
$2,000,000	Stop Gap / Employers' Liability each accident

1-07.18(5)B Automobile Liability

Automobile Liability shall cover owned, non-owned, hired, and leased vehicles; and shall be written on a coverage form at least as broad as ISO form CA 00 01. If the Work involves the transport of pollutants, the automobile liability policy shall include MCS 90 and CA 99 48 endorsements.

Such policy must provide the following minimum limit:

$1,000,000	Combined single limit each accident

1-07.18(5)C Workers' Compensation

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

1-07.24 Rights of Way

(April 22, 2025 APWA GSP)

Delete this section 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 as described below.

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.

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 21, 2025 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.;
2. To review Training or Apprenticeship Plans, when applicable.
3. To discuss FSBE Goals when applicable.
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
(February 17, 2026 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 **24 hours** 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.

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 30, 2022 APWA GSP, Option A)

Section 1-08.1 is supplemented with the following:

Prior to any subcontractor or lower tier subcontractor beginning work, the Contractor shall submit to the Engineer a certification (WSDOT Form 420-004) that a written agreement between the Contractor and the subcontractor or between the subcontractor and any lower tier subcontractor has been executed. This certification shall also guarantee that these subcontract agreements include all the documents required by the Special Provision Federal Agency Inspection.

A subcontractor or lower tier subcontractor will not be permitted to perform any work under the contract until the following documents have been completed and submitted to the Engineer:

1. Request to Sublet Work (WSDOT Form 421-012), and
2. Contractor and Subcontractor or Lower Tier Subcontractor Certification for Federal-aid Projects (WSDOT Form 420-004).

The Contractor shall submit to the Engineer a completed Monthly Retainage Report (WSDOT Form 272-065) within 15 calendar days after receipt of every monthly progress payment until every subcontractor and lower tier subcontractor's retainage has been released.

The Contractor's records pertaining to the requirements of this Special Provision shall be open to inspection or audit by representatives of the Contracting Agency during the life of the contract and for a period of not less than three years after the date of acceptance of the contract. The Contractor shall retain these records for that period. The Contractor shall also guarantee that these records of all subcontractors and lower tier subcontractors shall be available and open to similar inspection or audit for the same time period.

1-08.1(7) Payments to Subcontractors and Lower-Tier Subcontractors

1-08.1(7)A Payment Reporting

Section 1-08.1(7)A is revised to read:

(March 9, 2026)
The Contractor shall report the actual amounts paid to all firms that were used as subcontractors of any tier, materials suppliers, manufacturers, regular dealers, or service providers on the Contract including all Disadvantaged, Minority, Small, Veteran, or Women's Business Enterprise firms. The following do not need reported: (1) retail sales or services that are paid for at the time of purchase; (2) payments to materials suppliers or manufacturers that are in normal course of business unless it is to a Disadvantaged, Minority, Small, Veteran, or Women's Business Enterprise firm in accordance with Section 1-07.11. The Contractor shall report this information by entering it into the Contracting Agency's Diversity Management and Compliance System at: https://wsdot.diversitycompliance.com. Payments shall be reported no later than the 20th of the month for all payments made to firms the previous calendar month. For example, the Contractor shall enter all payments made to firms during the month of March into DMCS by April 20th. Payments shall be reported between execution of the Contract and the Contract Completion Date. When no Work occurred or no payments were made for a firm, the reported payment shall be zero.

The Contractor shall require all recipients of such payments to use DMCS to acknowledge their receipt of payment.

1-08.1(8)B Clauses Required in Subcontracts of All Tiers
(November 25, 2024 APWA GSP)

Delete item 8 of the second paragraph of Section 1-08.1(8)B.

1-08.1(9) Submittal of Executed Subcontracts

(April 22, 2025 APWA GSP, Option B)

Section 1-08.1(9) content and title are deleted and replaced with the following:

Vacant

1-08.3 Progress Schedule

General Requirements

Section 1-08.3 is supplemented with the following:

Progress Meetings

(Walla Walla County GSP)

Upon request by the Contracting Agency the Contractor shall provide a representative approved by the County to meet in-person weekly with the Contracting Agency to discuss progress or issues relating to the construction of the project. The Contractor's representative shall have approving authority and either be the owner or superintendent responsible for the project being constructed.

Meetings may be held at the Public Works Office or at a site within the County as determined by the Contracting agency. All costs to the Contractor for attending these meetings shall be incidental to the contract.

1-08.3(2)A Type A Progress Schedule

(February 17, 2026 APWA GSP)

Revise this section to read:

The Contractor shall submit **5** copies of a Type A Progress Schedule no later than at the preconstruction conference, or some other mutually agreed upon submittal time. The schedule may be a critical path method (CPM) schedule, bar chart, or other standard schedule format. Regardless of which format is used, the schedule shall identify the critical path. The Engineer will evaluate the Type A Progress Schedule and accept or return the schedule for corrections within 15 calendar days of receiving the submittal.

1-08.4 Prosecution of Work

Delete this section and replace it with the following:

1-08.4 Notice to Proceed and Prosecution of Work

(February 17, 2026 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 2-04.3. Upon construction of the fencing, the Contractor shall request the Engineer to inspect the fence. No other Work shall be performed on the site until the Contracting Agency has accepted the installation of high visibility fencing, as described in the Contract.

1-08.5 Time for Completion
(February 17, 2026 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 all partial or whole days the Engineer declares as unworkable. The statement will be identified as a Written Determination by the Engineer. If the Contractor does not agree with the Written Determination of working days, the Contractor shall pursue the protest procedures in accordance with Section 1-04.5. By failing to follow the procedures of Section 1-04.5, 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 Engineer prior to establishing a completion date:
   a. Certified Payrolls (per Section 1-07.9(5)).
   b. Material Acceptance Certification Documents
   c. Monthly Reports in DMCS of the amounts paid including the final payment confirmation to all firms required by Section 1-08.1(7)A if applicable
   d. Final Contract Voucher Certification
   e. Copies of the approved "Affidavit of Prevailing Wages Paid" for the Contractor and all subcontractors
   f. A copy of the Notice of Termination sent to the Washington State Department of Ecology (Ecology); the elapse of 30 calendar days from the date of receipt of the Notice of Termination by Ecology; and no rejection of the Notice of Termination by

Ecology. This requirement will not apply if the Construction Stormwater General Permit is transferred back to the Contracting Agency in accordance with Section 8-01.3(16).

g. Property owner releases per Section 1-07.24

Section 1-08.5 is supplemented with the following:

(March 13, 1995)
This project shall be physically completed within *** **140** *** working days.

1-08.9 Liquidated Damages
(February 17, 2026 APWA GSP, Option A)

Replace Section 1-08.9 with the following:

Time is of the essence of the Contract. Delays inconvenience the traveling public, obstruct traffic, interfere with and delay commerce, and increase risk to Highway users. Delays also cost tax payers undue sums of money, adding time needed for administration, engineering, inspection, and supervision.

Accordingly, the Contractor agrees:

1. To pay liquidated damages in the amount of ***** $ 1,400.00 ***** for each working day beyond the number of working days established for Physical Completion, and

2. To authorize the Engineer to deduct these liquidated damages from any money due or coming due to the Contractor.

When the Contract Work has progressed to Substantial Completion as defined in the Contract, the Engineer may determine the Contract 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, liquidated damages identified 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 Engineer, the Contractor shall furnish a written schedule for completing the physical Work on the Contract.

Liquidated damages will not be assessed for any days for which an extension of time is granted. No deduction or payment of liquidated damages will, in any degree, release the Contractor from further obligations and liabilities to complete the entire Contract.

1-09 MEASUREMENT AND PAYMENT

1-09.9 Payments
(July 8, 2024 APWA GSP, Option A)

Supplement this section with the following:

Lump sum item breakdowns are not required when the bid price for the lump sum item is less than $20,000.

1-09.9 Payments
(February 17, 2026 APWA GSP, Option B)

Delete the fourth paragraph and replace it with the following:

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 payment. 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.

The sixth paragraph of Section 1-09.9 is deleted.

Retainage
Section 1-09.9(1) content and title is deleted and replaced with the following:

(June 27, 2011)
Vacant

1-09.11(3) Time Limitation and Jurisdiction
(December 30, 2022 APWA GSP)

Revise this section to read*:*

For the convenience of the parties to the Contract it is mutually agreed by the parties that all claims or causes of action which the Contractor has against the Contracting Agency arising from the Contract shall be brought within 180 calendar days from the date of final acceptance (Section 1-05.12) of the Contract by the Contracting Agency; and it is further agreed that all such claims or causes of action shall be brought only in the Superior Court of the county where the Contracting Agency headquarters is located, provided that where an action is asserted against a county, RCW 36.01.050 shall control venue and jurisdiction. The parties understand and agree that the Contractor's failure to bring suit within the time period provided, shall be a complete bar to all such claims or causes of action. It is further mutually agreed by the parties that when claims or causes of action which the Contractor asserts against the Contracting Agency arising from the Contract are filed with the Contracting Agency or initiated in court, the Contractor shall permit the Contracting Agency to have timely access to all records deemed necessary by the Contracting Agency to assist in evaluating the claims or action.

1-09.13(3)A Arbitration General
(January 19, 2022 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 is located, provided that where claims subject to arbitration are asserted against a county, RCW 36.01.050 shall control venue and jurisdiction of the Superior Court. 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.

2-04 TEMPORARY TRAFFIC CONTROL

2-04.2 Materials

Temporary Traffic Control Materials

Section 9-35 is supplemented with the following:

Construction Signs

Section 9-35.2 is revised to read:

(January 5, 2026)
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. Except as noted below, any sign/sign stand combination that satisfies these requirements will be acceptable. Post mounted Class A construction signs shall conform to the requirements of this section and additionally shall conform to the requirements stated in Section 9-28.
Aluminum sheeting shall be used to fabricate all construction signs. The signs shall have a minimum thickness of 0.080 inches and a maximum thickness of 0.125 inches.
All construction signs shall be fabricated with reflective sheeting in accordance with Section 9-28.12. All post mounted signs shall use a nylon washer between the twist fasteners (screw heads, bolts or nuts) and the reflective sheeting.
The use of plywood, fiberglass reinforced plastic, fabric rollup signs, and any other previously approved sign materials except aluminum or aluminum composite is prohibited.
All Class A and Class B signs shall utilize materials and be fabricated in accordance with Section 9-28 and the Washington State Sign Fabrication Manual M 55-05. A fabrication decal as stated in Section 9-28.1 is not required for construction signs.

Barricades

Section 9-35.6 is revised to read:

(January 5, 2026)
Barricades shall conform to the requirements of the MUTCD. The alternating orange and white reflective bands shall be fabricated with reflective sheeting in accordance with Section 9-28.12.

Traffic Safety Drums

The third and fourth paragraphs of Section 9-35.7 are revised to read:

(January 5, 2026)
Until December 31, 2026, traffic safety drums may have 4-inch or 6-inch reflective bands fabricated from Type III or Type IV or higher sheeting type as described in Section 9-28.12. Beginning January 1, 2027, traffic safety drums shall have 6-inch reflective bands. A minimum of 4 reflective horizontal bands, alternating fluorescent orange and white starting with the top stripe being fluorescent orange, shall be used. Reflective bands shall be

fabricated from Type IV or higher (reflective sheeting as described in Section 9-28.12. Drums of different reflective band types shall not be intermixed within the same closure. When recommended by the manufacturer, drums shall be treated to ensure proper adhesion of the reflective sheeting.

Traffic Cones

The last paragraph of Section 9-35.9 is revised to read:

(January 5, 2026)
White reflective bands shall be fabricated with reflective sheeting in accordance with Section 9-28.12.

Transportable Attenuator

The last paragraph of Section 9-35.12 is revised to read:

(January 5, 2026)
The transportable attenuator shall have a chevron pattern on the rear of the unit. The pattern shall consist of 4-inch to 8-inch alternating nonreflective black and reflective yellow or alternating reflective red and white sheeting, slanted at 45 degrees in an inverted “V” with the “V” at the center of the unit. Reflective sheeting shall be in accordance with Section 9-28.12.

42-Inch Tall Channelizing Devices

The third and fourth paragraphs of Section 9-35.13 are revised to read:

(January 5, 2026)
Until December 31, 2026, 42-inch tall channelization devices may have 4-inch or 6- inch reflective bands fabricated from Type III or Type IV or higher sheeting type as described in Section 9-28.12.
Beginning January 1, 2027, 42-inch tall channelization devices shall have 6-inch reflective bands. A minimum of 4 reflective horizontal bands, alternating fluorescent orange and white starting with the top stripe being fluorescent orange, shall be used. Reflective bands shall be fabricated from Type IV or higher IV (reflective sheeting as described in Section 9-28.12. 42-inch tall channelization devices of different reflective band types shall not be intermixed within the same closure. When recommended by the manufacturer, 42-inch tall channelization devices shall be treated to ensure proper adhesion of the reflective sheeting.

2-04.3 Construction Requirements

Construction Signs

The second paragraph of Section 2-04.3(6)A is revised to read:

(June 1, 2026)
No passing zones defined by existing pavement markings that will be obliterated by construction operations shall be replaced by “Do Not Pass” and “Pass With Care” signs. The Contractor shall provide, install, and maintain the signs and posts until the passing zones have been reestablished by permanent pavement markings. The signs and posts shall then be removed and become the property of the Contractor. When the Contractor is not responsible for pavement markings and when the markings by others is not completed before the Physical Completion Date, the posts and signs shall be left in place and shall become the property of the Contracting Agency.

DIVISION 3
EARTHWORK

3-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

3-02.1 Description

Section 3-02.1 is supplemented with the following:

(March 13, 1995)
This work shall consist of removing miscellaneous traffic items.

(Walla Walla County)
This Work shall consist of removing and disposing of all items, except those with removal pay items, that interfere with construction. This includes, but is not limited to asphalt pavement, signs, sign posts and bases, guardrail, guardrail anchors, fencing, gates, and other items designated on the Plans for removal.

3-02.3 Construction Requirements

Section 3-02.3 is supplemented with the following:

(Walla Walla County)
Removal of Obstructions
The following miscellaneous Obstructions shall be removed and disposed of, along with any other items that are necessary to be removed in order to construct the project:

***

- Asphalt pavement
- Fencing
- Gates
- Retaining Wall
- Power Vault

***

(Walla Walla County)
The following salvageable material being removed during construction will remain the property of the Contracting Agency. The Contractor will remove and return the items to the County as described. Coordinate with the County at least two working days prior to scheduled delivery of the items to confirm delivery arrangements.

- Guardrail
- Guardrail anchors
- Signs
- Signposts

Prior to beginning work on private property, the Contractor shall coordinate with individual property owner to determine what materials are to be salvaged and returned to the property owner. For all items to be salvaged, coordinate with the property owner for delivery arrangements.

3-02.5 Payment

Section 3-02.5 is supplemented with the following:

(Walla Walla County)
"Removal of Structures and Obstructions", lump sum.
The unit Contract price for " Removal of Structures and Obstructions " shall be full pay for all work and materials necessary to remove and dispose of all signs, fences, pipes, culverts, markers, walls, and other items designated on the Plans for removal, except the existing bridge, which interfere with construction.

"Removing Existing Bridge", lump sum.
The unit Contract price for "Removing Existing Bridge" shall be full pay for all work and materials necessary to remove and dispose of the existing Wallula Bridge shown on the Plans.

3-03 ROADWAY EXCAVATION AND EMBANKMENT

3-03.4 Measurement

(Walla Walla County)

“Channel Excavation Including Haul” described in Section 3-03 of the Standard Specifications includes over-excavation for streambed foundation preparation. No additional payment will be provided for the excavation and haul required to prepare the subgrade for the placement of the proposed streambed material. This bid item shall include all labor, materials and equipment necessary to excavate, stockpile, backfill and compact to the lines and grades shown on the Plans. The handling, sorting, grading, and mixing of existing streambed material is considered incidental. Excavation, stockpiling, handling, sorting, and replacement of salvaged riprap is considered incidental.

5-04 HOT MIX ASPHALT

Delete Section 5-04 ,Hot Mix Asphalt and replace it with the following:

(Walla Walla County)

5-04.1 Description

This Work shall consist of providing and placing one or more layers of plant-mixed hot mix asphalt (HMA) on a prepared foundation or base in accordance with these Specifications and the lines, grades, thicknesses, and typical cross-sections shown in the Plans. The manufacture of HMA may include warm mix asphalt (WMA) processes in accordance with these Specifications. WMA processes include organic additives, chemical additives, and foaming.

HMA shall be composed of asphalt binder and mineral materials as may be required, mixed in the proportions specified to provide a homogeneous, stable, and workable mixture.

5-04.2 Materials

Materials shall meet the requirements of the following sections:

Asphalt Binder	9-02.1(4)
Cationic Emulsified Asphalt	9-02.1(6)
Anti-Stripping Additive	9-02.4
HMA Additive	9-02.5
Aggregates	9-03.8
Recycled Asphalt Pavement (RAP)	9-03.8(3)B
Mineral Filler	9-03.8(5)
Recycled Material	9-03.21
Portland Cement	9-01
Sand	9-03.1(2) (as noted in 5-04.3(5)C for crack sealing)
Joint Sealant	9-04.2
Foam Backer Rod	9-04.2(3)A

The Contract documents may establish that the various mineral materials required for the manufacture of HMA will be furnished in whole or in part by the Contracting Agency. If the documents do not establish the furnishing of any of these mineral materials by the Contracting Agency, the Contractor shall be required to furnish such materials in the amounts required for the designated mix. Mineral materials include coarse and fine aggregates, and mineral filler.

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

The Contractor may use up to 20 percent RAP by total weight of HMA with no additional sampling or testing of the RAP. The RAP shall be sampled and tested at a frequency of one sample for every 1,000 tons produced and not less than ten samples per project. The asphalt content and gradation test data shall be reported to the Contracting Agency when submitting

the mix design for approval on the QPL. The Contractor shall include the RAP as part of the mix design as defined in these Specifications.

The grade of asphalt binder shall be as required by the Contract. Blending of asphalt binder from different sources is not permitted.

The Contractor may only use warm mix asphalt (WMA) processes in the production of HMA with 20 percent or less RAP by total weight of HMA. The Contractor shall submit to the Engineer for approval the process that is proposed and how it will be used in the manufacture of HMA.

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

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

5-04.2(1) How to Get an HMA Mix Design on the QPL

If the contractor wishes to submit a mix design for inclusion in the Qualified Products List (QPL), please follow the WSDOT process outlined in Standard Specification 5-04.2(1).

5-04.2(1)A Vacant

5-04.2(2) Mix Design – Obtaining Project Approval

No paving shall begin prior to the approval of the mix design by the Engineer.

Nonstatistical evaluation will be used for all HMA not designated as Commercial HMA in the contract documents.

Commercial evaluation will be used for Commercial HMA and for other classes of HMA in the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores, 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. The Proposal quantity of HMA that is accepted by commercial evaluation will be excluded from the quantities used in the determination of nonstatistical evaluation.

Nonstatistical Mix Design. Fifteen days prior to the first day of paving the contractor shall provide one of the following mix design verification certifications for Contracting Agency review;

The WSDOT Mix Design Evaluation Report from the current WSDOT QPL, or one of the mix design verification certifications listed below.
The proposed HMA mix design on WSDOT Form 350-042 with the seal and certification (stamp & signature) of a valid licensed Washington State Professional Engineer.
The Mix Design Report for the proposed HMA mix design developed by a qualified City or County laboratory that is within one year of the approval date.

The mix design shall 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: resource proficiency sample program.

Mix designs for HMA accepted by Nonstatistical evaluation shall:

The number of ESAL's for the design and acceptance of the HMA shall be 0.3 to 3 million.
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), except that Hamburg testing for ruts and stripping are at the discretion of the Engineer, and 9-03.8(6).
Have anti-strip requirements, if any, for the proposed mix design determined in accordance with AASHTO T 283 or T 324, or based on historic anti-strip and aggregate source compatibility from previous WSDOT lab testing.

At the discretion of the Engineer, agencies may accept verified mix designs older than 12 months from the original verification date with a certification from the Contractor that the materials and sources are the same as those shown on the original mix design.

Commercial Evaluation Mix Design. Approval of a mix design for "Commercial Evaluation" will be based on a review of the Contractor's submittal of WSDOT Form 350-042 (for commercial mixes, AASHTO T 324 evaluation is not required) or a Mix Design from the current WSDOT QPL or from one of the processes allowed by this section. Testing of the HMA by the Contracting Agency for mix design approval is not required.

For the Bid Item Commercial HMA, the Contractor shall select a class of HMA and design level of ESALs appropriate for the required use.

5-04.2(2)B Using Warm Mix Asphalt Processes

The Contractor may elect to use additives that reduce the optimum mixing temperature or serve as a compaction aid for producing HMA. Additives include organic additives, chemical additives and foaming processes. The use of Additives is subject to the following:

- Do not use additives that reduce the mixing temperature more than allowed in Section 5-04.3(6) in the production of mixtures.
- Before using additives, obtain the Engineer's approval using WSDOT Form 350-076 to describe the proposed additive and process.

5-04.3 Construction Requirements

5-04.3(1) Weather Limitations

Do not place HMA for wearing course on any Traveled Way beginning October 1st through March 31st of the following year without written concurrence from the Engineer.

Do not place HMA on any wet surface, or when the average surface temperatures are less than those specified below, or when weather conditions otherwise prevent the proper handling or finishing of the HMA.

Minimum Surface Temperature for Paving

Compacted Thickness (Feet)	Wearing Course	Other Courses
Less than 0.10	55°F	45°F
0.10 to .20	45°F	35°F
More than 0.20	35°F	35°F

5-04.3(2) Paving Under Traffic

When the Roadway being paved is open to traffic, the requirements of this Section shall apply.

The Contractor shall keep intersections open to traffic at all times except when paving the intersection or paving across the intersection. During such time, and provided that there has been an advance warning to the public, the intersection may be closed for the minimum time required to place and compact the mixture. In hot weather, the Engineer may require the application of water to the pavement to accelerate the finish rolling of the pavement and to shorten the time required before reopening to traffic.

Before closing an intersection, advance warning signs shall be placed and signs shall also be placed marking the detour or alternate route.

During paving operations, temporary pavement markings shall be maintained throughout the project. Temporary pavement markings shall be installed on the Roadway prior to opening to traffic. Temporary pavement markings shall be in accordance with Section 8-23.

All costs in connection with performing the Work in accordance with these requirements, except the cost of temporary pavement markings, shall be included in the unit Contract prices for the various Bid items involved in the Contract.

5-04.3(3) Equipment

5-04.3(3)A Mixing Plant

Plants used for the preparation of HMA shall conform to the following requirements:

1. **Equipment for Preparation of Asphalt Binder** – Tanks for the storage of asphalt binder shall be equipped to heat and hold the material at the required temperatures. The heating shall be accomplished by steam coils, electricity, or other approved means so that no flame shall be in contact with the storage tank. The circulating system for the asphalt binder shall be designed to ensure proper and continuous circulation during the operating period. A valve for the purpose of sampling the asphalt binder shall be placed in either the storage tank or in the supply line to the mixer.

2. **Thermometric Equipment** – An armored thermometer, capable of detecting temperature ranges expected in the HMA mix, shall be fixed in the asphalt binder feed line at a location near the charging valve at the mixer unit. The thermometer location shall be convenient and safe for access by Inspectors. The plant shall also be equipped with an approved dial-scale thermometer, a mercury actuated thermometer, an electric pyrometer, or another approved thermometric instrument placed at the discharge chute of the drier to automatically register or indicate the temperature of the heated aggregates. This device shall be in full view of the plant operator.

3. **Heating of Asphalt Binder** – The temperature of the asphalt binder shall not exceed the maximum recommended by the asphalt binder manufacturer nor shall it be below the minimum temperature required to maintain the asphalt binder in a homogeneous state. The asphalt binder shall be heated in a manner that will avoid local variations in heating. The heating method shall provide a continuous supply of asphalt binder to the mixer at a uniform average temperature with no individual variations exceeding 25°F. Also, when a WMA additive is included in the asphalt

binder, the temperature of the asphalt binder shall not exceed the maximum recommended by the manufacturer of the WMA additive.

4. **Sampling and Testing of Mineral Materials** – The HMA plant shall be equipped with a mechanical sampler for the sampling of the mineral materials. The mechanical sampler shall meet the requirements of Section 1-05.6 for the crushing and screening operation. The Contractor shall provide for the setup and operation of the field testing facilities of the Contracting Agency as provided for in Section 3-01.2(2).

5. **Sampling HMA** – The HMA plant shall provide for sampling HMA by one of the following methods:
    a. A mechanical sampling device attached to the HMA plant.
    b. Platforms or devices to enable sampling from the hauling vehicle without entering the hauling vehicle.

5-04.3(3)B Hauling Equipment

Trucks used for hauling HMA shall have tight, clean, smooth metal beds and shall have a cover of canvas or other suitable material of sufficient size to protect the mixture from adverse weather. Whenever the weather conditions during the work shift include, or are forecast to include precipitation or an air temperature less than 45°F or when time from loading to unloading exceeds 30 minutes, the cover shall be securely attached to protect the HMA.

The Contractor shall provide an environmentally benign means to prevent the HMA mixture from adhering to the hauling equipment. Excess release agent shall be drained prior to filling hauling equipment with HMA. Petroleum derivatives or other coating material that contaminate or alter the characteristics of the HMA shall not be used. For live bed trucks, the conveyer shall be in operation during the process of applying the release agent.

5-04.3(3)C Pavers

HMA pavers shall be self-contained, power-propelled units, provided with an internally heated vibratory screed, and shall be capable of spreading and finishing courses of HMA plant mix material in lane widths required by the paving section shown in the Plans.

The HMA paver shall be in good condition and shall have the most current equipment available from the manufacturer for the prevention of segregation of the HMA mixture installed, in good condition, and in working order. The equipment certification shall list the make, model, and year of the paver and any equipment that has been retrofitted.

The screed shall be operated in accordance with the manufacturer's recommendations and shall effectively produce a finished surface of the required evenness and texture without tearing, shoving, segregating, or gouging the mixture. A copy of the manufacturer's recommendations shall be provided upon request by the Contracting Agency. Extensions will be allowed provided they produce the same results, including ride, density, and surface texture as obtained by the primary screed. Extensions without augers and an internally heated vibratory screed shall not be used in the Traveled Way.

When specified in the Contract, reference lines for vertical control will be required. Lines shall be placed on both outer edges of the Traveled Way of each Roadway. Horizontal control utilizing the reference line will be permitted. The grade and slope for intermediate lanes shall be controlled automatically from reference lines or by means of a mat referencing device and a slope control device. When the finish of the grade prepared for

paving is superior to the established tolerances and when, in the opinion of the Engineer, further improvement to the line, grade, cross-section, and smoothness can best be achieved without the use of the reference line, a mat referencing device may be substituted for the reference line. Substitution of the device will be subject to the continued approval of the Engineer. A joint matcher may be used subject to the approval of the Engineer. The reference line may be removed after the completion of the first course of HMA when approved by the Engineer. Whenever the Engineer determines that any of these methods are failing to provide the necessary vertical control, the reference lines will be reinstalled by the Contractor.

The Contractor shall furnish and install all pins, brackets, tensioning devices, wire, and accessories necessary for satisfactory operation of the automatic control equipment.

If the paving machine in use is not providing the required finish, the Engineer may suspend Work as allowed by Section 1-08.6. Any cleaning or solvent type liquids spilled on the pavement shall be thoroughly removed before paving proceeds.

5-04.3(3)D Material Transfer Device or Material Transfer Vehicle

A Material Transfer Device/Vehicle (MTD/V) shall only be used with the Engineer's approval, unless other-wise required by the Contract.

Where an MTD/V is required by the contract, the Engineer may approve paving without an MTD/V, at the request of the Contractor. The Engineer will determine if an equitable adjustment in cost or time is due.

When used, the MTD/V shall mix the HMA after delivery by the hauling equipment and prior to laydown by the paving machine. Mixing of the HMA shall be sufficient to obtain a uniform temperature throughout the mixture. If a windrow elevator is used, the length of the windrow may be limited in urban areas or through intersections, at the discretion of the Engineer.

To be approved for use, an MTV:

1. Shall be self-propelled vehicle, separate from the hauling vehicle or paver.
2. Shall not be connected to the hauling vehicle or paver.
3. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
4. Shall mix the HMA after delivery by the hauling equipment and prior to placement into the paving machine.
5. Shall mix the HMA sufficiently to obtain a uniform temperature throughout the mixture.

To be approved for use, an MTD:

1. Shall be positively connected to the paver.
2. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
3. Shall mix the HMA after delivery by the hauling equipment and prior to placement into the paving machine.
4. Shall mix the HMA sufficiently to obtain a uniform temperature throughout the mixture.

5-04.3(3)E Rollers

Rollers shall be of the steel wheel, vibratory, oscillatory, or pneumatic tire type, in good condition and capable of reversing without backlash. Operation of the roller shall be in accordance with the manufacturer's recommendations. When ordered by the Engineer for

any roller planned for use on the project, the Contractor shall provide a copy of the manufacturer's recommendation for the use of that roller for compaction of HMA. The number and weight of rollers shall be sufficient to compact the mixture in compliance with the requirements of Section 5-04.3(10). The use of equipment that results in crushing of the aggregate will not be permitted. Rollers producing pickup, washboard, uneven compaction of the surface, displacement of the mixture or other undesirable results shall not be used.

5-04.3(4) Preparation of Existing Paved Surfaces

When the surface of the existing pavement or old base is irregular, the Contractor shall bring it to a uniform grade and cross-section as shown on the Plans or approved by the Engineer.

Preleveling of uneven or broken surfaces over which HMA is to be placed may be accomplished by using an asphalt paver, a motor patrol grader, or by hand raking, as approved by the Engineer.

Compaction of preleveling HMA shall be to the satisfaction of the Engineer and may require the use of small steel wheel rollers, plate compactors, or pneumatic rollers to avoid bridging across preleveled areas by the compaction equipment. Equipment used for the compaction of preleveling HMA shall be approved by the Engineer.

Before construction of HMA on an existing paved surface, the entire surface of the pavement shall be clean. All fatty asphalt patches, grease drippings, and other objectionable matter shall be entirely removed from the existing pavement. All pavements or bituminous surfaces shall be thoroughly cleaned of dust, soil, pavement grindings, and other foreign matter. All holes and small depressions shall be filled with an appropriate class of HMA. The surface of the patched area shall be leveled and compacted thoroughly. Prior to the application of tack coat, or paving, the condition of the surface shall be approved by the Engineer.

A tack coat of asphalt shall be applied to all paved surfaces on which any course of HMA is to be placed or abutted; except that tack coat may be omitted from clean, newly paved surfaces at the discretion of the Engineer. Tack coat shall be uniformly applied to cover the existing pavement with a thin film of residual asphalt free of streaks and bare spots at a rate between 0.02 and 0.10 gallons per square yard of retained asphalt. The rate of application shall be approved by the Engineer. A heavy application of tack coat shall be applied to all joints. For Roadways open to traffic, the application of tack coat shall be limited to surfaces that will be paved during the same working shift. The spreading equipment shall be equipped with a thermometer to indicate the temperature of the tack coat material.

Equipment shall not operate on tacked surfaces until the tack has broken and cured. If the Contractor's operation damages the tack coat it shall be repaired prior to placement of the HMA.

The tack coat shall be CSS-1, or CSS-1h emulsified asphalt. The CSS-1 and CSS-1h emulsified asphalt may be diluted once with water at a rate not to exceed one part water to one part emulsified asphalt. The tack coat shall have sufficient temperature such that it may be applied uniformly at the specified rate of application and shall not exceed the maximum temperature recommended by the emulsified asphalt manufacturer.

5-04.3(4)A Crack Sealing

When the Proposal includes a pay item for crack sealing, seal cracks in accordance with Section 5-03.

5-04.3(4)A1 General

When the Proposal includes a pay item for crack sealing, seal all cracks ¼ inch in width and greater.

Cleaning: Ensure that cracks are thoroughly clean, dry, and free of all loose and foreign material when filling with crack sealant material. Use a hot compressed air lance to dry and warm the pavement surfaces within the crack immediately prior to filling a crack with the sealant material. Do not overheat pavement. Do not use direct flame dryers. Routing cracks is not required.

Sand Slurry: For cracks that are to be filled with sand slurry, thoroughly mix the components and pour the mixture into the cracks until full. Add additional CSS-1 cationic emulsified asphalt to the sand slurry as needed for workability to ensure the mixture will completely fill the cracks. Strike off the sand slurry flush with the existing pavement surface and allow the mixture to cure. Top off cracks that were not completely filled with additional sand slurry. Do not place the HMA overlay until the slurry has fully cured.

The sand slurry shall consist of approximately 20 percent CSS-1 emulsified asphalt, approximately 2 percent portland cement, water (if required), and the remainder clean Class 1 or 2 fine aggregate per section 9-03.1(2). The components shall be thoroughly mixed and then poured into the cracks and joints until full. The following day, any cracks or joints that are not completely filled shall be topped off with additional sand slurry. After the sand slurry is placed, the filler shall be struck off flush with the existing pavement surface and allowed to cure. The HMA overlay shall not be placed until the slurry has fully cured. The requirements of Section 1-06 will not apply to the portland cement and sand used in the sand slurry.

In areas where HMA will be placed, use sand slurry to fill the cracks.

In areas where HMA will not be placed, fill the cracks as follows:

1. Cracks ¼ inch to 1 inch in width - fill with hot poured sealant.
2. Cracks greater than 1 inch in width - fill with sand slurry.

Hot Poured Sealant: For cracks that are to be filled with hot poured sealant, apply the material in accordance with these requirements and the manufacturer's recommendations. Furnish a Type 1 Working Drawing of the manufacturer's product information and recommendations to the Engineer prior to the start of work, including the manufacturer's recommended heating time and temperatures, allowable storage time and temperatures after initial heating, allowable reheating criteria, and application temperature range. Confine hot poured sealant material within the crack. Clean any overflow of sealant from the pavement surface. If, in the opinion of the Engineer, the Contractor's method of sealing the cracks with hot poured sealant results in an excessive amount of material on the pavement surface, stop and correct the operation to eliminate the excess material.

5-04.3(4)A2 Crack Sealing Areas Prior to Paving

In areas where HMA will be placed, use sand slurry to fill the cracks.

5-04.3(4)A3 Crack Sealing Areas Not to be Paved

In areas where HMA will not be placed, fill the cracks as follows:

A. Cracks ¼ inch to 1 inch in width - fill with hot poured sealant.
B. Cracks greater than 1 inch in width - fill with sand slurry.

5-04.3(4)B Vacant

5-04.3(4)C Pavement Repair

The Contractor shall excavate pavement repair areas and shall repair these areas, including replacement subgrade compaction, crushed surfacing replacement, and HMA in accordance with the details shown in the plans and as marked in the field. The Contractor shall conduct the excavation operations in a manner that will protect the pavement that is to remain. Pavement not designated to be removed that is damaged as a result of the Contractor's operations shall be repaired by the Contractor to the satisfaction of the Engineer at no cost to the Contracting Agency. The Contractor shall excavate only within one lane at a time unless approved otherwise by the Engineer. The Contractor shall not excavate more area than can be completely finished during the same shift, unless approved by the Engineer.

Unless otherwise shown in the Plans or determined by the Engineer, excavate to a depth of 1.0 feet. The Engineer will make the final determination of the excavation depth required. The minimum width of any pavement repair area shall be 40 inches unless shown otherwise in the Plans. Before any excavation, the existing pavement shall be sawcut or shall be removed by a pavement grinder. Excavated materials will become the property of the Contractor and shall be disposed of in a Contractor-provided site off the Right of Way or used in accordance with Sections 2-02.3(3) or 9-03.21.

Asphalt for tack coat shall be required as specified in Section 5-04.3(4). A heavy application of tack coat shall be applied to all surfaces of existing pavement in the pavement repair area.

Placement of the HMA backfill shall be accomplished in lifts not to exceed 0.35-foot compacted depth. Lifts that exceed 0.25-foot of compacted depth may be accomplished with the approval of the Engineer. Each lift shall be thoroughly compacted by a mechanical tamper or a roller.

5-04.3(5) Producing/Stockpiling Aggregates and RAP

Aggregates and RAP shall be stockpiled according to the requirements of Section 3-02. Sufficient storage space shall be provided for each size of aggregate and RAP. Materials shall be removed from stockpile(s) in a manner to ensure minimal segregation when being moved to the HMA plant for processing into the final mixture. Different aggregate sizes shall be kept separated until they have been delivered to the HMA plant.

5-04.3(5)A Vacant

5-04.3(6) Mixing

After the required amount of mineral materials, asphalt binder, recycling agent and anti-stripping additives have been introduced into the mixer the HMA shall be mixed until complete and uniform coating of the particles and thorough distribution of the asphalt binder throughout the mineral materials is ensured.

When discharged, the temperature of the HMA shall not exceed the optimum mixing temperature by more than 25°F as shown on the reference mix design report or as approved by the Engineer. Also, when a WMA additive is included in the manufacture of HMA, the discharge temperature of the HMA shall not exceed the maximum recommended by the manufacturer of the WMA additive. A maximum water content of 2 percent in the mix, at discharge, will be allowed providing the water causes no problems with handling, stripping, or flushing. If the water in the HMA causes any of these problems, the moisture content shall be reduced as directed by the Engineer.

Storing or holding of the HMA in approved storage facilities will be permitted with approval of the Engineer, but in no event shall the HMA be held for more than 24 hours. HMA held for more than 24 hours after mixing shall be rejected. Rejected HMA shall be disposed of by the Contractor at no expense to the Contracting Agency. The storage facility shall have an accessible device located at the top of the cone or about the third point. The device shall indicate the amount of material in storage. No HMA shall be accepted from the storage facility when the HMA in storage is below the top of the cone of the storage facility, except as the storage facility is being emptied at the end of the working shift.

Recycled asphalt pavement (RAP) utilized in the production of HMA shall be sized prior to entering the mixer so that a uniform and thoroughly mixed HMA is produced. If there is evidence of the recycled asphalt pavement not breaking down during the heating and mixing of the HMA, the Contractor shall immediately suspend the use of the RAP until changes have been approved by the Engineer. After the required amount of mineral materials, RAP, new asphalt binder and asphalt rejuvenator have been introduced into the mixer the HMA shall be mixed until complete and uniform coating of the particles and thorough distribution of the asphalt binder throughout the mineral materials, and RAP is ensured.

5-04.3(7) Spreading and Finishing

The mixture shall be laid upon an approved surface, spread, and struck off to the grade and elevation established. HMA pavers complying with Section 5-04.3(3) shall be used to distribute the mixture. Unless otherwise directed by the Engineer, the nominal compacted depth of any layer of any course shall not exceed the following:

HMA Class 1"	0.35 feet
HMA Class ¾" and HMA Class ½"	
wearing course	0.30 feet
other courses	0.35 feet
HMA Class ⅜"	0.15 feet

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the paving may be done with other equipment or by hand.

When more than one JMF is being utilized to produce HMA, the material produced for each JMF shall be placed by separate spreading and compacting equipment. The intermingling of HMA produced from more than one JMF is prohibited. Each strip of HMA placed during a work shift shall conform to a single JMF established for the class of HMA specified unless there is a need to make an adjustment in the JMF.

5-04.3(8) Aggregate Acceptance Prior to Incorporation in HMA

For HMA accepted by nonstatistical evaluation, the aggregate properties of sand equivalent, uncompacted void content, and fracture will be evaluated in accordance with Section 3-04. Sampling and testing of aggregates for HMA accepted by commercial evaluation will be at the option of the Engineer.

5-04.3(9) HMA Mixture Acceptance

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

Nonstatistical evaluation will be used for the acceptance of HMA unless Commercial Evaluation is specified.

Commercial evaluation will be used for Commercial HMA and for other classes of HMA in the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores, prelevel, temporary pavement, and pavement repair. Other nonstructural applications of HMA accepted by commercial evaluation shall be as approved by the Engineer. Sampling and testing of HMA accepted by commercial evaluation will be at the option of the Engineer.

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 Engineer and may be made in accordance with this section.

HMA Tolerances and Adjustments

1. **Job Mix Formula Tolerances** – The constituents of the mixture at the time of acceptance shall be within tolerance. The tolerance limits will be established as follows:

   For Asphalt Binder and Air Voids (Va), the acceptance limits are determined by adding the tolerances below to the approved JMF values. These values will also be the Upper Specification Limit (USL) and Lower Specification Limit (LSL) required in Section 1-06.2(2)D2.

Property	Non-Statistical Evaluation	Commercial Evaluation
Asphalt Binder	+/- 0.5%	+/- 0.7%
Air Voids, Va	2.5% min. and 5.5% max	N/A

   For Aggregates in the mixture:

   a. First, determine preliminary upper and lower acceptance limits by applying the following tolerances to the approved JMF.

Aggregate Percent Passing	Non-Statistical Evaluation	Commercial Evaluation
1", ¾", ½", and 3/8" sieves	+/- 6%	+/- 8%
No. 4 sieve	+/-6%	+/- 8%
No. 8 Sieve	+/- 6%	+/-8%
No. 200 sieve	+/- 2.0%	+/- 3.0%

   b. Second, adjust the preliminary upper and lower acceptance limits determined from step (a) the minimum amount necessary so that none of the aggregate properties are outside the control points in Section 9-03.8(6). The resulting

values will be the upper and lower acceptance limits for aggregates, as well as the USL and LSL required in Section 1-06.2(2)D2.

2. **Job Mix Formula Adjustments** – An adjustment to the aggregate gradation or asphalt binder content of the JMF requires approval of the Engineer. Adjustments to the JMF will only be considered if the change produces material of equal or better quality and may require the development of a new mix design if the adjustment exceeds the amounts listed below.

   a. **Aggregates** –2 percent for the aggregate passing the 1½″, 1″, ¾″, ½″, ⅜″, and the No. 4 sieves, 1 percent for aggregate passing the No. 8 sieve, and 0.5 percent for the aggregate passing the No. 200 sieve. The adjusted JMF shall be within the range of the control points in Section 9-03.8(7).

   b. **Asphalt Binder Content** – The Engineer may order or approve changes to asphalt binder content. The maximum adjustment from the approved mix design for the asphalt binder content shall be 0.3 percent

5-04.3(9)A Vacant

5-04.3(9)B Vacant

5-04.3(9)C Mixture Acceptance – Nonstatistical Evaluation

HMA mixture, which is accepted by Nonstatistical Evaluation will be evaluated by the Contracting Agency by dividing the HMA tonnage into lots.

5-04.3(9)C1 Mixture Nonstatistical Evaluation – Lots and Sublots

A lot is represented by randomly selected samples of the same mix design that will be tested for acceptance. A lot is defined as the total quantity of material or work produced for each Job Mix Formula placed. Only one lot per JMF is expected. A sublot shall be equal to one day's production or 800 tons, whichever is less except that the final sublot will be a minimum of 400 tons and may be increased to 1200 tons.

All of the test results obtained from the acceptance samples from a given lot shall be evaluated collectively. If the Contractor requests a change to the JMF that is approved, the material produced after the change will be evaluated on the basis of the new JMF for the remaining sublots in the current lot and for acceptance of subsequent lots. For a lot in progress with a CPF less than 0.75, a new lot will begin at the Contractor's request after the Engineer is satisfied that material conforming to the Specifications can be produced.

Sampling and testing for evaluation shall be performed on the frequency of one sample per sublot.

5-04.3(9)C2 Mixture Nonstatistical Evaluation Sampling

Samples for acceptance testing shall be obtained by the Contractor when ordered by the Engineer. The Contractor shall sample the HMA mixture in the presence of the Engineer and in accordance with AASH-TO T 168. A minimum of three samples should be taken for each class of HMA placed on a project. If used in a structural application, at least one of the three samples shall be tested.

Sampling and testing HMA in a structural application where quantities are 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. In all cases, a minimum of 3 samples will be obtained at the point of acceptance, a minimum of one of the three samples will be tested for conformance to the JMF:

- If the test results are found to be within specification requirements, additional testing will be at the Engineer's discretion.

- If test results are found not to be within specification requirements, additional testing of the remaining samples to determine a Composite Pay Factor (CPF) shall be performed.

5-04.3(9)C3 Mixture Nonstatistical Evaluation – Acceptance Testing

Testing of HMA for compliance of V_a will at the option of the Contracting Agency. If tested, compliance of V_a will use WSDOT 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 FOP for WAQTC T 27/T 11.

5-04.3(9)C4 Mixture Nonstatistical Evaluation – Pay Factors

For each lot of material falling outside the tolerance limits in 5-04.3(9), the Contracting Agency will determine a Composite Pay Factor (CPF) using the following price adjustment factors:

Table of Price Adjustment Factors

Constituent	Factor "f"
All aggregate passing: 1½″, 1″, ¾″, ½″, ⅜″ and No. 4 sieves	2
All aggregate passing: No. 8 sieve	15
All aggregate passing: No. 200 sieve	20
Asphalt binder	40
Air Voids (Va) (where applicable)	20

Each lot of HMA produced under Nonstatistical Evaluation and having all constituents falling within the tolerance limits of the job mix formula shall be accepted at the unit Contract price with no further evaluation. When one or more constituents fall outside the nonstatistical tolerance limits in the Job Mix Formula shown in Table of Price Adjustment Factors, the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The nonstatistical tolerance limits will be used in the calculation of the CPF and the maximum CPF shall be 1.00. When less than three sublots exist, backup samples of the existing sublots or samples from the Roadway shall be tested to provide a minimum of three sets of results for evaluation.

5-04.3(9)C5 Vacant

5-04.3(9)C6 Mixture Nonstatistical Evaluation – Price Adjustments

For each lot of HMA mix produced under Nonstatistical Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The

total job mix compliance price adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

If a constituent is not measured in accordance with these Specifications, its individual pay factor will be considered 1.00 in calculating the CPF.

5-04.3(9)C7 Mixture Nonstatistical Evaluation - Retests

The Contractor may request a sublot be retested. To request a retest, the Contractor shall submit a written request within 7 calendar days after the specific test results have been received. A split of the original acceptance sample will be retested. The split of the sample will not be tested with the same tester that ran the original acceptance test. The sample will be tested for a complete gradation analysis, asphalt binder content, and, at the option of the agency, V_a. The results of the retest will be used for the acceptance of the HMA in place of the original sublot sample test results. The cost of testing will be deducted from any monies due or that may come due the Contractor under the Contract at the rate of $500 per sample.

5-04.3 (9)D Mixture Acceptance – Commercial Evaluation

If sampled and tested, HMA produced under Commercial Evaluation and having all constituents falling within the tolerance limits of the job mix formula shall be accepted at the unit Contract price with no further evaluation. When one or more constituents fall outside the commercial tolerance limits in the Job Mix Formula shown in 5-04.3(9), the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The commercial tolerance limits will be used in the calculation of the CPF and the maximum CPF shall be 1.00. When less than three sublots exist, backup samples of the existing sublots or samples from the street shall be tested to provide a minimum of three sets of results for evaluation.

For each lot of HMA mix produced and tested under Commercial Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The Job Mix Compliance Price Adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

If a constituent is not measured in accordance with these Specifications, its individual pay factor will be considered 1.00 in calculating the CPF.

5-04.3(10) HMA Compaction Acceptance

HMA mixture accepted by nonstatistical evaluation that is used in traffic lanes, including lanes for intersections, 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 CPF of not less than 0.75 when evaluated in accordance with Section 1-06.2, using a LSL of 92.0 (minimum of 92 percent of the maximum density). The maximum density shall be determined by WSDOT FOP for AASHTO T 729. The specified level of density attained will be determined by the evaluation of the density of the pavement. The density of the pavement shall be determined in accordance with WSDOT FOP for WAQTC TM 8, except that gauge correlation will be at the discretion of the Engineer, when using the nuclear density gauge and WSDOT SOP 736 when using cores to determine density.

Tests for the determination of the pavement density will be taken in accordance with 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 and prior to opening to traffic.

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 minimum, unless otherwise approved by the Engineer. Roadway cores will be tested by the Contracting Agency in accordance with WSDOT FOP for AASHTO T 166.

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

For a lot in progress with a CPF less than 0.75, a new lot will begin at the Contractor’s request after the Engineer is satisfied that material conforming to the Specifications can be produced.

HMA mixture accepted by commercial evaluation and HMA constructed under conditions other than those listed above shall be compacted on the basis of a test point evaluation of the compaction train. The test point evaluation shall be performed in accordance with instructions from the Engineer. The number of passes with an approved compaction train, required to attain the maximum test point density, shall be used on all subsequent paving.

HMA for preleveling shall be thoroughly compacted. HMA that is used for preleveling wheel rutting shall be compacted with a pneumatic tire roller unless otherwise approved by the Engineer.

Test Results

For a sublot that has been tested with a nuclear density gauge that did not meet the minimum of 92 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. The relative density of the core will replace the relative density determined by the nuclear density gauge for the sublot and will be used for calculation of the CPF and acceptance of HMA compaction lot.

When cores are taken by the Contracting Agency at the request of the Contractor, they shall be requested by noon of the next workday after the test results for the sublot have been provided or made available to the Contractor. Core locations shall be outside of wheel paths and as determined by the Engineer. Traffic control shall be provided by the Contractor as requested by the Engineer. Failure by the Contractor to provide the requested traffic control will result in forfeiture of the request for cores. When the CPF for the lot based on the results of the HMA cores is less than 1.00, the cost for the coring will be deducted from any monies due or that may become due the Contractor under the Contract at the rate of $200 per core and the Contractor shall pay for the cost of the traffic control.

5-04.3(10)A HMA Compaction – General Compaction Requirements

Compaction shall take place when the mixture is in the proper condition so that no undue displacement, cracking, or shoving occurs. Areas inaccessible to large compaction equipment shall be compacted by other mechanical means. Any HMA that becomes loose, broken, contaminated, shows an excess or deficiency of asphalt, or is in any way defective, shall be removed and replaced with new hot mix that shall be immediately compacted to conform to the surrounding area.

The type of rollers to be used and their relative position in the compaction sequence shall generally be the Contractor's option, provided the specified densities are attained. Unless the Engineer has approved otherwise, rollers shall only be operated in the static mode when the internal temperature of the mix is less than 175°F. Regardless of mix temperature, a roller shall not be operated in a mode that results in checking or cracking of the mat. Rollers shall only be operated in static mode on bridge decks.

5-04.3(10)B HMA Compaction – Cyclic Density

Low cyclic density areas are defined as spots or streaks in the pavement that are less than 90 percent of the theoretical maximum density. At the Engineer's discretion, the Engineer may evaluate the HMA pavement for low cyclic density, and when doing so will follow WSDOT SOP 733. A $500 Cyclic Density Price Adjustment will be assessed for any 500-foot section with two or more density readings below 90 percent of the theoretical maximum density.

5-04.3(10)C Vacant

5-04.3(10)D HMA Nonstatistical Compaction

5-04.3(10)D1 HMA Nonstatistical Compaction – Lots and Sublots

HMA compaction, which is accepted by nonstatistical evaluation, will be based on acceptance testing performed by the Contracting Agency dividing the project into compaction lots.

A lot is represented by randomly selected samples of the same mix design that will be tested for acceptance. A lot is defined as the total quantity of material or work produced for each Job Mix Formula placed. Only one lot per JMF is expected. A sublot shall be equal to one day's production or 400 tons, whichever is less except that the final sublot will be a minimum of 200 tons and may be increased to 800 tons. Testing for compaction will be at the rate of 5 tests per sublot per WSDOT T 738.

The sublot locations within each density lot will be determined by the Engineer. For a lot in progress with a CPF less than 0.75, a new lot will begin at the Contractor's request after the Engineer is satisfied that material conforming to the Specifications can be produced.

HMA mixture accepted by commercial evaluation and HMA constructed under conditions other than those listed above shall be compacted on the basis of a test point evaluation of the compaction train. The test point evaluation shall be performed in accordance with instructions from the Engineer. The number of passes with an approved compaction train, required to attain the maximum test point density, shall be used on all subsequent paving.

HMA for preleveling shall be thoroughly compacted. HMA that is used to prelevel wheel ruts shall be compacted with a pneumatic tire roller unless otherwise approved by the Engineer.

5-04.3(10)D2 HMA Compaction Nonstatistical Evaluation – Acceptance Testing

The location of the HMA compaction acceptance tests will be randomly selected by the Engineer from within each sublot, with one test per sublot.

5-04.3(10)D3 HMA Nonstatistical Compaction – Price Adjustments

For each compaction lot with one or two sublots, having all sublots attain a relative density that is 93 percent of the reference maximum density the HMA shall be accepted at the unit Contract price with no further evaluation. When a sublot does not attain a relative density that is 93 percent of the reference maximum density, the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The maximum CPF shall be 1.00, however, lots with a calculated CPF in excess of 1.00 will be used to offset lots with CPF values below 1.00 but greater than 0.90. Lots with CPF lower than 0.90 will be evaluated for compliance per 5-04.3(11). Additional testing by either a nuclear moisture-density gauge or cores will be completed as required to provide a minimum of three tests for evaluation.

For compaction below the required 93% a Non-Conforming 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 CPF, the quantity of HMA in the compaction control lot in tons, and the unit Contract price per ton of mix.

5-04.3(11) Reject Work

5-04.3(11)A Reject Work General

Work that is defective or does not conform to Contract requirements shall be rejected. The Contractor may propose, in writing, alternatives to removal and replacement of rejected material. Acceptability of such alternative proposals will be determined at the sole discretion of the Engineer. HMA that has been rejected is subject to the requirements in Section 1-06.2(2) and this specification, and the Contractor shall submit a corrective action proposal to the Engineer for approval.

5-04.3(11)B Rejection by Contractor

The Contractor may, prior to sampling, elect to remove any defective material and replace it with new material. Any such new material will be sampled, tested, and evaluated for acceptance.

5-04.3(11)C Rejection Without Testing (Mixture or Compaction)

The Engineer may, without sampling, reject any batch, load, or section of Roadway that appears defective. Material rejected before placement shall not be incorporated into the pavement. Any rejected section of Roadway shall be removed.

No payment will be made for the rejected materials or the removal of the materials unless the Contractor requests that the rejected material be tested. If the Contractor elects to have the rejected material tested, a minimum of three representative samples will be obtained and tested. Acceptance of rejected material will be based on conformance with the nonstatistical acceptance Specification. If the CPF for the rejected material is less than 0.75, no payment will be made for the rejected material; in addition, the cost of sampling and testing shall be borne by the Contractor. If the CPF is greater than or equal to 0.75, the cost of sampling and testing will be borne by the Contracting Agency. If the material is rejected before placement and the CPF is greater than or equal to 0.75, compensation for

the rejected material will be at a CPF of 0.75. If rejection occurs after placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at the calculated CPF with an addition of 25 percent of the unit Contract price added for the cost of removal and disposal.

5-04.3(11)D Rejection - A Partial Sublot

In addition to the random acceptance sampling and testing, the Engineer may also isolate from a normal sublot any material that is suspected of being defective in relative density, gradation, or asphalt binder content. Such isolated material will not include an original sample location. A minimum of three random samples of the suspect material will be obtained and tested. The material will then be statistically evaluated as an independent lot in accordance with Section 1-06.2(2).

5-04.3(11)E Rejection - An Entire Sublot

An entire sublot that is suspected of being defective may be rejected. When a sublot is rejected a minimum of two additional random samples from this sublot will be obtained. These additional samples and the original sublot will be evaluated as an independent lot in accordance with Section 1-06.2(2).

5-04.3(11)F Rejection - A Lot in Progress

The Contractor shall shut down operations and shall not resume HMA placement until such time as the Engineer is satisfied that material conforming to the Specifications can be produced:

1. When the Composite Pay Factor (CPF) of a lot in progress drops below 1.00 and the Contractor is taking no corrective action, or
2. When the Pay Factor (PF) for any constituent of a lot in progress drops below 0.95 and the Contractor is taking no corrective action, or
3. When either the PFi for any constituent or the CPF of a lot in progress is less than 0.75.

5-04.3(11)G Rejection - An Entire Lot (Mixture or Compaction)

An entire lot with a CPF of less than 0.75 will be rejected.

5-04.3(12) Joints

5-04.3(12)A HMA Joints

5-04.3(12)A1 Transverse Joints

The Contractor shall conduct operations such that the placing of the top or wearing course is a continuous operation or as close to continuous as possible. Unscheduled transverse joints will be allowed, and the roller may pass over the unprotected end of the freshly laid mixture only when the placement of the course must be discontinued for such a length of time that the mixture will cool below compaction temperature. When the Work is resumed, the previously compacted mixture shall be cut back to produce a slightly beveled edge for the full thickness of the course.

A temporary wedge of HMA constructed on a 20H:1V shall be constructed where a transverse joint as a result of paving or planing is open to traffic. The HMA in the temporary wedge shall be separated from the permanent HMA by strips of heavy wrapping paper or other methods approved by the Engineer. The wrapping paper shall be removed and the joint trimmed to a slightly beveled edge for the full thickness of the course prior to resumption of paving.

The material that is cut away shall be wasted and new mix shall be laid against the cut. Rollers or tamping irons shall be used to seal the joint.

5-04.3(12)A2 Longitudinal Joints

The longitudinal joint in any one course shall be offset from the course immediately below by not more than 6 inches nor less than 2 inches. All longitudinal joints constructed in the wearing course shall be located at a lane line or an edge line of the Traveled Way. A notched wedge joint shall be constructed along all longitudinal joints in the wearing surface of new HMA unless otherwise approved by the Engineer. The notched wedge joint shall have a vertical edge of not less than the maximum aggregate size or more than ½ of the compacted lift thickness and then taper down on a slope not steeper than 4H:1V. The sloped portion of the HMA notched wedge joint shall be uniformly compacted.

5-04.3(12)B Bridge Paving Joint Seals

Bridge Paving Joint Seals shall be in accordance with Section 5-03.

5-04.3(12)B1 HMA Sawcut and Seal

Prior to placing HMA on the bridge deck, establish sawcut alignment points at both ends of the bridge paving joint seals to be placed at the bridge ends, and at interior joints within the bridge deck when and where shown in the Plans. Establish the sawcut alignment points in a manner that they remain functional for use in aligning the sawcut after placing the overlay.

Submit a Type 1 Working Drawing consisting of the sealant manufacturer's application procedure.

5-04.3(12)B2 Paved Panel Joint Seal

Construct the paved panel joint seal in accordance with the requirements specified in section 5-04.3(12)B1 and the following requirement:

1. Clean and seal the existing joint between concrete panels in accordance with Section 5-01.3(8) and the details shown in the Standard Plans.

5-04.3(13) Surface Smoothness

The completed surface of all courses shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds. The completed surface of the wearing course shall not vary more than 1/8-inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline. The transverse slope of the completed surface of the wearing course shall vary not more than 1/4-inch in 10 feet from the rate of transverse slope shown in the Plans.
When deviations in excess of the above tolerances are found that result from a high place in the HMA, the pavement surface shall be corrected by one of the following methods:

1. Removal of material from high places by grinding with an approved grinding machine, or
2. Removal and replacement of the wearing course of HMA, or
3. By other method approved by the Engineer.

Correction of defects shall be carried out until there are no deviations anywhere greater than the allowable tolerances.

Deviations in excess of the above tolerances that result from a low place in the HMA and deviations resulting from a high place where corrective action, in the opinion of the Engineer, will not produce satisfactory results will be accepted with a price adjustment. The Engineer shall deduct from monies due or that may become due to the Contractor the sum of $500.00 for each and every section of single traffic lane 100 feet in length in which any excessive deviations described above are found.

When utility appurtenances such as manhole covers and valve boxes are located in the traveled way, the utility appurtenances shall be adjusted to the finished grade prior to paving. This requirement may be waived when requested by the Contractor, at the discretion of the Engineer or when the adjustment details provided in the project plan or specifications call for utility appurtenance adjustments after the completion of paving.

Utility appurtenance adjustment discussions will be included in the Pre-Paving and Pre-Planing Briefing (5-04.3(14)B3). Submit a written request to waive this requirement to the Engineer prior to the start of paving.

5-04.3(14) Planing (Milling) Bituminous Pavement

The planing plan must be approved by the Engineer and a pre-planing meeting must be held prior to the start of any planing. See Section 5-04.3(14)B2 for information on planing submittals.

Where planing an existing pavement is specified in the Contract, the Contractor must remove existing surfacing material and to reshape the surface to remove irregularities. The finished product must be a prepared surface acceptable for receiving an HMA overlay.

Use the cold milling method for planing unless otherwise specified in the Contract. Do not use the planer on the final wearing course of new HMA.

Conduct planing operations in a manner that does not tear, break, burn, or otherwise damage the surface which is to remain. The finished planed surface must be slightly grooved or roughened and must be free from gouges, deep grooves, ridges, or other imperfections. The Contractor must repair any damage to the surface by the Contractor's planing equipment, using an Engineer approved method.

Repair or replace any metal castings and other surface improvements damaged by planing, as determined by the Engineer.

A tapered wedge cut must be planed longitudinally along curb lines sufficient to provide a minimum of 4 inches of curb reveal after placement and compaction of the final wearing course. The dimensions of the wedge must be as shown on the Drawings or as specified by the Engineer.

A tapered wedge cut must also be made at transitions to adjoining pavement surfaces (meet lines) where butt joints are shown on the Drawings. Cut butt joints in a straight line with vertical faces 2 inches or more in height, producing a smooth transition to the existing adjoining pavement.

After planing is complete, planed surfaces must be swept, cleaned, and if required by the Contract, patched and preleveled.

The Engineer may direct additional depth planing. Before performing this additional depth planing, the Contractor must conduct a hidden metal in pavement detection survey as specified in Section 5-04.3(14)A.

5-04.3(14)A Pre-Planing Metal Detection Check

Before starting planing of pavements, and before any additional depth planing required by the Engineer, the Contractor must conduct a physical survey of existing pavement to be planed with equipment that can identify hidden metal objects.

Should such metal be identified, promptly notify the Engineer.
See Section 1-07.16(1) regarding the protection of survey monumentation that may be hidden in pavement.

The Contractor is solely responsible for any damage to equipment resulting from the Contractor's failure to conduct a pre-planing metal detection survey, or from the Contractor's failure to notify the Engineer of any hidden metal that is detected.

5-04.3(14)B Paving and Planing Under Traffic

5-04.3(14)B1 General

In addition, the requirements of Section 1-07.23 and the traffic controls required in Section 1-10, and unless the Contract specifies otherwise or the Engineer approves, the Contractor must comply with the following:

1. Intersections:

    a. Keep intersections open to traffic at all times, except when paving or planing operations through an intersection requires closure. Such closure must be kept to the minimum time required to place and compact the HMA mixture, or plane as appropriate. For paving, schedule such closure to individual lanes or portions thereof that allows the traffic volumes and schedule of traffic volumes required in the approved traffic control plan. Schedule work so that adjacent intersections are not impacted at the same time and comply with the traffic control restrictions required by the Traffic Engineer. Each individual intersection closure or partial closure, must be addressed in the traffic control plan, which must be submitted to and accepted by the Engineer, see Section 1-10.2(2).

    b. When planing or paving and related construction must occur in an intersection, consider scheduling and sequencing such work into quarters of the intersection, or half or more of an intersection with side street detours. Be prepared to sequence the work to individual lanes or portions thereof.
    c. Should closure of the intersection in its entirety be necessary, and no trolley service is impacted, keep such closure to the minimum time required to place and compact the HMA mixture, plane, remove asphalt, tack coat, and as needed.

    d. Any work in an intersection requires advance warning in both signage and a number of Working Days advance notice as determined by the Engineer, to alert traffic and emergency services of the intersection closure or partial closure.

    e. Allow new compacted HMA asphalt to cool to ambient temperature before any traffic is allowed on it. Traffic is not allowed on newly placed asphalt until approval has been obtained from the Engineer.

2. Temporary centerline marking, post-paving temporary marking, temporary stop bars, and maintaining temporary pavement marking must comply with Section 8-23.

3. Permanent pavement marking must comply with Section 8-22.

5-04.3(14)B2 Submittals – Planing Plan and HMA Paving Plan

The Contractor must submit a separate planing plan and a separate paving plan to the Engineer at least 5 Working Days in advance of each operation's activity start date. These plans must show how the moving operation and traffic control are coordinated, as they will be discussed at the pre-planing briefing and pre-paving briefing. When requested by the Engineer, the Contractor must provide each operation's traffic control plan on 24 x 36 inch or larger size Shop Drawings with a scale showing both the area of operation and sufficient detail of traffic beyond the area of operation where detour traffic may be required. The scale on the Shop Drawings is 1 inch = 20 feet, which may be changed if the Engineer agrees sufficient detail is shown.

The planing operation and the paving operation include, but are not limited to, metal detection, removal of asphalt and temporary asphalt of any kind, tack coat and drying, staging of supply trucks, paving trains, rolling, scheduling, and as may be discussed at the briefing.

When intersections will be partially or totally blocked, provide adequately sized and noticeable signage alerting traffic of closures to come, a minimum 2 Working Days in advance. The traffic control plan must show where police officers will be stationed when signalization is or may be, countermanded, and show areas where flaggers are proposed.

At a minimum, the planing and the paving plan must include:

1. A copy of the accepted traffic control plan, see Section 1-10.2(2), detailing each day's traffic control as it relates to the specific requirements of that day's planing and paving. Briefly describe the sequencing of traffic control consistent with the proposed planing and paving sequence, and scheduling of placement of temporary pavement markings and channelizing devices after each day's planing, and paving.

2. A copy of each intersection's traffic control plan.

3. Haul routes from Supplier facilities, and locations of temporary parking and staging areas, including return routes. Describe the complete round trip as it relates to the sequencing of paving operations.

4. Names and locations of HMA Supplier facilities to be used.

5. List of all equipment to be used for paving.

6. List of personnel and associated job classification assigned to each piece of paving equipment.

7. Description (geometric or narrative) of the scheduled sequence of planing and of paving, and intended area of planing and of paving for each day's work, must include the directions of proposed planing and of proposed paving, sequence of adjacent lane paving, sequence of skipped lane paving, intersection planing and paving scheduling and sequencing, and proposed notifications and coordination to

be timely made. The plan must show HMA joints relative to the final pavement marking lane lines.

8. Names, job titles, and contact information for field, office, and plant supervisory personnel.

9. A copy of the approved Mix Designs.

10. Tonnage of HMA to be placed each day.

11. Approximate times and days for starting and ending daily operations.

5-04.3(14)B3 Pre-Paving and Pre-Planing Briefing

At least 2 Working Days before the first paving operation and the first planing operation, or as scheduled by the Engineer for future paving and planing operations to ensure the Contractor has adequately prepared for notifying and coordinating as required in the Contract, the Contractor must be prepared to discuss that day's operations as they relate to other entities and to public safety and convenience, including driveway and business access, garbage truck operations, transit operations and working around energized overhead wires, school and nursing home and hospital and other accesses, other Contractors who may be operating in the area, pedestrian and bicycle traffic, and emergency services. The Contractor, and Subcontractors that may be part of that day's operations, must meet with the Engineer, and discuss the proposed operation as it relates to the submitted planing plan and paving plan, approved traffic control plan, and public convenience and safety. Such discussion includes, but is not limited to:

1. General for both Paving Plan and for Planing Plan:
   a. The actual times of starting and ending daily operations.
   b. In intersections, how to break up the intersection, and address traffic control and signalization for that operation, including use of peace officers.
   c. The sequencing and scheduling of paving operations and of planing operations, as applicable, as it relates to traffic control, to public convenience and safety, and to other con-tractors who may operate in the Project Site.
   d. Notifications required of Contractor activities, and coordinating with other entities and the public, as necessary.
   e. Description of the sequencing of installation and types of temporary pavement markings as it relates to planning and to paving.
   f. Description of the sequencing of installation of, and the removal of, temporary pavement patch material around exposed castings and as may be needed
   g. Description of procedures and equipment to identify hidden metal in the pavement, such as survey monumentation, monitoring wells, street car rail, and castings, before planning, see Section 5-04.3(14)B2.
   h. Description of how flaggers will be coordinated with the planing, paving, and related operations.
   i. Description of sequencing of traffic controls for the process of rigid pavement base repairs.
   j. Other items the Engineer deems necessary to address.
2. Paving – additional topics:
   a. When to start applying tack and coordinating with paving.
   b. Types of equipment and numbers of each type equipment to be used. If more pieces of equipment than personnel are proposed, describe the sequencing of the personnel operating the types of equipment. Discuss the continuance of

operator personnel for each type equipment as it relates to meeting Specification requirements.

c. Number of JMFs to be placed, and if more than one JMF how the Contractor will ensure different JMFs are distinguished, how pavers and MTVs are distinguished if more than one JMF is being placed at the time, and how pavers and MTVs are cleaned so that one JMF does not adversely influence the other JMF.
d. Description of contingency plans for that day's operations such as equipment breakdown, rain out, and Supplier shutdown of operations.
e. Number of sublots to be placed, sequencing of density testing, and other sampling and testing.

5-04.3(15) Sealing Pavement Surfaces

Apply a fog seal where shown in the plans. Construct the fog seal in accordance with Section 5-02.3. Unless otherwise approved by the Engineer, apply the fog seal prior to opening to traffic.

5-04.3(16) HMA Road Approaches

HMA approaches shall be constructed at the locations shown in the Plans or where staked by the Engineer. The Work shall be performed in accordance with Section 5-04.

5-04.4 Measurement

HMA Cl. ___ PG ___, HMA for ___ Cl. ___ PG ___, and Commercial HMA will be measured by the ton in accordance with Section 1-09.2, with no deduction being made for the weight of asphalt binder, mineral filler, or any other component of the mixture. If the Contractor elects to remove and replace mix as allowed by Section 5-04.3(11), the material removed will not be measured.

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

Preparation of untreated roadway will be measured by the mile once along the centerline of the main line Roadway. No additional measurement will be made for ramps, Auxiliary Lanes, service roads, Frontage Roads, or Shoulders. Measurement will be to the nearest 0.01 mile.

Soil residual herbicide will be measured by the mile for the stated width to the nearest 0.01 mile or by the square yard, whichever is designated in the Proposal.

Pavement repair excavation will be measured by the square yard of surface marked prior to excavation.

Asphalt for prime coat will be measured by the ton in accordance with Section 1-09.2.

Prime coat aggregate will be measured by the cubic yard, truck measure, or by the ton, whichever is designated in the Proposal.

Asphalt for fog seal will be measured by the ton, as provided in Section 5-02.4.

Longitudinal joint seals between the HMA and cement concrete pavement will be measured by the linear foot along the line and slope of the completed joint seal.

Planing bituminous pavement will be measured by the square yard.

Temporary pavement marking will be measured by the linear foot as provided in Section 8-23.4.

Water will be measured by the M gallon as provided in Section 3-06.4.

5-04.5 Payment

Payment will be made for each of the following Bid items that are included in the Proposal:

"HMA Cl. ___ PG ___," per ton.
"HMA for Approach Cl. ___ PG ___," per ton.
"HMA for Preleveling Cl. ___ PG ___," per ton.
"HMA for Pavement Repair Cl. ___ PG ___," per ton.
"Commercial HMA," per ton.
The unit Contract price per ton for "HMA Cl. ___ PG ___", "HMA for Approach Cl. ___ PG ___", "HMA for Preleveling Cl. ___ PG ___", "HMA for Pavement Repair Cl. ___ PG ___", and "Commercial HMA" shall be full compensation for all costs, including anti-stripping additive, incurred to carry out the requirements of Section 5-04 except for those costs included in other items which are included in this Subsection and which are included in the Proposal.

"Preparation of Untreated Roadway," per mile.
The unit Contract price per mile for "Preparation of Untreated Roadway" shall be full pay for all Work described under 5-04.3(4), with the exception, however, that all costs involved in patching the Roadway prior to placement of HMA shall be included in the unit Contract price per ton for "HMA Cl. ___ PG ___" which was used for patching. If the Proposal does not include a Bid item for "Preparation of Untreated Roadway," the Roadway shall be prepared as specified, but the Work shall be included in the Contract prices of the other items of Work.

"Preparation of Existing Paved Surfaces," per mile.
The unit Contract Price for "Preparation of Existing Paved Surfaces" shall be full pay for all Work described under Section 5-04.3(4) with the exception, however, that all costs involved in patching the Roadway prior to placement of HMA shall be included in the unit Contract price per ton for "HMA Cl. ___ PG ___" which was used for patching. If the Proposal does not include a Bid item for "Preparation of Untreated Roadway," the Roadway shall be prepared as specified, but the Work shall be included in the Contract prices of the other items of Work.

"Crack Sealing," by force account.
"Crack Sealing" will be paid for by force account as specified in Section 1-09.6. For the purpose of providing a common Proposal for all Bidders, the Contracting Agency has entered an amount in the Proposal to become a part of the total Bid by the Contractor.

"Pavement Repair Excavation Incl. Haul," per square yard.
The unit Contract price per square yard for "Pavement Repair Excavation Incl. Haul" shall be full payment for all costs incurred to perform the Work described in Section 5-04.3(4) with the exception, however, that all costs involved in the placement of HMA shall be included in the unit Contract price per ton for "HMA for Pavement Repair Cl. ___ PG ___", per ton.

"Asphalt for Prime Coat," per ton.

The unit Contract price per ton for “Asphalt for Prime Coat” shall be full payment for all costs incurred to obtain, provide, and install the material in accordance with Section 5-04.3(4).

“Prime Coat Agg.,” per cubic yard, or per ton.
The unit Contract price per cubic yard or per ton for “Prime Coat Agg.” shall be full pay for furnishing, loading, and hauling aggregate to the place of deposit and spreading the aggregate in the quantities required by the Engineer.

“Asphalt for Fog Seal,” per ton.
Payment for “Asphalt for Fog Seal” is described in Section 5-02.5.

“Longitudinal Joint Seal,” per linear foot.
The unit Contract price per linear foot for “Longitudinal Joint Seal” shall be full payment for all costs incurred to perform the Work described in Section 5-04.3(12).

“Planing Bituminous Pavement,” per square yard.
The unit Contract price per square yard for “Planing Bituminous Pavement” shall be full payment for all costs incurred to perform the Work described in Section 5-04.3(14).

“Temporary Pavement Marking,” per linear foot.
Payment for “Temporary Pavement Marking” is described in Section 8-23.5.

“Water,” per M gallon.
Payment for “Water” is described in Section 3-06.5.

“Job Mix Compliance Price Adjustment,” by calculation.
“Job Mix Compliance Price Adjustment” will be calculated and paid for as described in Section 5-04.3(9)C6.

“Compaction Price Adjustment,” by calculation.
“Compaction Price Adjustment” will be calculated and paid for as described in Section 5-04..3(10)D3.

“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.

“Cyclic Density Price Adjustment,” by calculation.
“Cyclic Density Price Adjustment” will be calculated and paid for as described in Section 5-04.3(10)B.

6-02 CONCRETE STRUCTURES

6-02.2 Materials

Section 6-02.2 is supplemented with the following:

Bridge Supported Utilities

(June 26, 2000)
Inserts shall be of the type and model specified in the Plans. Inserts shall be galvanized in accordance with AASHTO M 111.

Steel bars and plates shall conform to ASTM A 36 and shall be galvanized in accordance with AASHTO M 111.

(September 3, 2019)
Hanger rods, and associated nuts and washers, shall conform to Section 9-06.5(1), and shall be galvanized in accordance with ASTM F2329. Steel bars and plates shall conform to ASTM A 36 and shall be galvanized in accordance with AASHTO M 111.

(September 3, 2019)
Horizontal strut bolts or threaded rods, and associated nuts and washers, shall conform to Section 9-06.5(1), and shall be galvanized in accordance with ASTM F2329.

Pre-formed fabric pads shall be composed of multiple layers of duck, impregnated and bound with high quality oil resistant synthetic rubber, compressed into resilient pads. The pre-formed fabric pads shall conform to latest edition of MIL C 882 and the following requirements. The number of plies shall be as required to produce the specified thickness, after compression and vulcanizing.

Pre-formed fabric pads shall have a shore A hardness of 90+5 in accordance with ASTM D 2240.

Pre-formed fabric pads for bridge utility supports will be accepted based on the Manufacturer's Certificate of Compliance that the material furnished conforms to these specifications.

6-02.3 Construction Requirements

Section 6-02.3 is supplemented with the following:

Bridge Supported Utilities

(August 3, 2015)
The Contractor shall furnish and install inserts for the bridge utility supports as shown in the Plans. The Contractor shall verify that the hanger rods freely hang plumb in their inserts, and shall make adjustments to the inserts as necessary and as accepted by the Engineer prior to utility installation.

(Walla Walla County)
Superstructure - Utility Sleeve
The Contractor shall furnish and install the 6" diameter SCH 40 PVC Utility Sleeve, as shown in the Plans. The sleeve shall include caps at both ends. The contractor shall be responsible for grouting the annular space between the outside of the sleeve and the blockout in the end diaphragms with non-shrink grout at no additional cost to the agency.

Finishing Concrete Surfaces

Pigmented Sealer for Concrete Surfaces
Section 6-02.3(14)C is supplemented with the following:

(April 6, 2009)
The color of the pigmented sealer shall be Washington Gray.

6-02.4 Measurement
Section 6-02.4 is supplemented with the following:

(Walla Walla County)
*** Superstructure *** contains the following approximate quantities of materials and work:

***

WF53DG Girders	620 L.F.
Epoxy-Coated St. Reinf. Bar	190 LB.
St. Reinf. Bar	2000 LB.
Concrete Class 4000	35 C.Y.
Elastomeric Bearing Pads	10 Each
Elastomeric Girder Stop Pads	20 Each
Utility Supports including Inserts	26 Each

***

The quantities are listed only for the convenience of the Contractor in determining the volume of work involved and are not guaranteed to be accurate. The prospective bidders shall verify these quantities before submitting a bid. No adjustments other than for accepted changes will be made in the lump sum Contract price for *** Superstructure *** even though the actual quantities required may deviate from those listed.

Superstructure - Utility Sleeve will be paid for by the linear foot. This item shall include all Sch. 40 PVC sleeve, caps, fittings, anchors, and non-shrink grout as shown in the plans.

6-02.5 Payment
Section 6-02.5 is supplemented with the following:

(June 26, 2000)
Bridge and Structures Minor Items
For the purpose of payment, such bridge and structures items as *** pre-molded joint filler, butyl rubber sheeting and assembly, adhesives, grout, anchor bolt, polystyrene foam*** 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 items of work ***

(Walla Walla County)
"Superstructure – Utility Sleeve", per linear foot includes all labor, equipment and materials, to place the utility sleeve as shown in the plans complete and in place.

6-05 PILING

6-05.2 Materials

Section 6-05.2 is supplemented with the following:

(Walla Walla County)
The material for steel piles shall conform to ASTM A252, Grade 3 Mod steel.

6-05.3 Construction Requirements

Section 6-05.3 is supplemented with the following:

Manufacture of Steel Piles

Section 6-05.3(5) is supplemented with the following:

(September 8, 2020)
Furnishing St. Piling
Welding for steel pipe piling shall conform to AWS D1.1/D1.1M, latest edition, Structural Welding Code, and Section 6-03.3(25), except that all weld filler metal shall be low hydrogen material selected from Table 4.1 in AASHTO/AWS D1.5M/D1.5:2020 Bridge Welding Code.

Welding and joint geometry for the seam, whether it be longitudinal or helical, shall be qualified in accordance with Clause 4, Qualification, of the AWS D1.1/D1.1M, latest edition, Structural Welding Code. In addition, charpy V-notch (CVN) testing in accordance with Clause 4, Part D, of the AWS D1.1/D1.1M, latest edition, Structural Welding Code, shall be performed. CVN testing shall include five tests at 0°F. The acceptance threshold for the five samples shall meet an average value of 20-foot-pounds CVN for the set of test coupons and a minimum value of 15-foot-pounds CVN for any individual test coupon. The Contractor may submit documentation of prior qualification to the Engineer to satisfy this requirement.

Dimensional tolerances shall conform to the material specification that the steel pipe piling is manufactured under, and, at a minimum, the following requirements:

1. Out-of-roundness shall be within 1-percent of the nominal outside diameter.

2. Deviation from a straight line, parallel to the centerline of the pile, shall not exceed 0.001 times the length of the pile.

3. The maximum radial offset of the 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.

4. The bead height of weld reinforcement shall not exceed 3/16-inch.

5. Misalignment of weld beads for double-sided welded pipe shall not exceed 1/8-inch.

6. The wall thickness shall not be less than 95-percent or greater than 110-percent of the specified nominal thickness.

All seams and skelp splices shall be complete penetration welds. Skelp splices in spiral welded (helical seam) pipe shall not be located within 12 inches of a girth shop or field weld.

All skelp splices shall be 100 percent radiographically or ultrasonically inspected in accordance with either API 5L Annex E Section E.4 or E.5, or Table 6.2 and Clause 6 Part E, F or G in AWS D1.1/D1.1M, latest edition, Structural Welding Code. Additionally, 10-percent of the total length of seam welds for both longitudinal and helical welded pipe, and one pipe diameter length of seam centered on any skelp splice intersection, shall be randomly inspected as specified above. If repairs are required in more than 10-percent of the welds examined, additional inspection shall be performed. The additional inspection shall be made on both sides of the repair for a length equal to 10-percent of the length of the pipe outside circumference. If repairs are required in more than 10-percent of welds examined in the second sample, 100-percent of the entire seam on the pile shall be inspected.

All seams and splices shall be 100 percent visually inspected in accordance with the acceptance criteria for statically loaded non-tubular connections in Table 6.1 of the AWS D1.1/D1.1M, latest edition, Structural Welding Code. Repairs shall conform to Section 5.26 of the AWS D1.1/D1.1M, latest edition, Structural Welding Code, using approved repair and weld procedures.

Each length of steel pipe pile shall be marked with paint stencil, no closer than six inches to the end of the pipe, with the name of the manufacturer, material specification and grade of pipe, steel heat number, nominal pipe diameter, and wall thickness.

Splicing Steel Casings and Steel Piles

Section 6-05.3(6) is supplemented with the following:

(September 8, 2020)

Furnishing St. Piling

Welding for steel pipe piling shall conform to AWS D1.1/D1.1M, latest edition, Structural Welding Code, and Section 6-03.3(25), except that all weld filler metal shall be low hydrogen material selected from Table 4.1 in AASHTO/AWS D1.5M/D1.5:2020 Bridge Welding Code.

Welding and joint geometry for splices shall be qualified in accordance with Clause 4, Qualification, of the AWS D1.1/D1.1M, latest edition, Structural Welding Code. In addition, charpy V-notch (CVN) testing in accordance with Clause 4, Part D, of the AWS D1.1/D1.1M, latest edition, Structural Welding Code, shall be performed. CVN testing shall include five tests at 0°F. The acceptance threshold for the five samples shall meet an average value of 20-foot-pounds CVN for the set of test coupons and a minimum value of 15-foot-pounds CVN for any individual test coupon. The Contractor may submit documentation of prior qualification to the Engineer to satisfy this requirement.

Ends of steel pipe piling shall be prepared for splicing in accordance with AWS D1.1/D1.1M, latest edition, Structural Welding Code.

All splices shall be complete penetration groove welds using continuous backing rings of 1/4 inch minimum thickness. Tack welds shall be located in the root of the complete penetration groove weld.

Shop splices shall be 100 percent visually and ultrasonically inspected in accordance with the acceptance criteria for statically loaded non-tubular connections in Table 6.1 and the acceptance criteria in Table 6.2 in AWS D1.1/D1.1M, latest edition, Structural Welding Code. Repairs for shop and field splices shall conform to Section 5.26 of AWS D1.1/D1.1M, latest edition, Structural Welding Code, using approved repair and weld procedures.

Field splice welds and welders shall be further qualified, tested and inspected as follows:

1. Welder qualification shall be performed on sample full girth sections of steel pipe pile to be used, in the same position and using the same weld joint as for production pile splicing. At the Contractor's option, these tests may be performed on the test piles during test pile installation.

2. Weld qualification tests shall be conducted in the presence of the Contractor's CWI and a representative of the Contracting Agency.

3. Field welded test joints for welder qualification shall be inspected as specified above for shop splices.

4. Production pile field splices shall be inspected as specified above for shop splices, within the limits designated for UT inspection as shown in the Plans. All welds shall be 100 percent visually inspected. The Engineer and the Contractor's CWI reserve the right to request UT inspection of splices in any pile location.

Quality control for field welding shall be conducted by an AWS Certified Welding Inspector (CWI). The Contractor shall not begin pile splicing operations until receiving the CWI's approval of the joint fit-up. The CWI shall inspect 100 percent of all field welds in accordance with the criteria and requirements specified above. All field splices shall have received the CWI's approval prior to Engineer acceptance.

The CWI shall prepare a Type 1 Working Drawing documenting the results of the nondestructive quality control inspection of all field welds, and shall submit the report to the Engineer within five working days of the completion of the final pile splice in the project or as otherwise requested by the Engineer.

Driving Piles

Achieving Minimum Tip Elevation and Bearing

Section 6-05.3(11)D is supplemented with the following:

(April 6, 2015)

The Contractor is advised that overdriving is anticipated for piles driven at the following location(s):

Location(s)	Approx. Magnitude of Overdriving Anticipated to Reach Minimum Tip Elev.
*** Pier 1 and Pier 2 ***	*** 25% ***

The Contractor shall size the hammer and pile to accommodate overdriving of this magnitude without premature refusal or pile damage.

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

7-05 MANHOLES, INLETS, CATCH BASINS, AND DRYWELLS

7-05.4 Measurement

(Walla Walla County)
Delete the fourth paragraph of Section 7-05.4.

7-05.5 Payment

Section 7-05.5 is supplemented with the following:

(Walla Walla County)
The unit Contract price for each item listed in the bid schedule shall include shoring, excavation, bedding, and backfill.

7-08 GENERAL PIPE INSTALLATION REQUIREMENTS

7-08.4 Measurement

(Walla Walla County)
Delete Section 7-08.4.

7-08.5 Payment

Replace Section 7-08.5 with the following:

(Walla Walla County)
All costs associated with excavation, shoring, bedding, backfill, plugging of pipes, fittings, pipes, collars etc. shall be included in the unit contract price for the size and type of pipe, culvert, manhole, or drainage structure listed in the Bid Schedule.

DIVISION 8
MISCELLANEOUS CONSTRUCTION

8-01 EROSION CONTROL AND WATER POLLUTION CONTROL

8-01.2 Materials

Section 8-01.2 is supplemented with the following:

(Walla Walla County)
Stakes for “Biodegradable Erosion Control Blanket” shall be made of wood from untreated Douglas fir, hemlock, or pine species.

8-01.3 Construction Requirements

8-01.3(1)A1 Temporary Erosion and Sediment Control Plan

Section 8-01.3(1)A1 is supplemented with the following:

(Walla Walla County)
The Contractors TESC Plan shall clearly show the integration between staging and access areas and the Temporary Stream Diversion Plan (8-31.3(2)).

8-01.3(1)B Erosion and Sediment Control (ESC) Lead

The first sentence in Section 8-01.3(1)B is revised to read:

(Walla Walla County)
Walla Walla County shall be responsible for the ESC Lead for Construction Stormwater General Permit (CSWGP) reporting and the CSWGP shall stay in Walla Walla County name for the duration of project.

8-01.5 Payment

8-01.5(4) Items not included with Lump Sum Erosion Control and Water Pollution Prevention

Section 8-01.5(4) is supplemented with the following:

(Walla Walla County)
The unit contract price per linear foot for “Silt Fence” shall be full pay for all costs to obtain, install, maintain, and remove the fence as specified. Once removed, the fencing shall remain the property of the Contactor.

8-02 ROADSIDE RESTORATION

8-02.2 Materials

Section 8-02.2 is supplemented with the following:

Seed
Section 9-14.3 is supplemented with the following:

(Walla Walla County)
All seed used for restoration shall be a mix of 50% basin wildrye (Leymus cinereus) and 50% streambank wheatgrass (Elymus lanceolatus). The use of any other seed mix is subject to Engineer approval.

8-02.3 Construction Requirements

8-02.3(6) Mulch and Amendments

8-02.3(6)B Fertilizers

Section 8-02.3(6)B is supplemented with the following:

(September 3, 2019)
Sufficient quantities of fertilizer shall be applied to supply the following amounts of nutrients:

Total Nitrogen as N – 90 pounds per acre.
Available Phosphoric Acid as P_2O_5 – 15 pounds per acre.
Soluble Potash as K_2O – 45 pounds per acre.

Forty-five pounds of nitrogen applied per acre shall be derived from isobutylidene diurea (IBDU), cyclo-di-urea (CDU), or a time release, polyurethane coated source with a minimum release time of 6 months. The remainder may be derived from any source.

The fertilizer formulation and application rate shall be approved by the Engineer before use.

8-02.3(9) Seeding, Fertilizing and Mulching

8-02.3(9)B Seeding and Fertilizing

Section 8-02.3(9)B is supplemented with the following:

(Walla Walla County)
Seed of the following mix, rate, and analysis shall be applied at the rates shown below on all areas requiring roadside seeding within the project:

Seed by Common Name, (Botanical Name)	Pure Live Seed Pounds (PLS) Per Acre
Pubescent Wheatgrass *(Thinopyrum intermedium spp.barbulatum)*	6.0
Bluebunch Wheatgrass *(Pseudoroegneria spicata)*	6.0
Sheep Fescue *(Festuca ovina)*	6.0

Idaho Fescue *(Festuca idahoenis)*	4.0
Total	22

Seed shall meet or exceed Washington State Department of Agriculture Certified Seed Standards and be from within the Columbia Plateau Ecoregion(s) as defined by the US Environmental Protection Agency (EPA).

The seed certification class shall be Certified (blue tag) in accordance with WAC 16-302 and meet the following requirements:

Prohibited Weed	0% max.
Noxious Weed	0% max.
Other Weed	0.20% max.
Other Crop	0.40% max.

Add the following new section:

(Walla Walla County)
Seeding, and Mulching

Fertilizer shall not be applied within 5 feet of the top of the rounded revetment rock as shown in the Plans. Seeding and mulching shall be applied in this area.

8-02.3(11) Mulch

8-02.3(11)C Bark or Woodchip Mulch Rings

The third paragraph in this section is replaced with the following:

(Walla Walla County)

Bark or wood chip mulch rings shall be applied at all container plant locations as shown in the Plans. Bark or wood chip mulch shall be placed to a uniform non-compacted depth of 4 inches to a radius of 1.5 feet around all plants within interplanted plant locations. Mulch shall be feathered to the base of the plant.

8-02.4 Measurement

Section 8-02.4 is replaced with the following:

(Walla Walla County)
Bark or woodchip mulch rings shall be incidental to PSIPE ___ (Plant Selection Including Plant Establishment).

The pay quantities for plant materials will be determined by count of the number of satisfactory plants in each category accepted by the Engineer.

8-02.5 Payment

Section 8-02.5 is replaced with the following:

(Walla Walla County)
Payment will be made for each of the following listed Bid items that are included in the Proposal:

"PSIPE ___", per each.

The unit Contract price for "PSIPE ___", per each, shall be full pay for all Work to perform as specified within the planting area for weed control and planting area preparation, planting, staking, cleanup, and water necessary to complete planting operations as specified to the end of first year plant establishment.

As the plants that include plant establishment are obtained, propagated, and grown, partial payments will be made as follows, after inspection by the Engineer:

Payment of 5 percent of the unit Contract price, per each, when the plant materials have been contracted, propagated, and are growing under nursery conditions. The Contractor shall provide the Engineer with certification that the plant material has been procured or contracted for delivery to the project for planting within the time limits of the project. The certification shall state the location, quantity, and size of all material.

Payment will be increased to 70 percent of the unit Contract price, per each, upon completion of the initial planting.

Payment will be increased to 100 percent of the unit Contract price, per each, 60 days after completion of the initial planting, for all plants remaining in healthy condition. Should a high-water event occur during the 60-day period, any plants damaged by the high-water shall be paid in full.

Plant establishment milestones are achieved when planting areas meet conditions described in Section 8-02.3(13).

8-30 STREAMS, RIVERS, AND WATERBODIES

(Walla Walla County)

8-30.2 Materials

Supplement this section with the following:

Construction Geotextile for Permanent Erosion Control 9-33.2(1)

Rounded Revetment Rock shall be comprised of a mix of streambed sediment (Section 9-03.11(1)), 12" streambed cobbles (Section 9-03.11(4)), and 12-18" Type One Streambed Boulders (Section 9-03.11(5)); mixed in volumetric proportions per the table below.

WSDOT Streambed Aggregates	Percentage of Total Mix
Streambed Sediment	30%
12" Streambed Cobbles	30%
12-18" Streambed Boulders	40%

The Rounded Revetment Rock shall meet the gradation below, regardless of exact proportions used to generate said material. Rounded Revetment Rock which does not meet the gradation shown below, based upon Engineer approval, shall be replaced with a suitable mix at no additional cost to the Contracting Agency.

Size	Percent Passing (weight)
18”	99-100
15"	70-80
12"	50-60
10"	45-54
6”	40-47
3”	35-40
1-1/2”	20-27
¾”	15-19
No. 4 Sieve	9-10.5
No. 200 Sieve	1-2

Material for streambed aggregates shall be free of deleterious material. Deleterious material includes wood, organic waste, coal, charcoal, or any other extraneous or objectionable material as determined by the Engineer or the Engineer. The streambed material shall not contain more than 3 percent organic material by weight. At the discretion of the Engineer, the percent of deleterious materials may be determined visually or be tested in accordance with AASHTO T 194 or AASHTO T 267.

8-30.3 Construction Requirements

8-30.3(1) General Requirements

Supplement this section with the following:

The Contractor is responsible for reviewing and complying with all requirements of this section as written in the Standard Specifications, including, but not limited to:

1. Complying with all Construction Requirements listed in Section 8-30.3 of the Standard Specifications.
2. Coordination with the Engineer to hold a Stream Preconstruction Meeting prior to the Contractor beginning streambed and erosion and scour protection construction.
3. Coordination with the Engineer to hold an Onsite Erosion and Scour Protection Evaluation Meeting prior to the Contractor placing backfill material over the erosion and scour protection.
4. Coordination with the Engineer to approve the channel excavation prior to placement of rock for erosion and scour protection or the rounded revetment rock.
5. Coordination with the Engineer during construction to approve the proper “sealing”, or filling of the voids, of each lift of rock material placed within the channel prior to placement of the next lift of material. Streambed Sand, Streambed Sediment, and/or Fine Compost shall be used to fill the voids in the rounded revetment rock, the redeposited existing streambed material, and the rock for erosion and scour protection.
6. Coordination with the Engineer to hold an Onsite Streambed Evaluation Meeting prior to the Contractor reintroducing flows into the new channel or removal of the temporary stream diversion, whichever occurs first.

A stabilized construction entrance per WSDOT Standard Plan I-80.10.02 shall be provided at the entrance of each temporary access route required for streambed construction. All construction vehicles shall traverse from unpaved areas via a stabilized construction entrance.

Approximately 100 cubic yards of riprap exists within the proposed excavation limits downstream of the crossing along the southwestern channel bank. This riprap shall be salvaged within the limits of excavation, and stockpiled separately from other excavated materials. After installation of the Rock for Erosion and Scour Protection shown on the plans, the channel banks shall be backfilled to finished grade with a combination of native material and salvaged riprap. The salvaged riprap shall be placed along the surface of the channel banks, from the toe of the bank, to the top of the bank, a distance of approximately 20-25 feet. The riprap shall extend from the downstream edge of abutment to the downstream limits of excavation, or approximately 60-65 feet. The thickness of the riprap blanket shall be 2 feet minimum. The riprap shall be placed flush with the finished ground surface. Placement of salvaged riprap to be conducted under supervision of the Engineer. Do not remove Rock for Erosion and Scour Protection to install salvaged riprap.

8-30.3(3) Streambed Aggregates

Supplement this section with the following:

Remove existing materials only from designated areas shown on the Plans or as directed by the Engineer. If existing streambed material is approved for reuse, maintain a separate stockpile for the material excavated from the existing streambed. Dirt and fines excavated from outside the main channel will not be considered native streambed material.

The Contractor may be directed to adjust the channel grading in the field by the Engineer.

No specific measure of compaction will be required. Compaction for each lift of streambed material will be approved by the Engineer by visual inspection of the channel bed.

Add the following new section:

8-30.3(3)E Streambed Material Acceptance

Prior to procuring imported streambed material, the Contractor shall submit a streambed material report, in compliance with Standard Specification 9-03.11, to the Engineer for approval. The streambed material report shall include a laboratory grain size analysis of the proposed streambed material mixture(s), calculations showing how the proposed mixture(s) will be blended to provide the final streambed material gradation(s), and photos of the stockpiled material with a tape measure laid along the stockpile for reference. The markings on the tape measure shall be clearly legible in the photo.

The delivered material shall be approved by the Engineer prior to being unloaded. If the Engineer determines that the material delivered does not meet the gradation required, the Contractor shall provide acceptable streambed material at no additional cost to the Contracting Agency.

Reuse of native streambed material is subject to approval by the Engineer. Prior to reuse of the native streambed aggregates for construction of the proposed streambed, the Contractor shall submit a photo of the entire stockpile of native streambed aggregates, along with a close-up photo that includes a tape measure laid out for scaling the existing streambed aggregates. It is the responsibility of the Contractor to separately stockpile the excavated native streambed material from any other stockpiled materials. If the Contractor fails to maintain adequate separation between stockpiled materials the Contractor may need to import additional streambed material at no additional cost to the Contracting Agency.

8-30.4 Measurement

Replace this section with the following:

"Streambed Sand" will be measured per cubic yard of material procured, delivered, mixed and installed per the Plans and shall include all labor, materials and equipment necessary to do so.

"Streambed Sediment" will be measured per cubic yard of material procured, delivered, mixed and installed per the Plans and shall include all labor, materials and equipment necessary to do so.

"Streambed Cobbles - 12 in." will be measured per cubic yard of material installed per the Plans and shall include all labor, materials and equipment necessary to do so.

"Streambed Boulders – Type One" will be measured per cubic yard of material installed per the Plans and shall include all labor, materials and equipment necessary to do so.

"Rock for Erosion and Scour Protection Class B" will be measured per cubic yard of material procured, delivered, mixed and installed per the Plans and shall include all labor, materials and equipment necessary to do so.

8-30.5 Payment

Replace this section with the following:

Payment will be made for each of the following Bid items that are included in the Proposal:

"Streambed Sand", per cubic yard.

"Streambed Sediment", per cubic yard .

"Streambed Cobbles", per cubic yard.

"Streambed Boulders – Type One", per cubic yard.

The unit Contract price per cubic yard for "Streambed Sediment", "Streambed Sand" and "Streambed Cobbles __ In.", and "Streambed Boulders – Type One" shall be full payment for all costs to perform the Work as specified including blending of streambed aggregates and watering in each lift, including supply and application of water to facilitate filling the interstitial voids. The Engineer will measure acceptably completed work by the cubic yard of material to the neat lines (in-place) within the construction limits as shown in the Plans or as authorized in writing by the Engineer.

Construction Geotextile for Soil Stabilization will be paid for in accordance with Section 2-12.5.

8-31 TEMPORARY STREAM DIVERSION

(Walla Walla County)

8-31.1 Description

The second paragraph of Section 8-31.3(1)A is revised to read as follows:

The temporary stream diversion must be an open-channel, gravity system. Enclosed pipes and pumps shall not be allowed. At all times of operation, the Contractor's temporary stream diversion(s)
shall not restrict flows to less than the minimum flow rate(s) specified in the contract documents. Monitoring can be achieved by providing monitoring personnel on-site during active construction hours. Outside of construction hours, monitoring personnel must be on site within an hour of the onset of a rain event in the Mill Creek basin or by agreement with the regulatory agencies through remote sensing and instrumentation to verify operation of the bypass. If the Contractor elects to monitor by remote sensing and instrumentation, a Type 2 Working Drawing shall be
submitted outlining how system operation will be monitored, how alerts will be made and how personnel will respond to a diversion system failure.

8-31.2 Materials

Replace this section with the following:

The Contractor shall detail all materials in the Temporary Stream Diversion (TSD) Plan. Materials used shall comply with the requirements listed in this Section and Division 9 of these Special Provisions and the Standard Specifications. Diversion dams and cofferdams shall be constructed using bulk bags, sandbags, sheet piles or other means approved by the Engineer.

8-31.2(1) Plastic Sheeting

Plastic sheeting used in construction of cofferdams or other work-area isolation measures shall have a minimum thickness of 10-mil and shall be wide enough to allow secure anchoring to the channel bed on the upstream and downstream sides of the cofferdam. When "bulk bags" or "sandbags" are used to construct cofferdams they shall meet the following requirements.

8-31.2(2) Bulk Bags and Sandbags

The cofferdam(s) used to stop water from flowing through the project area may use "bulk bags" and/or "sandbags". Bulk bags shall be cube-shaped polypropylene woven fabrics with fully open tops, flat bottoms, four loops for lifting, minimum weight capacity of 2 tons, and 5:1 minimum safety factor. Sandbags shall be made from a woven synthetic material (polypropylene, polyethylene, polyamide, or other approved by the Contracting Agency) that is resistant to tearing. Bulk bags shall comply with the requirements of the Hydraulic Project Approval and be filled using clean pea gravel. Clean pea gravel is washed pea gravel that does not cause an exceedance of the allowable turbidity in the stream or waterbody.

Bulk bags and/or sandbags may be filled with locally sourced material if available and approved by the Contracting Agency. If sufficient material is not available on-site, import of additional material is the responsibility of the Contractor. Bulk bags can be filled to their maximum capacity. Sandbags shall be filled to no more than 2/3 of total capacity. Once filled, sandbags shall be securely tied. Bulk bags do not require secure closure if they securely hold the material with which they have been filled without being tied shut.

8-31.2(3) Sheet Piles

Should the Contractor elect to utilize sheet piles for isolating work areas from surface waters, the sheet pile shall be of the type and material selected by the Contractor. Sheets shall be interlocking to prevent water from readily flowing between installed sheets. All sheets shall be in good condition and free of grease, chemicals, and all other deleterious materials which may be hazardous to aquatic life.

8-31.3 Construction Requirements

8-31.3(1) General

8-31.3(1)A General TSD Requirements

Section 8-31.3(1)A is supplemented with the following:

(October 2, 2022)
Minimum Stream Flows
At all times of operation, the Contractor's temporary stream diversion shall be designed to convey the following minimum flow rate in cubic feet per second (cfs):

13 cfs

(October 3, 2022)
Contingency System
A Contingency System is required for this Project. The Contractor's contingency system shall be designed to convey the following minimum flow rate of water in cubic feet per second (cfs).

50 cfs

The means of initiating this contingency plan to ensure a fully operational system within 2 hours shall be described in the TSD Plan per Section 8-31.3(2)B

8-31.3(2) Temporary Stream Diversion Plan

8-31.3(2)B Plan Requirements

Section 8-31.3(2)B is supplemented with the following:

The Contractor's TSD Plan shall clearly illustrate the phasing of all TSD activities. The TSD Plan shall be consistent with all submitted Temporary Erosion and Sediment Control (TESC) Plan(s) (see section 8-01.3(1)A1).

The Stream Diversion Plan shall provide calculations which demonstrate that the temporary stream diversion will provide a minimum 0.8 feet of depth and a maximum velocity of 4 feet-per-second throughout the entire length of the stream diversion for both the minimum stream flow and the stream flow required by the contingency system.

8-31.3(4) Dewatering Work Areas

Add the following new section:

8-31.3(4)A Disposal of Dewatering Water

Disposal of dewatering water shall be in accordance with the Construction Stormwater General Permit and water quality standards set forth in WAC 173-201A. Turbid dewatering water encountered onsite may need to pass through BMPs to reduce sedimentation prior to discharge. Turbid dewatering water disposal options may include sheet flow dispersion and infiltration within vegetation onsite, transport in a vehicle for off-site legal disposal, or use of a sedimentation bag that discharges to a ditch or swale for small volumes of localized dewatering.

Outfalls must be located in upland areas that prevent turbid waters from flowing into sensitive areas such as wetlands or waterbodies. Outfall locations will be flagged by the Contractor and approved by the Engineer. Scour protection shall be provided at all outfalls to prevent erosion. The Contractor may propose to pump sediment laden water upland for infiltration if such location is preidentified in their submittals, all landowner approvals have been granted and all information has been approved by the Contracting Agency. Neither the Contracting Agency nor the Engineer make any assurances or representations on the viability or availability of upland infiltration as a means of construction dewatering/discharge or the levels or velocity of water that may be encountered during construction.

If shown on the Plans, an infiltration pit shall be excavated at the outfall location to manage the volume of dewatering water. The infiltration pit shall be restored to pre-project conditions following the completion of the Work. The area shall be backfilled and bladed to remove machinery tracks and artificial mounds of material. The ground surface shall be returned to the pre-project elevation immediately outside of the excavation footprint, and the area shall be reseeded.

Additional clearing of riparian vegetation or creation of temporary access roads to route dewatering pipes is not allowed. Pipes may be laid by hand through existing riparian forest, with the approval of the Engineer.

During in-water work, turbidity will be monitored in accordance with environmental permits obtained by the Contracting Agency and provided to the Contractor. If turbid water is exiting the isolated work area to the extent that it exceeds maximum allowable values listed in the environmental permits, in-water work shall cease until the issue has been corrected. Any extra work required to adjust, repair, replace or improve site isolation measures, or remove faulty isolations shall be done immediately and at no additional cost to the Contracting Agency. No payment will be made for standby time associated with the Contractor failing to comply with permit requirements.

8-32 VACANT

Section 8-32 is replaced with the following:

8-32 WOODY MATERIAL

8-32.1 Description

This Work consists of furnishing and installing Large Woody Material (LWM) where designated in the Plans or determined by the Engineer.

8-32.1(1) Definitions

Woody Material – Logs, rootwads, or stumps greater than 4 inches in diameter. The size and length of Woody Material will be as designated in the Plans.

8-32.2 Materials

Woody Material
Woody Material shall be a log with or without rootwad, of the diameter and length specified in the Plans and shall meet the following requirements:

1. Woody Material – Log with rootwad - A trunk of a native coniferous tree species with a density greater than or equal to Douglas Fir. Length as designated in the Plans (measured from the cut end of the log to the start of the rootwad mass). Trunk diameter at breast height (DBH) as designated in the Plans (measured 4.5-feet from the start of the rootwad mass).
2. Woody Material – Log without rootwad - A trunk of a native coniferous tree species with a density greater than or equal to Douglas Fir. Length as designated in the Plans (from cut end to cut end). The cut end of the log shall be no more than 4-inches narrower than the specified DBH. Trunk diameter at breast height (DBH) as designated in the Plans (measured 4.5-feet from the start of the rootwad mass).
3. The rootwad diameter shall be a minimum of 2.5 times the DBH and maximum 4 times DBH with roots intact. Logs and rootwads shall be free of soil and rocks, and rot and disease, and shall be structurally sound. Cleaning shall not strip logs of bark and small roots. Logs must retain at least 50% of bark and roots at time of placement.
4. The acceptable tolerance of DBH as specified in the Plans is ±3 inches.
5. The acceptable tolerance of the length of Woody Materials is ±6 inches.

Woody Material may be available from trees removed per the Plans or Engineer-approved contractor submittals. Components of the removed trees which meet the criteria for Woody Material per this section may be used to supplement the Woody Material. Use of any trees removed will be based upon acceptance by the Engineer.

Boulder Anchor
Boulders used for anchors shall be of the size designated in the Plans and shall meet the requirements of Section 9-03.11(3). Boulders shall be sound, durable, and free of fractures. Boulders shall not fracture when handled, placed, or dropped from a height of up to 8 feet during construction. Boulders that fracture or break during handling shall be rejected. Boulders shall be fully buried.

Chain
Chain shall be galvanized 1/2-inch grade 43 high-test chain or approved equal. Chain shall be installed taut. Use temporary tensioning devices (come-along or ratchet binder) to remove slack prior to final connection. Final installed chain shall have no visible slack. Temporary

tensioning devices shall be removed after installation. Engineer shall verify tension in the field. Chain shall be continuous between terminal connections; no extra coupling links are permitted.

Chain Hardware
Bolt-type anchor shackles shall be used for all permanent connections between chain and embedded rebar anchors. Shackles shall be galvanized. Cotter pins shall be stainless steel. Screw-pin shackles shall not be used. Galvanized hammerlock (coupling link) connectors shall be used for chain-to-chain connections. Double clevis links shall not be used. All connecting hardware, including shackles and hammerlock links, shall have a working load limit equal to or greater than the chain.

U-Shaped Rebar
The rebar anchor used for the LWM Structures shall be minimum #5, ASTM A615 grade 60, epoxy-coated or galvanized.

Epoxy Adhesive
Epoxy adhesive used to connect u-shaped rebar to boulder anchors shall be Type IV and meet the requirements of Section 9-26. Epoxy shall be a two-component adhesive anchor system suitable for wet conditions and installation in natural rock, meeting ASTM C881 type IV, and V, grade 3, class C, or approved equal. Install epoxy and rebar in accordance with the manufacturer's written instructions. Holes drilled in boulders must be thoroughly cleaned of all rock powder, dirt, and debris using compressed air prior to placement of epoxy.

8-32.3 Construction Requirements

8-32.3(1) General

Installation of Woody Material shall be integrated with the installation of the Rounded Revetment Rock and associated Geotextile per the Plans. The Geotextile underneath the Rounded Revetment Rock shall be placed to maintain the required minimum thickness of riprap, and to ensure full separation between the riprap and the native material. The Geotextile shall not be cut into small pieces to accommodate for the woody material protruding through the Rounded Revetment Rock. Instead, holes shall be cut in full pieces of Geotextile, and the seams sown to adjacent pieces of Geotextile. Rounded Revetment Rock shall not be placed over the Geotextile prior to inspection and approval by the Engineer.

8-32.3(2) Woody Material

The Contractor shall install each Woody Material at the location and elevation shown in the Plans. Woody Material shall be placed in clusters lashed together at intersection points as shown in the Plans. Clusters shall be anchored with rock collars where indicated in the Plans. Each rock collar shall consist of 2 Streambed Boulders Type Three (9-03.11(5)) per collar, as shown in the Plans.

Provide grooves in wood at all chain contact locations. Grooves shall be sized to seat the chain below the outer surface of the log to prevent slippage and reduce abrasion. Remove bark at all contact locations. Chains between lashed logs shall be perpendicular to the log faces; groove placement shall be established to prevent angled segments of chain between the logs.

The Contractor shall exercise care when installing and transporting the woody material to avoid damage to the log or breakage of roots. Rootwads shall remain intact during delivery and installation.

Acceptance of woody material placement will be based upon inspection by the Engineer. Backfill shall not be placed over the woody material prior to inspection and approval by the Engineer.

8-32.3(3) Rock Collar Anchor Assembly

Two 7/8-inch diameter holes shall be drilled a minimum of 6 inches deep into each boulder anchor. There shall be a minimum distance of 3-inches between the 7/8-inch diameter holes. After holes are drilled in the boulder anchors, the holes shall be cleaned using compressed air to blow out the dust and rock particles. After being cleaned, the holes in the boulder anchors shall be filled with epoxy adhesive per the manufacturer's instructions, and the u-shaped rebar inserted as shown in the Plans. Sufficient epoxy adhesive shall be placed in each hole as necessary to completely fill the hole with the u-shaped rebar inserted. Excess globs and drips of epoxy shall be removed from the surface of the rebar and boulder prior to curing.

After epoxy adhesive has cured per manufacturer specifications, anchor the logs to the boulders as shown in the Plans. All logs shall be anchored such that there is no slack in the chain. Acceptance of boulder anchor assembly will be based upon inspection by the Engineer. Upon acceptance of the rock collar anchor assembly, the anchor boulder shall be embedded to the depth or elevation shown in the Plans. Backfill shall not be placed over the boulder anchor assembly prior to inspection and approval by the Engineer.

8-32.4 Measurement

"__' DBH, 15' Long LWM with Rootwad" will be measured per each piece of large wood procured, delivered, and installed per the Plans and shall include all labor, materials and equipment necessary to do so.

"Streambed Boulders – Type Three" will be measured per each boulder procured, delivered, and installed per the Plans and shall include all labor, materials and equipment necessary to do so.

8-32.5 Payment

Payment will be made in accordance with Section 1-04.1, for each of the following bid items.

"__' DBH, 15' Long LWM with Rootwad ", per each.

"Streambed Boulders – Type Three" , per each.

The unit Contract price per each for "__' DBH, 15' Long LWM with Rootwad " shall be full payment for all costs to complete the Work as specified, including acquiring, storing, hauling to the site, unloading, assembling, lashing, installing, anchoring, excavation, backfill, compaction and grading needed for final placement.

APPENDICES

(******)
The following appendices are attached and made part of this contract:

APPENDIX A - Hydraulic Project Approval
APPENDIX B - Department of the Army Section 404 Nationwide Permit 23
APPENDIX C - Shoreline Substantial Development Permit
APPENDIX D - Project Biological Opinions
APPENDIX E - Inadvertent Discovery Plan
APPENDIX F - Geotechnical Report
APPENDIX G - Wage Rates
APPENDIX H - Bid Proposal
DRAWINGS (BOUND SEPARATELY)

(January 5, 2026)
STANDARD PLANS
The Washington State Department of Transportation *Standard Plans* M21-01, published September 2024, is made a part of this Contract with the following revisions:

A-10.30
RISER RING detail (Including SECTION view and RISER RING DIMENSIONS table): The RISER RING detail is deleted from the plan.

INSTALLATION detail, SECTION A: The “1/4”” callout is revised to read “+/- 1/4" (SEE CONTRACT ~ Note: The + 1/4" installation is shown in the Section A view)”

A-40.20
Sheet 1, NOTES 1, 2, 3, and 4 are replaced with the following:

1. Use the ½ inch joint details for bridges with expansion length less than 100 feet and for bridges with L type abutments. Use the 1 inch joint details for other applications.

2. Use detail 5, 6, 7 on steel trusses and timber bridges with concrete bridge deck panels.

3. For details 1, 2, 3, and 4, the item “HMA Joint Seal at Bridge End” shall be used for payment. For details 5 and 6, the item “HMA Joint Seal at Bridge Deck Panel Joint” shall be used for payment. For detail 7, the item “Clean and Seal Bridge Deck Panel Joint” shall be used for payment.

Sheet 2, Detail 8 reference to “6-09.3(6)” is revised to read “6-21.3(7)”.

A-50.40
Sheet 1, Plan View: The callout “BEAM GUARDRAIL TYPE 31 TRANSITION SECTION TYPE 21 OR TYPE 24 (SEE STANDARD PLAN C-25.20 OR C-25.30)” is revised to read “BEAM GUARDRAIL TYPE 31 TRANSITION SECTION TYPE 21, 24, OR 25 (SEE STANDARD PLAN C-25.20, C-25.30, OR C-25.32)”

A-60.40
Note 2 reference to “6-09.3(6)” is revised to read “6-21.3(7)”.

B-55.20
General Note 3 reference to “2-09.4” is revised to read “3-07.4”.

B-90.40
Valve Detail – DELETED

C-20.41
Note 4, First Sentence, “Box Culvert guardrail steel posts are not needed for fill depths greater than 40 inches.” is revised to read; “Box culvert guardrail steel posts are not needed for fill depths greater than 46 inches. Provide 6-inches or greater of separation between the bottom of the guardrail post and top of the culvert”
BOX CULVERT POST ASSEMBLY, ELEVATION VIEW, post assembly length dimension “41” MIN. 72” MAX.” is revised to read; “41” MIN. 78” MAX.”
SECTION A, base material depth dimension - “9” MIN. 40” MAX. (SEE NOTE 4)” is revised to read: “9” MIN. 46” MAX. (SEE NOTE 4)”

C20-43
Note 4, First Sentence: “Box culvert guardrail steel posts are not needed for fill depths greater than 40 inches.” is revised to read: “Box culvert guardrail steel posts are not needed for fill depths greater than 46 inches. Provide 6-inches or greater separation between the bottom of guardrail post and top of culvert.”
Add a new KEY NOTE 4 - “IT IS PERMISSIBLE TO USE A 1” DIAM. ANCHOR ROD WITH TWO NUTS AND TWO – 1” DIAM. WASHERS PER STD. SPEC. SECTION 9-06.5(4) IN LIEU OF A HEX HEAD BOLT.”
BOX CULVERT POST & BASE PLATE ASSEMBLY, ELEVATION VIEW, post assembly length dimension – “41” MIN. 72” MAX.” is revised to read: “41” MIN. 78” MAX.”
SECTION A, base material depth dimension - “9” MIN. 40” MAX. (SEE NOTE 4)” is revised to read: “9” MIN. 46” MAX. (SEE NOTE 4)”
Section A, callout – “1” (IN) DIAM. HEX HEAD BOLT (ASTM A 307, GR. A) W/NUT & 2 – 1” DIAM. WASHERS PER STD. SPEC. SECTION 9-06.5(1) ~ SEE NOTE 1”, is revised to read:
“1” (IN) DIAM. HEX HEAD BOLT (ASTM A 307, GR. A) W/NUT & TWO – 1” DIAM. WASHERS PER STD. SPEC. SECTION 9-06.5(1) ~ SEE KEY NOTES 1 AND 4”
Elevation View, Weld symbol – callout, See (key Note Symbol) “4” is revised to read: See (key Note Symbol) “3”

C-23.70
Sheet 2, ANCHOR BRACKET ASSEMBLY DETAIL, dimension, “R. 5/16” is revised to read; R. 15/16”
ANCHOR PLATE DETAIL, weld callout (fillet), 1/4" is revised to read; 3/16”

C-60.20
Sheet 1, Plan view, callout – “1/2” (IN) DIAMETER X 6 1/2" (IN) LONG ANCHOR BOLT ~ PER STD. SPEC. SECT. 9-06.5(4) (TYPICAL) (SEE NOTE 7)” is revised to read: “5/8” DIAMETER x 6 1/2" (IN) LONG ANCHOR BOLT ~ PER STD. SPEC. SECT. 9-06.5(4) (TYPICAL) (SEE NOTE 7)”

C-70.15

BARRIER CONNECTION DETAIL, callout – “CENTER GRID IN CONNECTION BLOCKOUT AND FILL VOID WITH TYPE 3 GROUT (STD. SPECIFICATION SECTION 9-20.3(3) PLACED IN ACCORDANCE WITH STD. SPECIFICATION SECTION 6-20.3(20)” is revised to read “CENTER GRID IN CONNECTION BLOCKOUT AND FILL VOID WITH GROUT TYPE 3 (STD. SPECIFICATION SECTION 9-20.3(3) PLACED IN ACCORDANCE WITH STD. SPECIFICATION SECTION 6-02.3(20)”

C81.10

Sheet 1, TYPICAL SECTION – TRAFFIC BARRIER the R4 #6 bar on the traffic face may be placed 4” down from the top of the barrier to allow additional room to install BP railing or other attachments. The R4 bar shall be kept tight to the front R2 bar.

Sheet 4, the existing table “IMPACT SHEAR AND IMPACT MOMENT TABLE” is renamed to “IMPACT SHEAR AND MOMENT TABLE DECK OVERHANG AND CONNECTIONS” keynote 25 is still applicable.

Sheet 4, NOTES, the following Note is added: “3. Deck overhangs for this use constitute plain reinforced concrete typically around 8" in thickness, non-prestressed moment slabs or approach slabs, or plain reinforced and longitudinally prestressed box girders which employ a topping slab. Other Supporting Structure Systems inclusive of post-tensioned decks, walls, and or Structure segments tied together without a topping slab, with the ties in the barrier resistance load path, shall use the impact shear and moments for other supporting structures.”

Sheet 4, the following table is added with a keynote 25.

IMPACT SHEAR AND MOMENT TABLE OTHER SUPPORTING STRUCTURES										
	Interior Segment					End Segment				
Roadway and Fill Height at Curb Line (in)	0	6	12	18	24	0	6	12	18	24
End Segment Length (ft)	-	-	-	-	-	10.00	10.50	11.25	11.75	12.50
Impact Moment (kip*ft/ft)	19.86	24.12	28.55	33.16	37.97	20.80	25.17	29.65	34.27	39.04
Impact Shear (kip/ft)	7.89	8.04	8.23	8.44	8.68	8.27	8.39	8.54	8.72	8.92

C-81.15

Sheet 1, General Notes, Add Note 7, to read;”7. The concrete class for the moment slab shall be class 4000 typically and class 4000A when the top of the slab is used as the roadway, or sidewalk, surface. The concrete class for the barrier is defined in Standard Specification Section 6-10.3.”

C-85.11

On Section B, the callout “3” EXPANDED POLYSTYRENE AROUND COLUMN (TYP.)” is revised to read “3” EXPANDED POLYSTYRENE OR POLYETHYLENE FOAM AROUND COLUMN (TYP.)”

D-3.09

Sheet 1, GEOSYNTHETIC WALL WITH 2 FT TRAFFIC SURCHARGE detail, callout – “BARRIER ON WALL ~ SEE Standard Plan D-3.15 or D-3.16” is revised to read: “BARRIER ON WALL ~ SEE CONTRACT PLANS”

D-3.10

Sheet 1, Typical Section, callout – “FOR WALLS WITH SINGLE SLOPE TRAFFIC BARRIER. USE THE DETAILS ABOVE THE MATCH LINE ON STANDARD PLAN D-3.15” is revised to read; ”FOR WALLS WITH SINGLE SLOPE TRAFFIC BARRIER, SEE CONTRACT PLANS”

Sheet 1, Typical Section, callout – “FOR WALLS WITH F-SHAPE TRAFFIC BARRIER. USE THE DETAILS ABOVE THE MATCH LINE ON STANDARD PLAN D-3.16” is revised to read; ”FOR WALLS WITH F-SHAPE TRAFFIC BARRIER, SEE CONTRACT PLANS”

D-3.11
Sheet 1, Typical Section, callout – “”B” BRIDGE APPROACH SLAB (SEE BRIDGE PLANS) OR PERMANENT GEOSYNTHETIC WALL BARRIER ~ SEE STANDARD PLANS D-3.15 OR D-3.16” is revised to read; ”B” BRIDGE APPROACH SLAB OR MOMENT SLAB (SEE CONTRACT PLANS)
Sheet 1, Typical Section, callout – “TYPICAL BARRIER ON BRIDGE APPROACH SLAB (SEE BRIDGE PLANS) OR PERMANENT GEOSYNTHETIC WALL BARRIER ~ SEE STANDARD PLANS D-3.15 OR D-3.16” is revised to read; “TYPICAL BARRIER ON BRIDGE APPROACH SLAB OR MOMENT SLAB (SEE CONTRACT PLANS)

D-10.10
Note 7, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 1 and 1SW”.

D-10.15
Note 7, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 2 and 2SW”.

D-10.30
Wall Type 5 may be used in all cases.

D-10.35
Wall Type 6 may be used in all cases.

D-10.40
Note 5, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 7”.

D-10.45
Note 5, “If Traffic Barriers are required, See Standard Plans D-15.10, D-15.20 and D-15.30” is revised to read “Traffic Barriers shall not be structurally connected to the Reinforced Concrete Retaining Wall Type 8”.

E-20.10
On Sheet 2, the reference to “2-09.4” is revised to read “3-07.4”.

F-10.18
Note 1; “Construct curb joints at cement concrete pavement transverse joint locations. If all adjacent pavement is HMA, see Standard Plan F-30.10 for Curb Expansion and Contraction Joint Spacing.” is revised to read – “See Standard Plan F-30.10 and Standard Specification Section 8-04.3 for Curb Expansion and Contraction Joint details and spacing.”
CURB 3 Detail, the diamond note 1 callout on the 6” dimension at the bottom left side of the detail, is revised to be a diamond note 2 callout.

F-30.10
All five instances of the “2.0% MAX.” are replaced with “2.1% MAX.”

F-40.12

The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”
Note 7 is replaced with the following:
7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement. When a ramp is constructed on a radius, the Curb Ramp length is measured on the inside radius along the back of the walkway.
Section B is amended as follows:
Delete: “15’ – 0” MAX. (TYP.)”
Section C is amended as follows:
Delete: “15’ – 0” MAX. (TYP.)”

F-40.14
The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”
Note 7 is replaced with the following:
7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement. When a ramp is constructed on a radius, the Curb Ramp length is measured on the inside radius along the back of the walkway.
Section A is amended as follows:
Delete: “15’ – 0” MAX. (TYP.)”
Section C is amended as follows:
Delete: “15’ – 0” MAX. (TYP.)”

F-40.15
The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”
Note 7 is replaced with the following:
7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement.
Section A is amended as follows:
Delete: “15’ – 0” MAX. (TYP.)”

F-40.16
The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”
Note 8 is replaced with the following:
7. The running slope of curb ramps shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the landing. Do not include the abutting landing in the Curb Ramp length measurement.
Section A is amended as follows:
Delete: “15’ – 0” MAX. (TYP.)”
Section B is amended as follows:
Delete: “15’ – 0” MAX. (TYP.)”

F-80.10
The one instance of “2.0% MAX.” is replaced with “2.1% MAX.”
Note 6 is replaced with the following:

The running slope of the Pedestrian Ramp shall not exceed 8.3% maximum except as noted herein. If the 8.3% running slope creates a ramp that exceeds 15ft, see contract plans for details. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk.
Section A is amended as follows:
Delete: “15” Max.”

J-5.50
General Note 4 reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”
General Note 5 reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-10.10
Sheet 4 of 6, “Foundation Size Reference Table”, PAD WIDTH column, Type 33xD=6’ – 3” is revised to read: 7’ – 3”. Type 342LX / NEMA P44=5’ – 10” is revised to read: 6’ – 10”
Sheet 5 of 6, Plan View, “FOR EXAMPLE PAD SHOWN HERE:, “first bullet” item, “-SPACE BETWEEN TYPE B MOD. CABINET AND 33x CABINET IS 6” (IN)” IS REVISED TO READ: “SPACE BETWEEN TYPE B MOD. CABINET (BACK OF ALL CHANNEL STEEL) AND 33x CABINET IS 6” (IN) (CHANNEL STEEL ADDS ABOUT 5” (IN)”

J-10.16
Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-10.17
Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-10.18
Key Note 1, Standard Plan J-10.30 revised to Standard Plan J-10.14

J-15.15
The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-20.01
STANDARD DIMENSIONS AND REFERENCES table, TYPE FB, Standard Height column – “15’-0” ”is revised to read; “14’-0” ”

J-20.10
DELETED

J-20.11
DELETED

J-20.26
Add Note 1, “1. One accessible pedestrian pushbutton station per pedestrian pushbutton post.”
Add General Note 2, to read: “Signs shown are for locations with pedestrian signal displays (Accessible Pedestrian Signals/APS). Accessible information device (AID) pushbuttons signs not shown.”
Revise View Titles (Both Sheets) to read: “ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY”

J-20.16
View A, callout, was – LOCK NIPPLE, is revised to read; CHASE NIPPLE

J-21.10
Sheet 1, Anchor Bolt Template, callout; “9” (IN) BOLT CIRCLE” is revised to read: “9” (IN) DIA.BOLT CIRCLE”
Base Plate Detail, callout; “3/4” (IN) STEEL PLATE WITH HOLE = POLE BASE + 1/6” (IN)” IS REVISED TO READ; “3/4” (IN) STEEL PLATE WITH HOLE = POLE BASE + 1/16” (IN)”
Flat Foundation Detail – Elevation, callout; “ANCHOR BOLTS ~ ¾” (IN) x 30” (IN) FULL THREAD ~ THREE REQ’D. PER ASSEMBLY” is revised to read; “ANCHOR BOLTS ~ ¾” (IN) x 30” (IN) FULL THREAD ~ FOUR REQ’D. PER ASSEMBLY”
Flat Foundation Detail – Elevation, dimension; 4’ – 0” is revised to read; “4’ – 0” ROUND OR 3’ – 0” SQUARE”

J-21.15
Partial View, callout, was – LOCK NIPPLE ~ 1 ½” DIAM., is revised to read; CHASE NIPPLE ~ 1 ½” (IN) DIAM.

J-21.16
On both elevation views, the overall standard height dimension “15’-0” ” is revised to read; “14’-0” ”

J-26.10
The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-27.10
The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-28.30
General Note 13 – “See Standard Plans C-8b and C-85.14 for steel light standards on traffic barrier” is revised to read; “See Standard Plan C-85.15 for steel light standards on traffic barrier.”

J-29.10
The reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-40.10
Sheet 2 of 2, Detail F, callout, “12 – 13 x 1 ½” S.S. PENTA HEAD BOLT AND 12” S. S. FLAT WASHER” is revised to read; “12 – 13 x 1 ½” S.S. PENTA HEAD BOLT AND 1/2” (IN) S. S. FLAT WASHER”

J-40.36
Note 1, second sentence; ”Finish shall be # 2B for backbox and # 4 for the cover.” Is revised to read; ”Finish shall be # 2B for barrier box and HRAP (Hot Rolled Annealed and Pickled) for the cover.

J-40.37
Note 1, second sentence; ”Finish shall be # 2B for backbox and # 4 for the cover.” Is revised to read; ”Finish shall be # 2B for barrier box and HRAP (Hot Rolled Annealed and Pickled) for the cover.

J-50.15
Sheet 1, SECTION A, the call out “LOOP LEAD-IN WIRES, TWISTED PAIRS ~ MAX. 3 PAIRS” is revised to read “LOOP LEAD-IN WIRES, TWISTED PAIRS ~ MAX. 6 PAIRS”
General Note 1 reference to “2-09.3(1)E” is revised to read “3-07.3(1)E”

J-75.20
Key Notes, note 16, second bullet point, was: “1/2” (IN) x 0.45” (IN) Stainless Steel Bands”, add the following to the end of the note: “Alternate: Stainless steel cable with stainless steel ends, nuts, bolts, and washers may be used in place of stainless steel bands and associated hardware.”

J-75.55
Notes, Note A1, Revise reference, was – G-90.29, should be – G-90.20.

K-80.32
Sheet 1, END VIEW, the callout located at the base of barrier – “SEE NOTE 2” is revised to read: “SEE NOTE 3”
Sheet 2, WIRE ROPE LOOP DETAIL, dimension (overall length) – “SEE NOTE 1” is revised to read: “SEE NOTE 2”
Sheet 2, Side View (Right), callout – “WIRE ROPE LOOPS – SEE NOTE 1” is revised to read: “WIRE ROPE LOOPS – SEE NOTE 2”

L-5.10
Add new general Note 9 on sheet 1 – “9. The top of wall in Section A on Sheet 1 shall be located as follows: 1) flush with the finished grade when placed within the deflection distance of the long span guardrail system (Std. Plan C-20.40), 2) Two inches maximum above finished grade when placed behind a box culvert guardrail steel post system (Std. Plan C-20.41 or C-20.43), 3) Six inches minimum for all other applications. The bottom rail shall be located at mid height between the top rail and the top of structure.”

M-20.30
Wide Dotted Lane Line Detail, reference below title, (SEE NOTE 6) is revised to read: (SEE NOTE 5)

M-40.10
Guide Post Type ~ Reflective Sheeting Applications Table, remove reference - “(SEE NOTE 5)”

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-10.20-00..... 10/5/07
A-10.30-00..... 10/5/07
A-20.10-00..... 8/31/07
A-30.10-00..... 11/8/07
A-30.30-01..... 6/16/11
A-30.35-00.....10/12/07
A-40.00-01.....7/6/22
A-40.10-04.....7/31/19
A-40.15-00.....8/11/09
A-40.20-04.....1/18/17
A-40.50-03..... 9/12/23
A-50.10-02.....7/18/24
A-50.40-01.....8/17/21
A-60.10-03.....12/23/14
A-60.20-03.....12/23/14
A-60.30-01.....6/28/18
A-60.40-00.....8/31/07

B-5.20-03..... 9/9/20
B-5.40-02..... 1/26/17
B-5.60-02..... 1/26/17
B-10.20-03..... 8/23/23
B-10.40-02..... 8/17/21
B-10.70-03..... 8/23/23
B-15.20-01..... 2/7/12
B-30.50-03 .....2/27/18
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B-75.50-02 ..... 3/15/22
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B-75.60-00 .....6/8/06
B-80.20-00 .....6/8/06
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B-85.10-01 .....6/10/08

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B-95.40-01 ..... 6/28/18

C-1 ..... 9/8/22
C-1b 10/12/23
C-1d 10/31/03
C-6a 9/8/22
C-7 ..... 9/8/22
C-7a 9/8/22
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C-81.10-00 ..... 9/12/23
C-81.15-00 ..... 9/12/23

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D-2.92-01 ..... 4/26/22
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D-10.45-01 ..... 12/2/08
D-20.10-00 ..... 10/9/23

E-1 ..... 2/21/07
E-2 ..... 5/29/98
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F-40.16-03 ..... 6/29/16
F-45.10-05 ..... 6/4/24
F-80.10-04 ..... 7/15/16

G-10.10-00 ..... 9/20/07
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G-90.30-04 ..... 7/11/17
G-95.10-02 ..... 6/28/18

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G-30.10-04 ..... 6/23/15
G-50.10-03 ..... 6/28/18
G-95.20-03 ..... 6/28/18
G-95.30-03 ..... 6/28/18

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H-10.11-00..... 6/2/24
H-10.15-01..... 6/2/24
H-10.16-00..... 6/2/24
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H-70.20-02 ..... 8/17/21

I-10.10-01 ..... 8/11/09
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I-60.20-01..... 6/10/13
I-80.10-02..... 7/15/16

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J-50.13-01 ..... 8/30/22
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K-80.34-00 ..... 8/17/21
K-80.35-01 ..... 9/16/20
K-80.37-01 ..... 9/16/20

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L-10.10-02 ..... 6/21/12

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L-20.10-03.....7/14/15
L-30.10-02.....6/11/14
L-40.15-01.....6/16/11

M-9.60-00.....2/10/09
M-11.10-04.....8/2/22
M-12.10-04.....6/28/24
M-15.10-02.....7/17/23
M-17.10-02.....7/3/08
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M-20.20-02.....4/20/15
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M-24.40-02.....4/20/15
M-24.60-04.....6/24/14
M-24.65-00.....7/11/17

L-40.20-02.....6/21/12
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L-70.20-01.....5/21/08

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M-60.20-03.....8/17/21
M-65.10-03.....8/17/21
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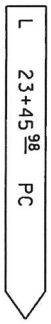
M-80.30-00.....6/10/08

DRAWN BY: ADAM COCHRAN



LINE DESIGNATION

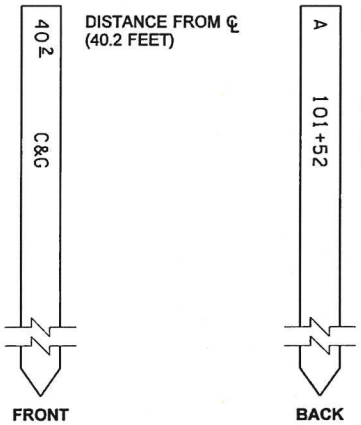
LINE STATIONING

HUNDRED FOOT INCREMENTS

CONTROL POINT

ALIGNMENT STAKE

STAKE EVERY 100 FEET ON TANGENTS,
EVERY 25 FEET ON CURVES



DISTANCE FROM ℄ (40.2 FEET)

LINE DESIGNATION

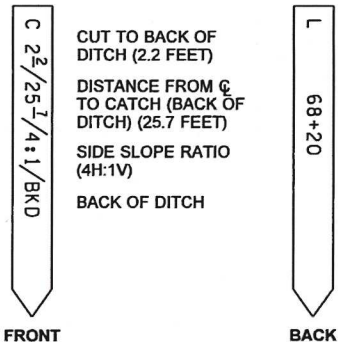
LINE STATIONING

HUNDRED FOOT INCREMENTS

FRONT BACK

CLEARING/GRUBBING (C&G) LATH

STAKE AT EACH FULL STATION,
100 FEET ON TANGENTS,
EVERY 25 FEET ON CURVES.
NO HUB NECESSARY.



CUT TO BACK OF DITCH (2.2 FEET)

DISTANCE FROM ℄ TO CATCH (BACK OF DITCH) (25.7 FEET)

SIDE SLOPE RATIO (4H:1V)

BACK OF DITCH

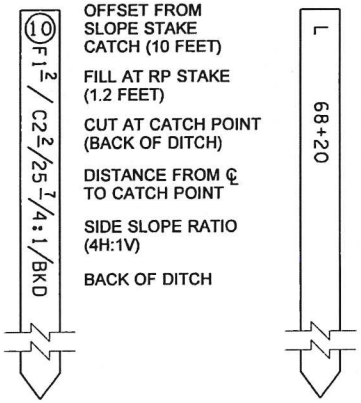
LINE DESIGNATION

LINE STATIONING

HUNDRED FOOT INCREMENTS

FRONT BACK

SLOPE STAKE



OFFSET FROM SLOPE STAKE CATCH (10 FEET)

FILL AT RP STAKE (1.2 FEET)

CUT AT CATCH POINT (BACK OF DITCH)

DISTANCE FROM ℄ TO CATCH POINT

SIDE SLOPE RATIO (4H:1V)

BACK OF DITCH

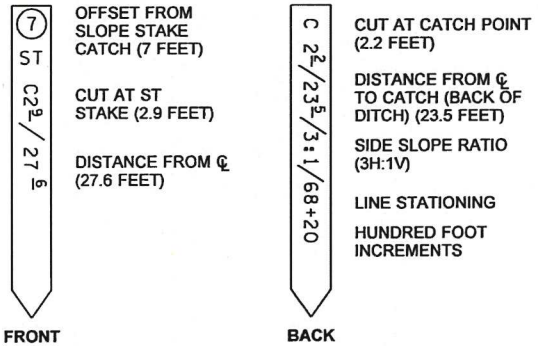
LINE DESIGNATION

LINE STATIONING

HUNDRED FOOT INCREMENTS

FRONT BACK

LATH FOR SLOPE REFERENCES



OFFSET FROM SLOPE STAKE CATCH (7 FEET)

CUT AT ST STAKE (2.9 FEET)

DISTANCE FROM ℄ (27.6 FEET)

CUT AT CATCH POINT (2.2 FEET)

DISTANCE FROM ℄ TO CATCH (BACK OF DITCH) (23.5 FEET)

SIDE SLOPE RATIO (3H:1V)

LINE STATIONING

HUNDRED FOOT INCREMENTS

FRONT BACK

SLOPE TREATMENT (ST) STAKE FOR CUT SECTIONS

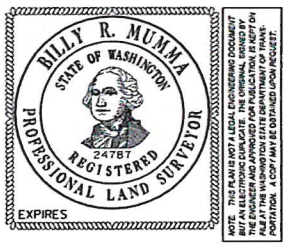
DAYLIGHT CATCH (CUT 0.0 FEET)

FILL (0.1 FEET)

SIDE SLOPE TO A 2% ROADWAY SLOPE (50H:1V)

DISTANCE FROM C (16.2 FEET)

DAYLIGHT (D/L) STAKE



SURVEY STAKES

STANDARD PLAN A-10.10-00

SHEET 1 OF 2 SHEETS

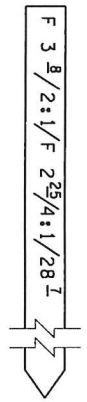
APPROVED FOR PUBLICATION

Pasco Bakotich III *08-07-07*

STATE DESIGN ENGINEER DATE

Washington State Department of Transportation

DRAWN BY: ADAM COCHRAN



FILL FROM CATCH POINT TO BEGINNING OF SECOND SLOPE (3.8 FEET)

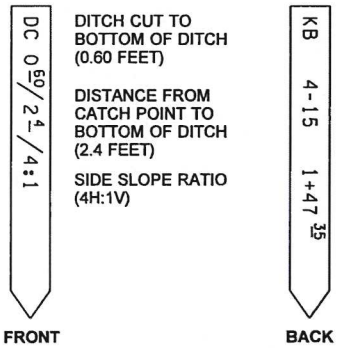
SLOPE RATIO (2H:1V)

FILL TO SUBGRADE SHOULDER (2.25 FEET)

SLOPE RATIO (4H:1V)

DISTANCE FROM ℄ TO CATCH POINT (28.7 FEET)

COMPOUND SLOPE LATH



DITCH CUT TO BOTTOM OF DITCH (0.60 FEET)

DISTANCE FROM CATCH POINT TO BOTTOM OF DITCH (2.4 FEET)

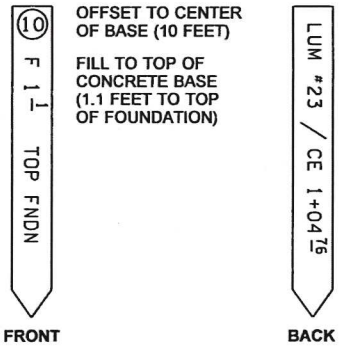
SIDE SLOPE RATIO (4H:1V)

STRUCTURE NOTE REFERENCE

PLAN SHEET NUMBER (4) STRUCTURE NOTE NUMBER (15)

DITCH SECTION ALIGNMENT STATIONING

STAKE FOR DITCH CONSTRUCTION



OFFSET TO CENTER OF BASE (10 FEET)

FILL TO TOP OF CONCRETE BASE (1.1 FEET TO TOP OF FOUNDATION)

LUMINAIRE NUMBER (23)

LINE DESIGNATION AND STATIONING

HUNDRED FOOT INCREMENTS

STAKE FOR FOUNDATION OF LUMINAIRES, SIGNALS OR SIGN STRUCTURES

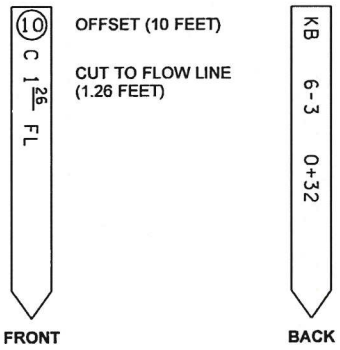
FILL TO SUBGRADE (0.35 FEET)

FILL TO FINISH GRADE (CURB ELEVATION) (0.73 FEET)

DISTANCE FROM ℄ (14.3 FEET)

SLOPE RATIO (2H:1V)

SLOPE LATH FOR CURB SECTION



OFFSET (10 FEET)

CUT TO FLOW LINE (1.26 FEET)

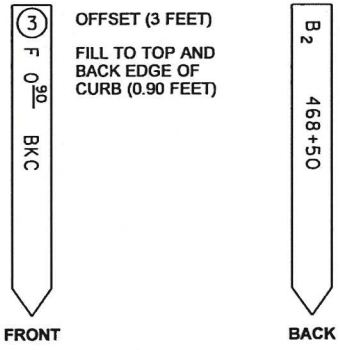
STRUCTURE NOTE REFERENCE

PLAN SHEET NUMBER (6) STRUCTURE NOTE NUMBER (3)

DRAINAGE ALIGNMENT STATIONING

25' INCREMENTS

STAKE FOR DRAINAGE



OFFSET (3 FEET)

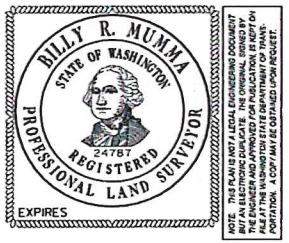
FILL TO TOP AND BACK EDGE OF CURB (0.90 FEET)

LINE DESIGNATION

LINE STATIONING

HUNDRED FOOT INCREMENTS

STAKE FOR CURB/GUTTER



SURVEY STAKES

STANDARD PLAN A-10.10-00

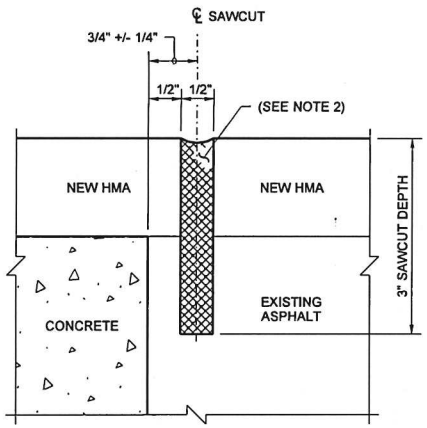
SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

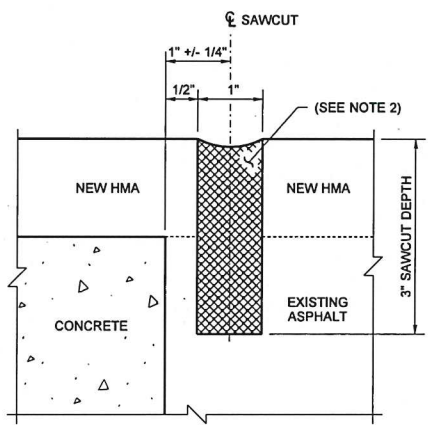
Pasco Bakotich III — STATE DESIGN ENGINEER — *08-07-07* — DATE

Washington State Department of Transportation

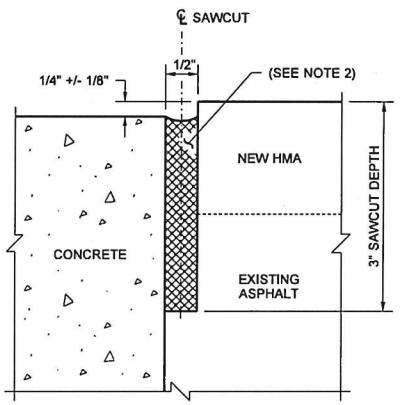
DRAWN BY: FERN LIDDELL



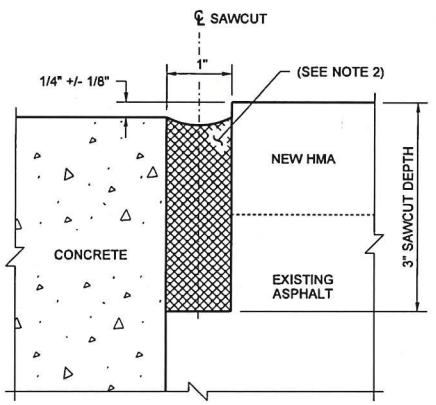
DETAIL 1
1/2 INCH JOINT SEAL AT END OF CONCRETE



DETAIL 2
1 INCH JOINT SEAL AT END OF CONCRETE



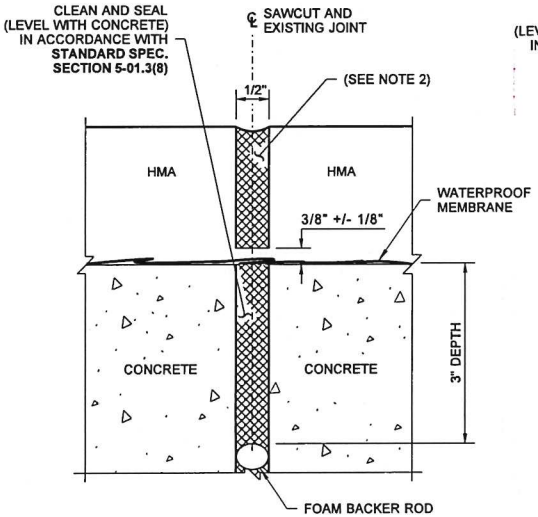
DETAIL 3
1/2 INCH CONCRETE ASPHALT BUTT JOINT



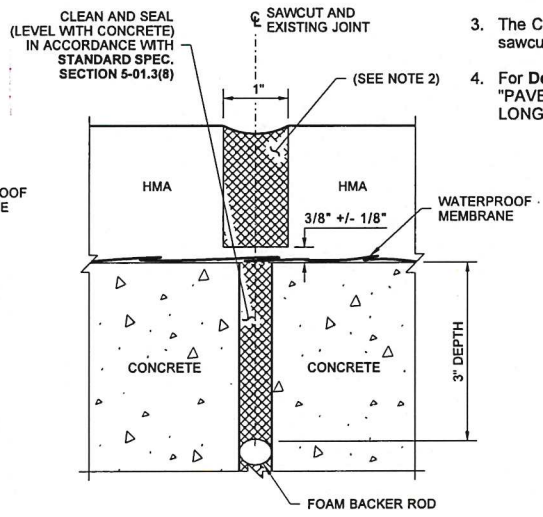
DETAIL 4
1 INCH CONCRETE ASPHALT BUTT JOINT

NOTES

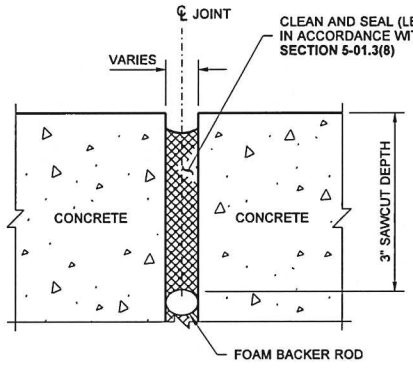
1. Use the 1/2 inch joint details for bridges with expansion length less than 100 feet and for bridges with L type abutments. Use the 1 inch joint details for other applications. Use Detail 5 on steel trusses and timber bridges with concrete deck panels.
2. Sawcut shall be as described in **Standard Specification Section 5-05.3(8)** and sealed in accordance with **Standard Specification Section 5-05.3(8)B**.
3. The Contractor shall avoid sawcutting concrete at all locations. For **Details 1** and **2**, the construction tolerance to locate the sawcut is 1/4 inch (0 min. to 1/2 inch max.) from the concrete.
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.



DETAIL 5
1/2 INCH PAVED PANEL JOINT SEAL



DETAIL 6
1 INCH PAVED PANEL JOINT SEAL



DETAIL 7
CONCRETE OPEN JOINT

BIJAN KHALEGHI
STATE OF WASHINGTON
27695
STRUCTURAL ENGINEER
PROFESSIONAL ENGINEER

Khaleghi, Bijan
Jan 17 2017 11:00 AM

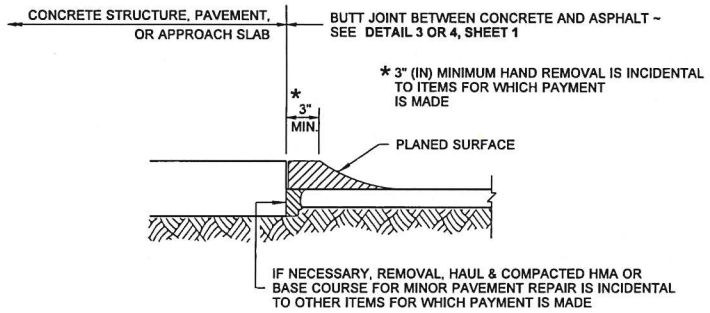
BRIDGE PAVING JOINT SEALS

STANDARD PLAN A-40.20-04

SHEET 1 OF 2 SHEETS

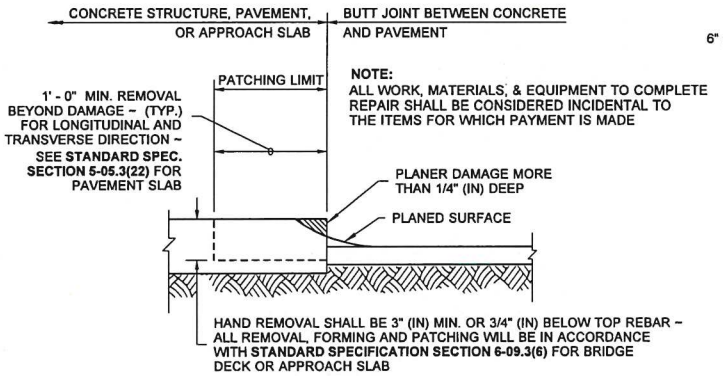
APPROVED FOR PUBLICATION
Carpenter, Jeff
Jan 18 2017 1:44 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL



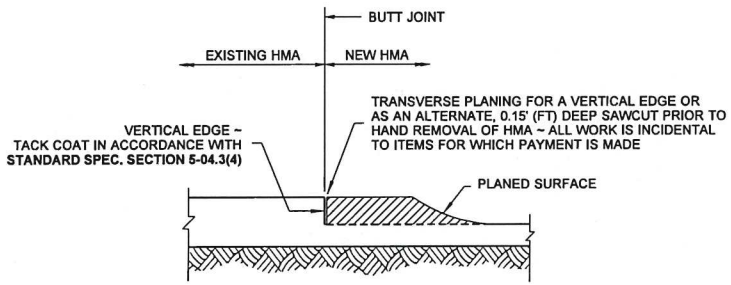
DETAIL 8

CONCERTE TO ASPHALT BUTT JOINT PLANING DETAIL



DETAIL 9

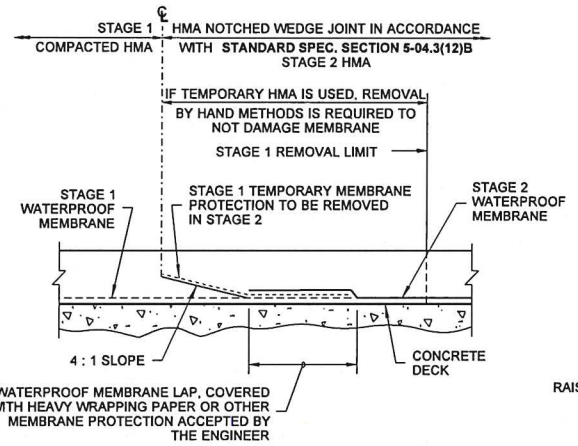
PLANER DAMAGE DETAIL



DETAIL 10

ASPHALT BUTT DETAIL

(SHOWING VERTICAL EDGE)



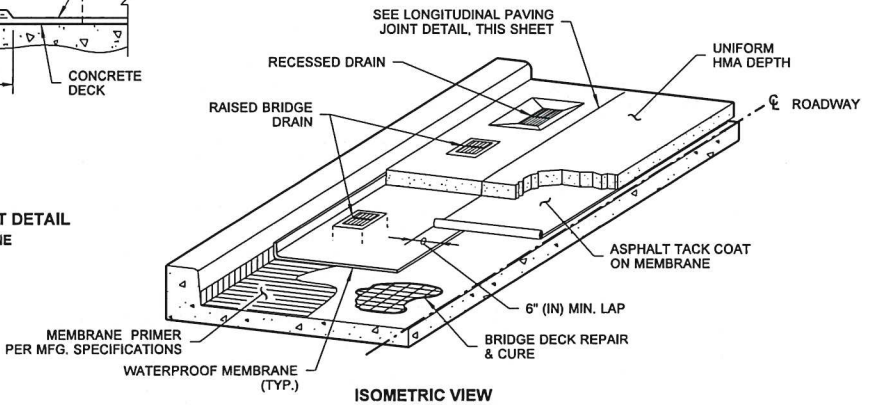
DETAIL 11

LONGITUDINAL PAVEMENT JOINT DETAIL

WITH WATERPROOF MEMBRANE

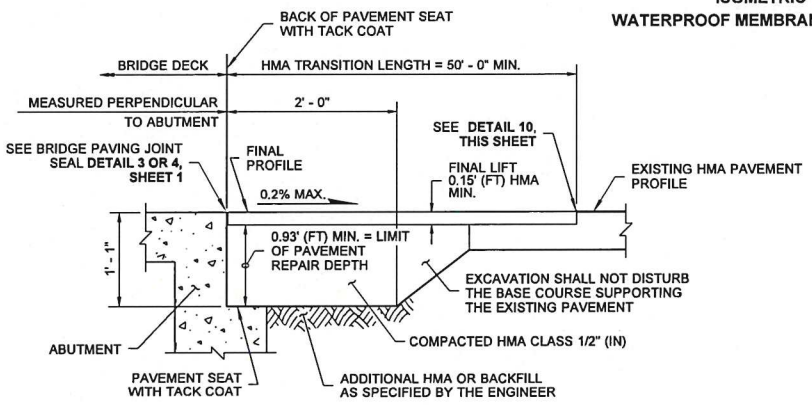
NOTES FOR DETAIL 12:
PAVEMENT REPAIR AT BACK OF PAVEMENT SEAT

1. Final profile grade shall transition per **Standard Plan A-60.30** to the existing profile and use vertical control per **Standard Specification Section 5-04.3(3)C.**
2. The length of pavement repair for final lift HMA is considered incidental to the item Pavement Repair, unless specified otherwise in the plans.
3. Payment for final lift HMA is considered incidental to the item Pavement Repair, unless specified otherwise in the plans.
4. Mix design, design & acceptance is commercial HMA, unless specified otherwise in the plans.
5. Additional backfill up to one (1x) cubic yard is considered incidental to the item Pavement Repair.



ISOMETRIC VIEW

WATERPROOF MEMBRANE PLACEMENT



DETAIL 12

PAVEMENT REPAIR AT BACK OF PAVEMENT SEAT

(BRIDGE WITH HMA NOT SHOWN)

BIJAN KHALEGHI STATE OF WASHINGTON 27695 STRUCTURAL ENGINEER PROFESSIONAL ENGINEER

Khaleghi, Bijan
Jan 17 2017 11:07 AM

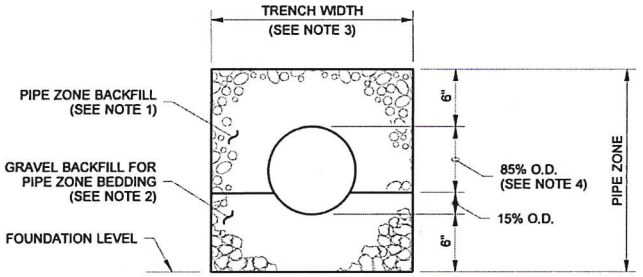
BRIDGE PAVING JOINT SEALS

STANDARD PLAN A-40.20-04

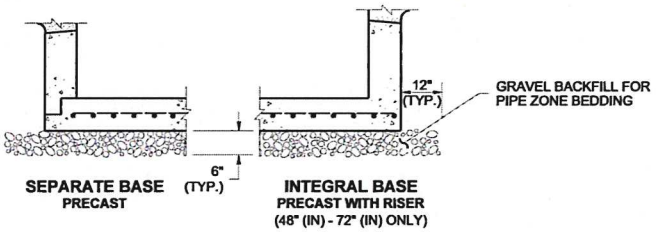
SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
Carpenter, Jeff
Jan 18 2017 1:45 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL



CONCRETE AND DUCTILE IRON PIPE

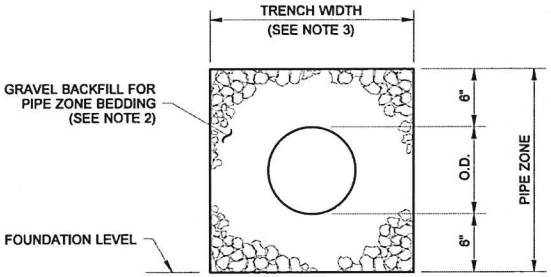


TYPICAL CONDITION FOR DRAINAGE STRUCTURE

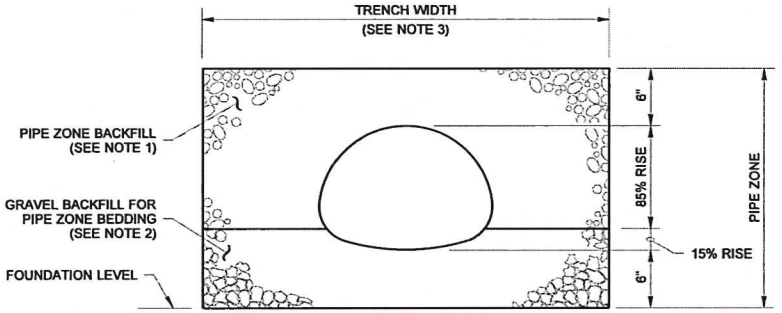
THIS DETAIL APPLIES TO **STANDARD PLANS B-5.20, B-5.40, B-5.60, B-10.20, B-10-40, B-15.20,B-15.40, B-15.60, B-25.20, B-25.60, B-35.20 AND B-35.40.**

NOTES

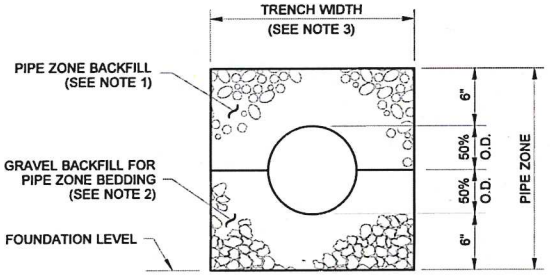
1. See **Standard Specifications Section 7-08.3(3)** for Pipe Zone Backfill.
2. See **Standard Specifications Section 9-03.12(3)** for Gravel Backfill for Pipe Zone Bedding.
3. See **Standard Specifications Section 2-09.4** for Measurement of Trench Width.
4. For sanitary sewer installation, concrete pipe shall be imbedded to spring line.



THERMOPLASTIC PIPE



PIPE ARCHES



METAL AND STEEL RIB
REINFORCED POLYETHYLENE PIPE

CLEARANCE BETWEEN PIPES FOR MULTIPLE INSTALLATIONS		
PIPE	**SIZE**	**MINIMUM DISTANCE BETWEEN BARRELS**
CIRCULAR PIPE (DIAMETER)	**UP TO 48"**	**24"**
METAL PIPE ARCH (SPAN)	**48" AND LARGER**	**DIAMETER/2 OR 36" WHICHEVER IS LESS**

Aug 17, 2021

PIPE ZONE BEDDING AND BACKFILL

STANDARD PLAN B-55.20-03

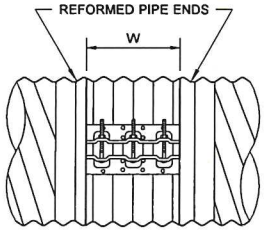
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

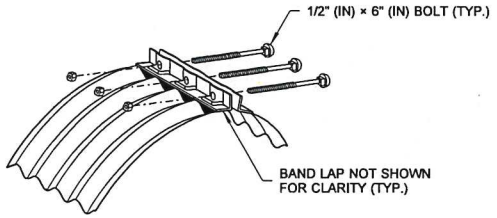
Aug 17, 2021

STATE DESIGN ENGINEER

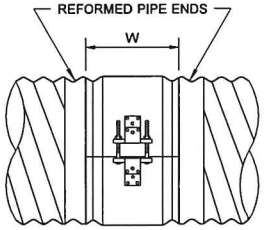
Washington State Department of Transportation



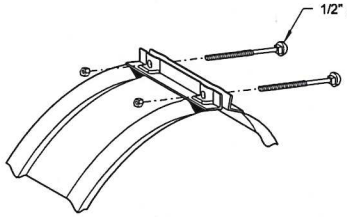
TYPE D
ANNULAR CORRUGATED BAND



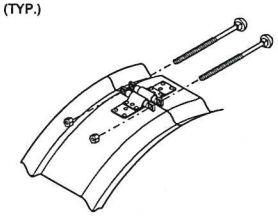
TYPE D
BAND ANGLE CONNECTOR DETAIL



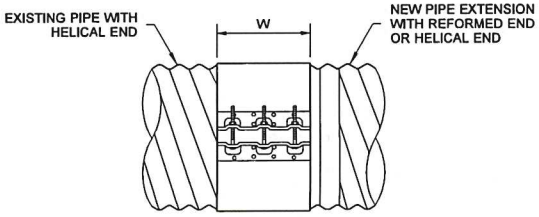
TYPE F
SEMI-CORRUGATED BAND



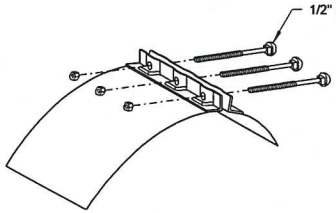
TYPE F
BAND ANGLE CONNECTOR DETAIL



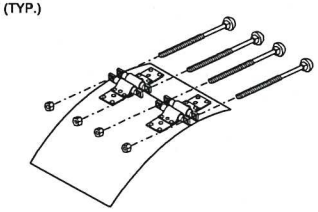
TYPE F
BAR & STRAP CONNECTOR DETAIL



TYPE K
FLAT BAND OR DIMPLE BAND
(FOR PIPE EXTENSIONS ONLY)



TYPE K
BAND ANGLE CONNECTOR DETAIL



TYPE K
DOUBLE BAR & STRAP CONNECTOR DETAIL

COUPLING BAND DIMENSION TABLE
(ALL DIMENSIONS ARE IN INCHES)

BAND TYPE		CORRUGATION PITCH × DEPTH	PIPE DIAM.	MIN. W	GASKET TYPE
STEEL	D	2 2/3 × 1/2 OR 3 × 1 REFORMED TO 2 2/3 × 1/2	12 ~ 84	12	SLEEVE
		3 × 1 REFORMED TO 2 2/3 × 1/2	90 ~ 144	24	SLEEVE
	F	2 2/3 × 1/2 OR 3 × 1 REFORMED TO 2 2/3 × 1/2	12 ~ 84	10 1/2	SLEEVE OR O-RING
	K	2 2/3 × 1/2	12 ~ 48	12	SLEEVE
			54 ~ 84	24	
		* 3 × 1	54 ~ 144	24	
ALUMINUM	D	2 2/3 × 1/2	12 ~ 72	12	SLEEVE
		3 × 1	36 ~ 60	12	
		REFORMED TO 2 2/3 × 1/2	66 ~ 108	24	
	F	2 2/3 x 1/2	12 ~ 48	10 1/2	SLEEVE OR O-RING
	K	2 2/3 x 1/2	12 ~ 48	12	SLEEVE
			54 ~ 84	24	
		* 3 × 1	54 ~ 96	24	

* PIPE ARCH ONLY

JULIE HEILMAN
STATE OF WASHINGTON
41819
REGISTERED
PROFESSIONAL ENGINEER

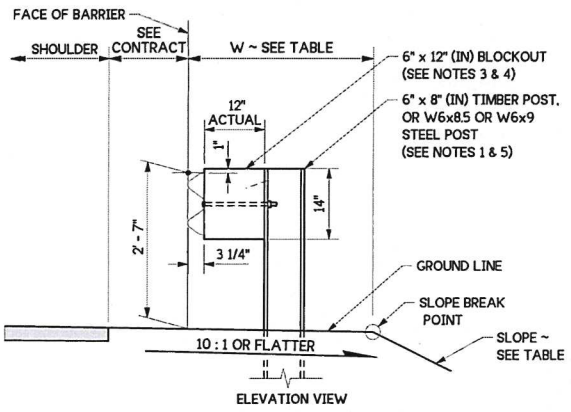
Heilman, Julie
Feb 20 2018 12:56 PM

COUPLING BANDS FOR CORRUGATED METAL PIPE

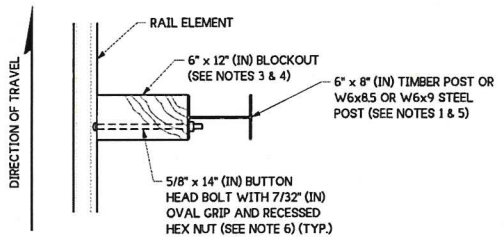
STANDARD PLAN B-60.40-01

SHEET 1 OF 1 SHEET

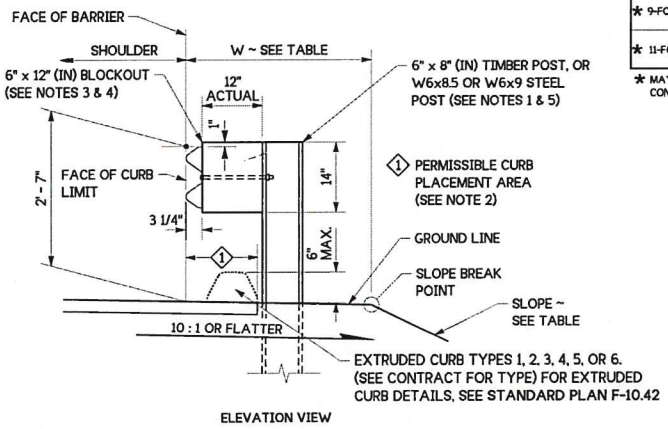
APPROVED FOR PUBLICATION
Carpenter, Jeff
Feb 27 2018 8:02 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation



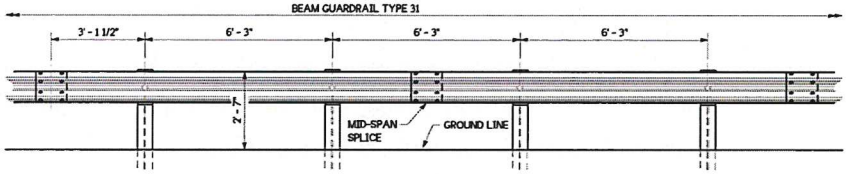
TYPICAL ELEVATION ~ WITHOUT CURB



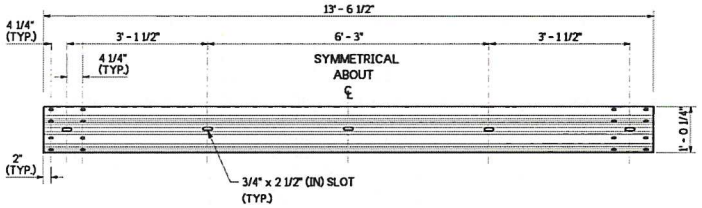
PLAN VIEW



TYPICAL SECTION ~ WITH CURB



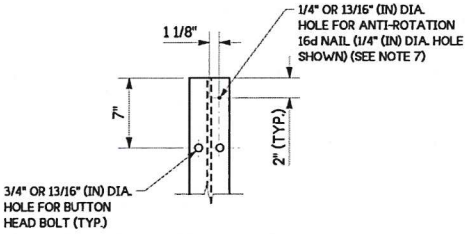
TYPICAL ELEVATION



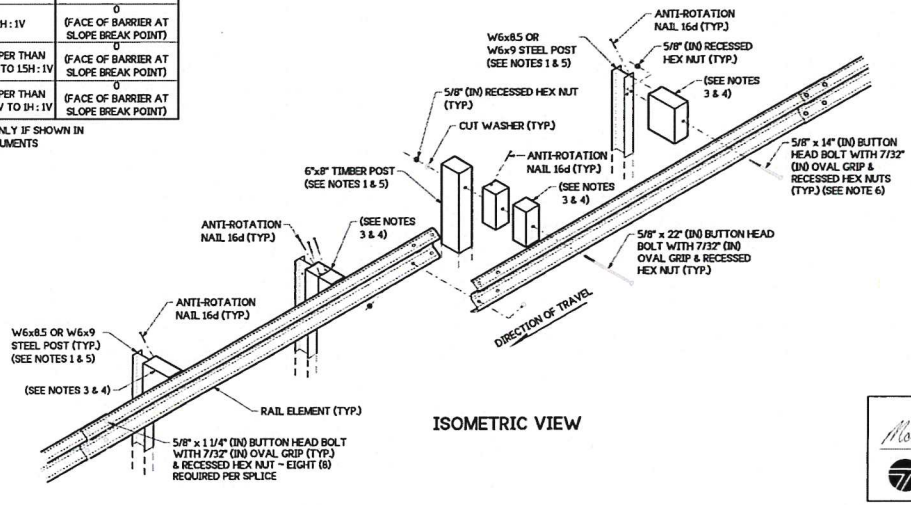
TYPICAL RAIL ELEMENT

SLOPE/EMBANKMENT TABLE FOR 6', 8', 9', AND 11' LONG POSTS		
POST LENGTH	SLOPE	W (FT)
6-FOOT	2H : 1V OR FLATTER	2.5 MIN.
6-FOOT	1H : 1V OR FLATTER	4.0 MIN.
8-FOOT	STEEPER THAN 2H : 1V TO 1H : 1V	2.5 MIN.
8-FOOT	2H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)
* 9-FOOT	STEEPER THAN 2H : 1V TO 1.5H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)
* 11-FOOT	STEEPER THAN 1.5H : 1V TO 1H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)

* MAY BE USED ONLY IF SHOWN IN CONTRACT DOCUMENTS



STEEL POST



ISOMETRIC VIEW

NOTES

1. Refer to Standard Plan C-1b for additional details not shown on this plan.
2. Extend shoulder pavement to provide a base for the extruded curb. See Contract Plans for exceptions to distances shown.
3. Use a single block or combination of blocks (no more than two (2) to achieve the actual 12" (in) offset. See Standard Specification Section 9-16.3(2). Wood blocks shall be secured to the posts with anti-rotation nails. If combination blocks are used, the adjacent blocks shall be toenailed with two 16d galvanized nails to prevent block rotation.
4. Wood blocks are shown. Blocks of an approved alternative material may be used. See Standard Specification Section 9-16.3(2).
5. All posts for any standard barrier run shall be of the same type; timber or steel.
6. Attach blockouts to steel posts using bolt holes on approaching traffic side of post web.
7. Anti-rotation holes in steel posts are not required when using blocks with anti-rotation features (e.g., routered blocks).

Oct 12, 2023

BEAM GUARDRAIL TYPE 31

STANDARD PLAN C-20.10-09

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

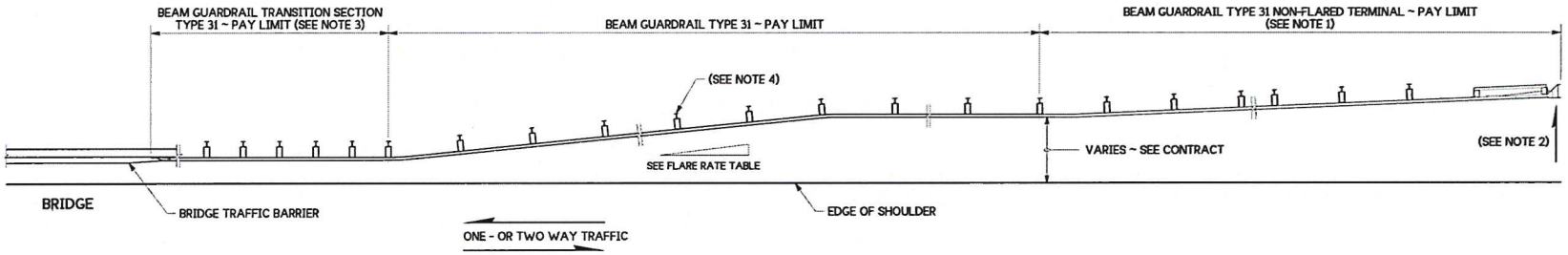
Mark A Dawes Oct 12, 2023

STATE DESIGN ENGINEER

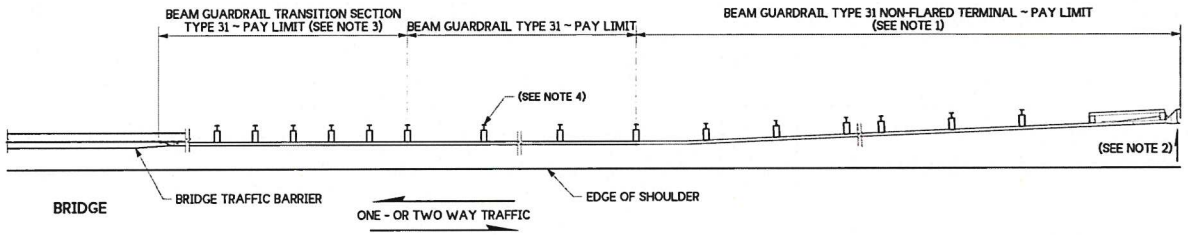
Washington State Department of Transportation

NOTES:

1. For details, see Standard Plan C-22.40 or C-22.45.
2. The slope from the edge of the paved shoulder into the back of the guardrail post should not be steeper than 10H : 1V.
3. See Contract for Beam Guardrail Transition Section type and Connection to Bridge Traffic Barrier or Concrete Barrier. See Standard Plan C-24.10 for connection details.
4. Timber or steel post. Steel post shown.



CASE 4 - 31



CASE 5 - 31

FLARE RATE TABLE	
POSTED SPEED (MPH)	RATE (FT)
65 - 70	15 : 1 OR FLATTER
60	14 : 1 OR FLATTER
55	12 : 1 OR FLATTER
50	11 : 1 OR FLATTER
45	10 : 1 OR FLATTER
40 OR LESS	9 : 1 OR FLATTER

TIMOTHY J MOECKEL
STATE OF WASHINGTON
56294
REGISTERED
PROFESSIONAL ENGINEER

Oct 12, 2023

BEAM GUARDRAIL TYPE 31 PLACEMENT CASES (4-31 & 5-31) STANDARD PLAN C-20.15-03

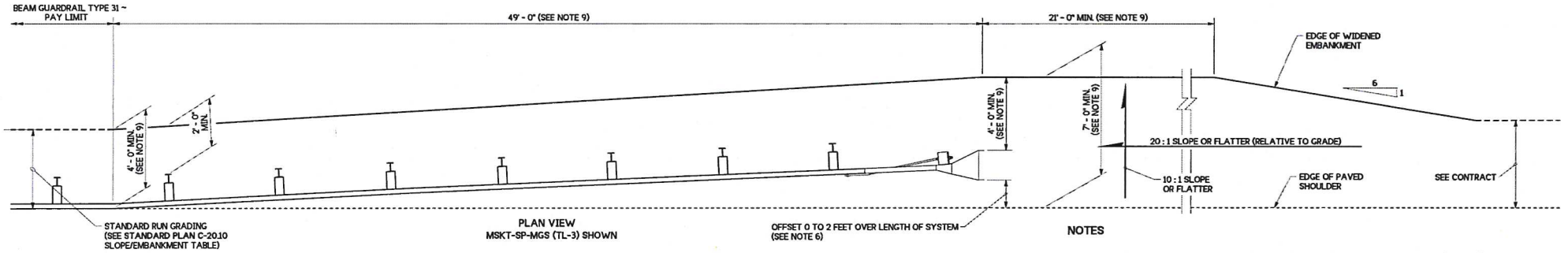
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

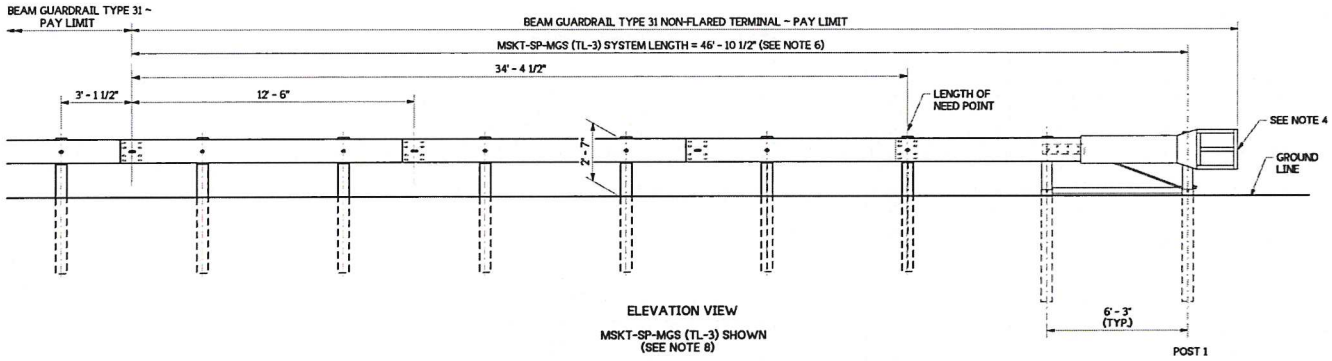
Mark A Dains Oct 12, 2023

STATE DESIGN ENGINEER

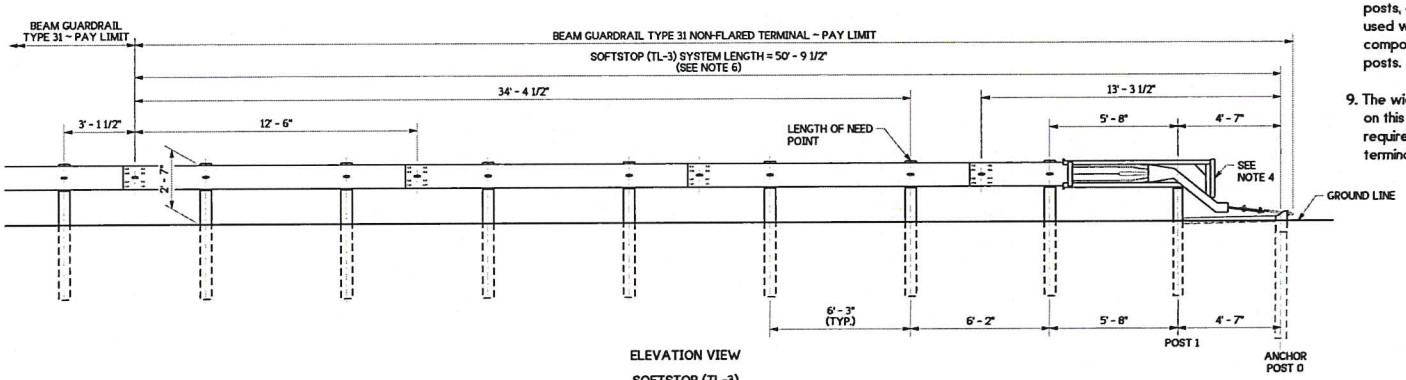
Washington State Department of Transportation



PLAN VIEW
MSKT-SP-MGS (TL-3) SHOWN



ELEVATION VIEW
MSKT-SP-MGS (TL-3) SHOWN
(SEE NOTE 8)



ELEVATION VIEW
SOFTSTOP (TL-3)
(SEE NOTE 8)

NOTES

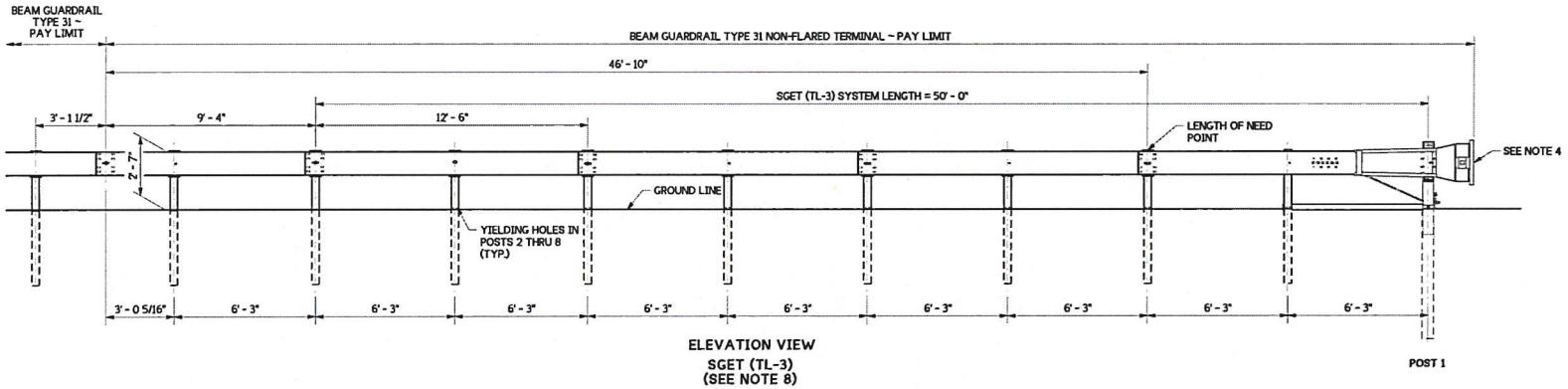
1. The Implementation of the Manual for Assessment of Safety Hardware (MASH) criteria may result in the acceptance of guardrail terminal systems currently not shown on this plan. Non-Flared terminals shall be selected from the WSDOT Qualified Products List (QPL) or approved through the WSDOT Request for Approval of Materials (RAM) process.
2. These terminals are MASH compliant at Test Level Three (TL-3) and may be used for all posted speeds.
3. An MSKT-SP-MGS (TL-3) as manufactured by Road Systems, Inc, SOFTSTOP (TL-3) as manufactured by Valtir LLC, SGET as manufactured by SPIG Industries, or MAX-TENSION (TL-3) as manufactured by Lindsay Transportation Solutions shall be installed according to manufacturer's recommendations.
4. A reflectorized object marker shall be installed according to manufacturer's recommendations.
5. Snow load rail washers are not allowed.
6. Provide an offset between 0 to 2' (f1) so that the impact head does not encroach onto the paved shoulder. The offset is provided over the system length of the terminal from the center of the last rail splice to either: (1) The face of the impact head at its leading edge (MSKT-SP-MGS or SGET), or (2) The center of Anchor Post 0 (Softstop or Max-Tension). Provide maximum offset where practicable.
7. For terminal details, see WSDOT approved manufacturer's drawings.
8. These terminals are supplied with steel posts and specialty posts only (i.e. wood break-away posts, anchor posts, etc.) They can be used with beam guardrail Type 31 runs composed of steel or wood guardrail posts.
9. The widened embankment dimensions shown on this plan will satisfy the installation requirements of all 4 guardrail terminal systems shown on this plan.

Jul 18, 2024

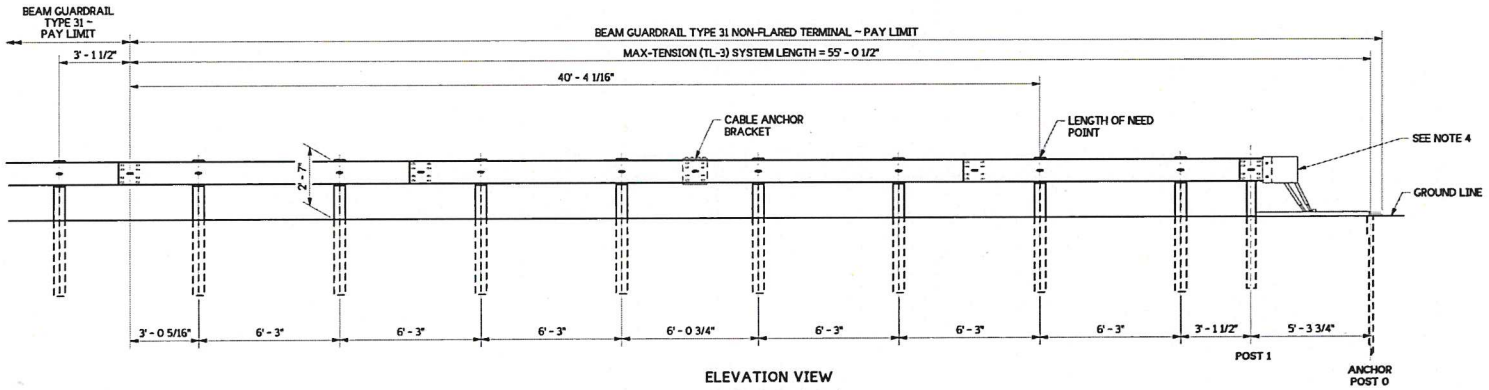
BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL (ALL POSTED SPEEDS) STANDARD PLAN C-22.40-11

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Mark A Dains Jul 21, 2024
STATE DESIGN ENGINEER
Washington State Department of Transportation



ELEVATION VIEW
SGET (TL-3)
(SEE NOTE 8)



ELEVATION VIEW
MAX-TENSION (TL-3)
(SEE NOTE 8)

TIMOTHY J MOECKEL
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56294
REGISTERED
PROFESSIONAL ENGINEER

Jul 18, 2024

BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL (ALL POSTED SPEEDS) STANDARD PLAN C-22.40-11

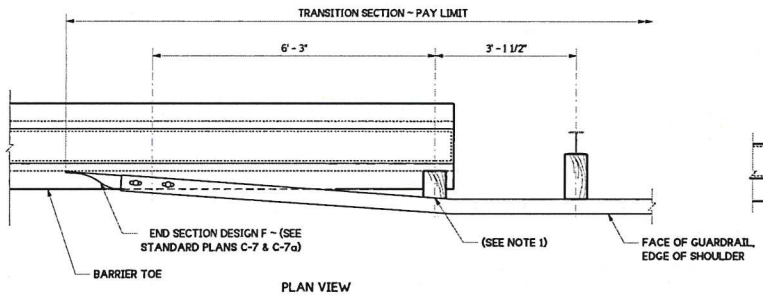
SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

Mark A Bains Jul 21, 2024

STATE DESIGN ENGINEER

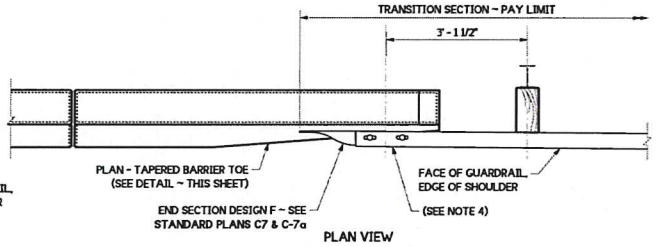
Washington State Department of Transportation



PLAN VIEW

A CONNECTION

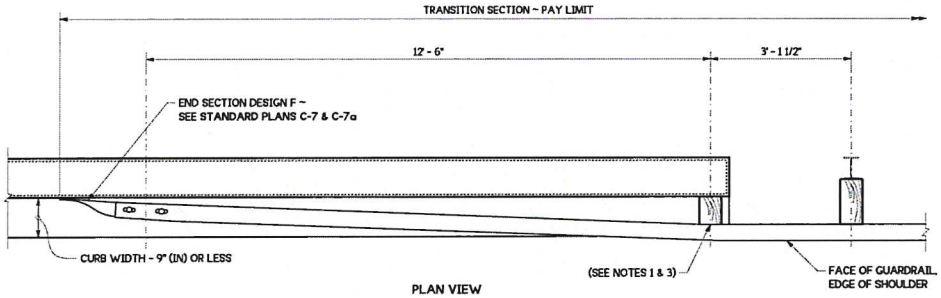
FOR UNRESTRAINED PRECAST CONCRETE BARRIER (TYPE F, TYPE 2)
(TYPE F SHOWN)



PLAN VIEW

D CONNECTION

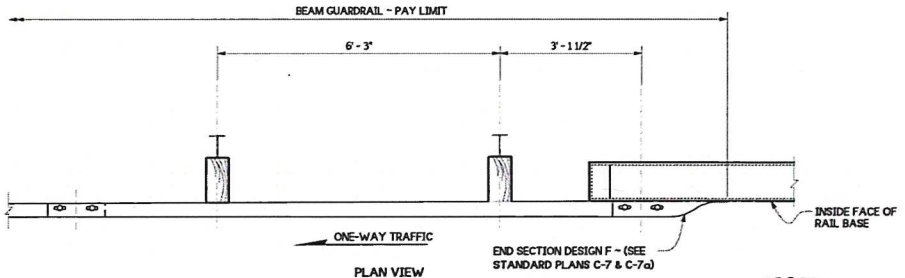
FOR VERTICAL WALLS, SINGLE SLOPE BRIDGE RAIL, SINGLE SLOPE CONCRETE BARRIER, TAPERED SAFETY SHAPE BRIDGE RAIL (TYPE F OR TYPE 2), AND TAPERED SAFETY SHAPE CONCRETE BARRIER WITH ANCHORS (TYPE F, TYPE 2)
(TAPERED SAFETY SHAPE BARRIER SHOWN)



PLAN VIEW

B CONNECTION

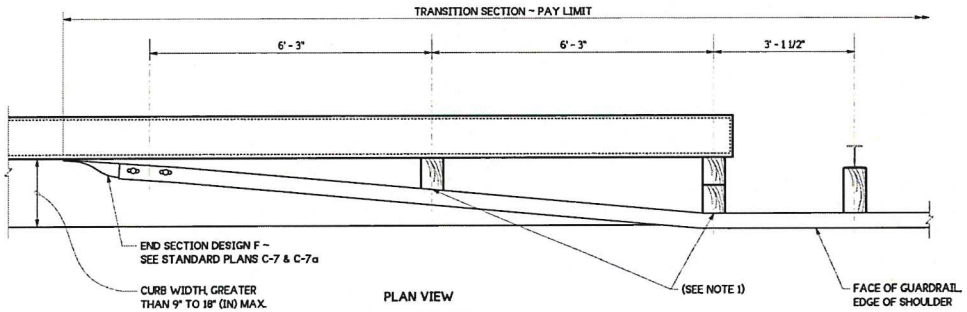
FOR BRIDGE RAILS WITH CURBS 9" (IN) OR LESS, UNTAPERED SAFETY SHAPE BRIDGE RAIL (TYPE F, TYPE 2), AND UNTAPERED SAFETY SHAPE CONCRETE BARRIER WITH ANCHORS (TYPE F, TYPE 2).



PLAN VIEW

F CONNECTION

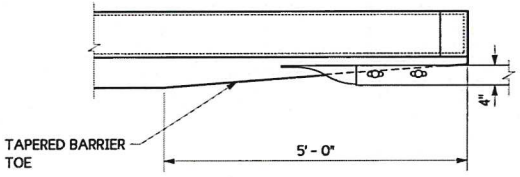
FOR ALL BRIDGE RAIL AND CONCRETE BARRIER TYPES LOCATED ON TRAILING ENDS OF ONE-WAY TRAFFIC ROADWAYS



PLAN VIEW

C CONNECTION

FOR BRIDGE RAILS WITH CURBS BETWEEN 9" AND 18" (IN)



PLAN VIEW

TAPERED BARRIER TOE DETAIL

NOTES

1. Attach guardrail to bridge rail or concrete barrier with 7/8" (in) diameter bolts with resin-bonded anchors per Standard Specification, Section 9-06.4.
2. Do not damage existing reinforcement. Core drilling allowed if existing reinforcement is located prior to drilling. Roughen edges of core drilled holes.
3. If the last guardrail post is 3" (in) or less from the end of the bridge barrier, this attachment and blockout is not necessary.
4. See Bridge Plans for additional connection details.
5. Wood blocks shown. Blocks of alternate material may be used. See Standard Specification, Section 9-16.3 (2).
6. Steel posts shown. Timber posts may be used.

TIMOTHY J MOECKEL
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REGISTERED
PROFESSIONAL ENGINEER

Jul 18, 2024

GUARDRAIL CONNECTION TO BRIDGE RAIL OR CONCRETE BARRIER

STANDARD PLAN C-24.10-05

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Mark A Dawes Jul 21, 2024

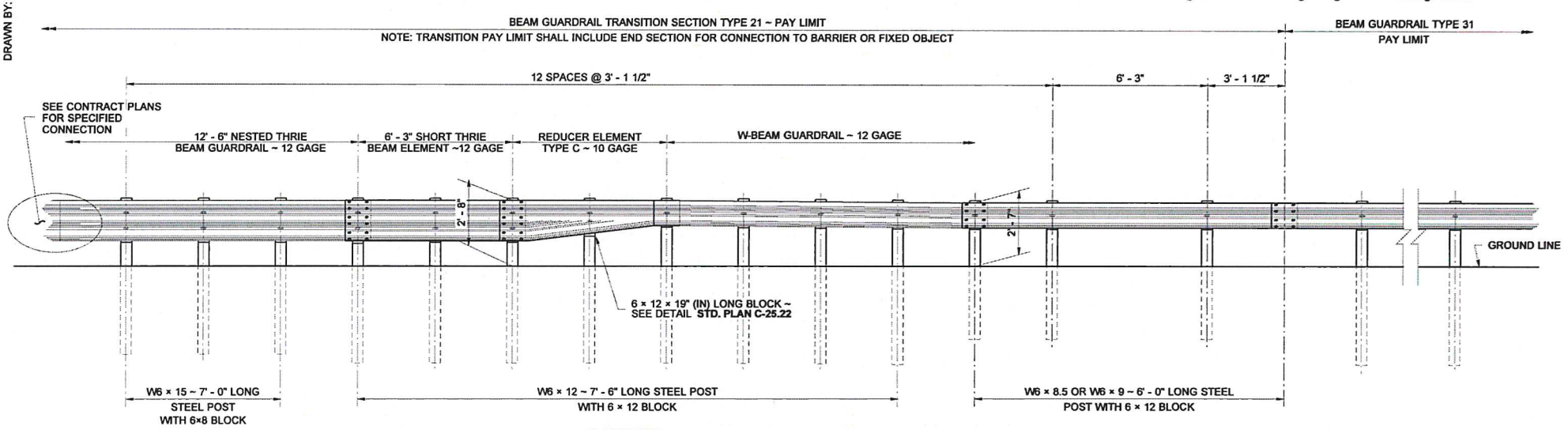
STATE DESIGN ENGINEER

Washington State Department of Transportation

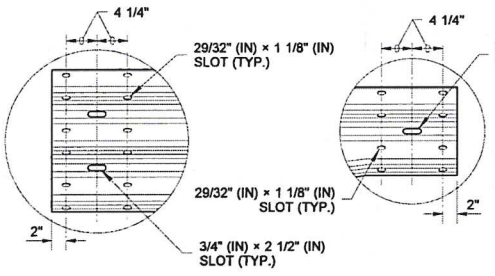
DRAWN BY: FERN LIDDELL

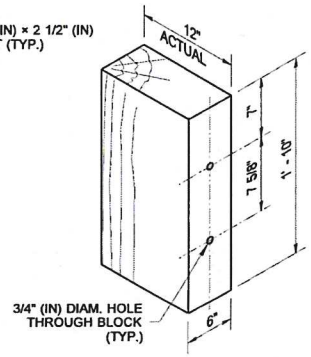
NOTES

1. This guardrail transition is for connection to a vertical concrete shape, a single slope, or a safety-shape barrier. The toe of the single slope and the safety-shape barrier shall be tapered or the barrier blocked out so that the toe of the barrier does not project past the face of the approach guardrail.
2. See **Standard Plan C-24.10** for details regarding connection to bridge rail or traffic barrier.
3. For details of typical components, see **Standard Plans C-1b** and **C-20.10.**
4. See **Standard Plans A-50.10 or A-50.40** for beam guardrail transition grading details at bridge ends.

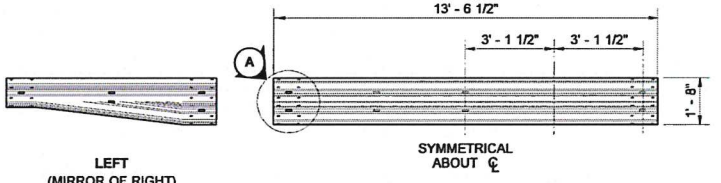


ELEVATION

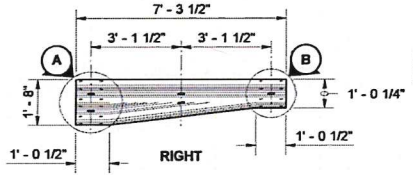




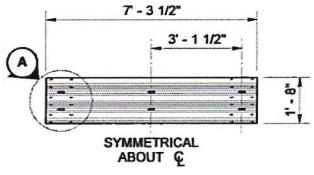
THRIE BEAM WOOD BLOCK



THRIE BEAM GUARDRAIL



REDUCER ELEMENT TYPE C



SHORT THRIE BEAM ELEMENT

Aug 17, 2021

BEAM GUARDRAIL (TYPE 31) TRANSITION SECTION TYPE 21

STANDARD PLAN C-25.20-07

SHEET 1 OF 1 SHEET

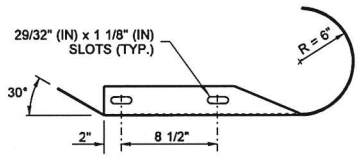
APPROVED FOR PUBLICATION

Aug 20, 2021

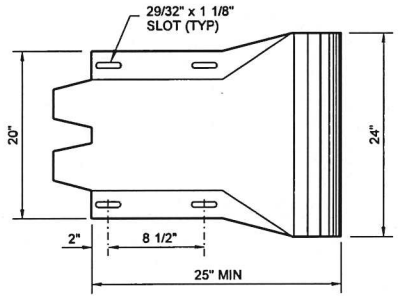
STATE DESIGN ENGINEER

Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

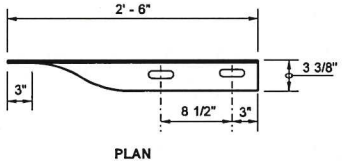


PLAN

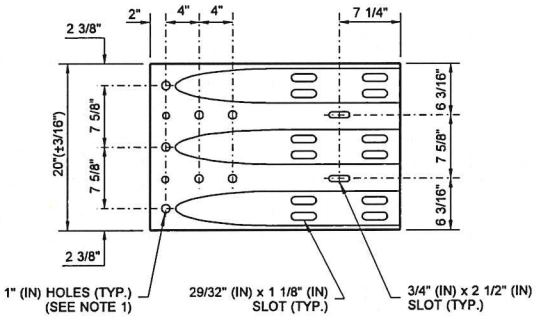


ELEVATION

DESIGN C (THRIE BEAM)



PLAN



ELEVATION

DESIGN F (THRIE BEAM)

(SEE NOTE 2)

NOTES

1. Attach guardrail to bridge rail or concrete barrier with 7/8" (in) diameter bolts (five minimum) **Standard Specification Section 9-06.5(4),** with thin slab ferrule inserts or resin bonded anchors. See the Contract Plans.

2. In cases where Design F End Section is lapped on the outside of the guardrail, a galvanized 1" (in) ID, 2" (in) OD, 0.134" (in) thick, narrow Type A Plain Washer or an anchor rail washer will be placed under the splice bolt heads.

JOHN PATRICK DONAHUE
STATE OF WASHINGTON
29023
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PROFESSIONAL ENGINEER

Sep 8, 2022

THRIE BEAM END SECTIONS

STANDARD PLAN C-7a

SHEET 1 OF 1 SHEET

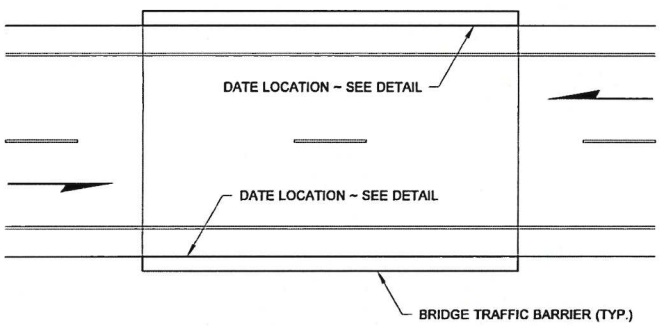
APPROVED FOR PUBLICATION

Mark Gaines (Sep 9, 2022 10:11 PDT)

Sep 8, 2022

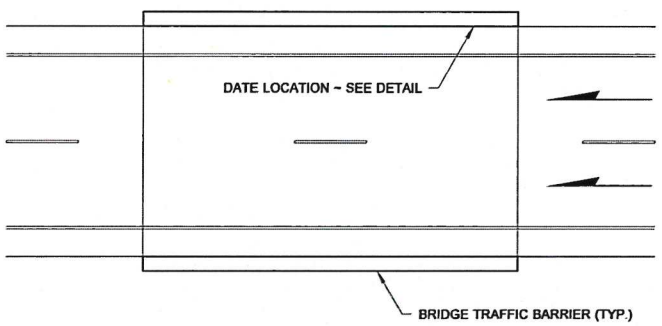
STATE DESIGN ENGINEER

Washington State Department of Transportation



PLAN VIEW

DATE LOCATION ON TWO-WAY BRIDGES

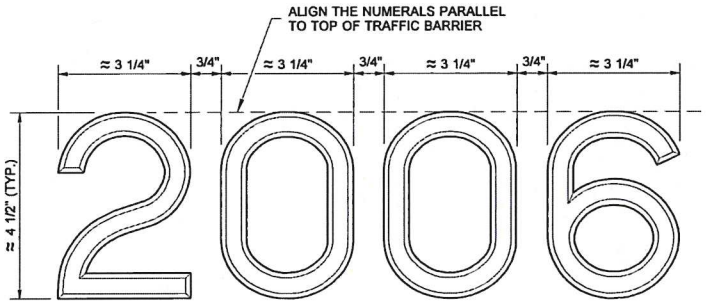


PLAN VIEW

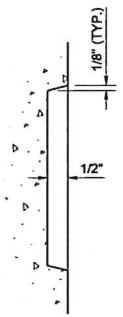
DATE LOCATION ON ONE-WAY BRIDGES

NOTES

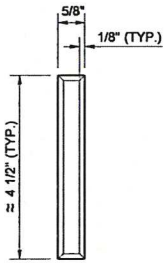
1. All numerals are approx. 3 1/4" wide except numeral "1" which is approx. 5/8" wide.
2. Spacing between the numeral "1" and any other numeral is 1". Spacing between all other numerals is 3/4".
3. Traffic Barrier Connections between the bridge and the approaching roadway vary and may consist of concrete barrier extensions. Install the Date Numerals on the traffic barrier of the bridge itself.



TYPICAL DATE NUMERALS

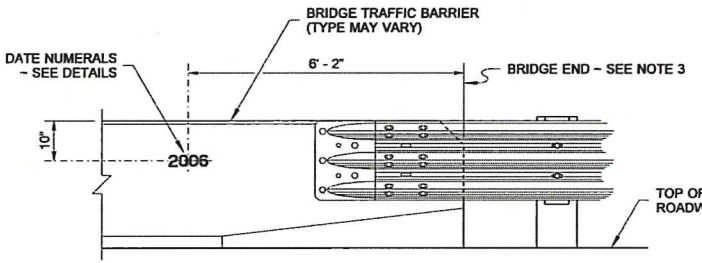


TYPICAL SECTION VIEW



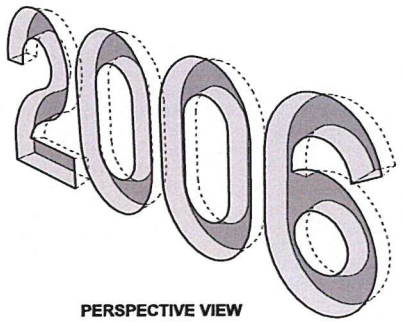
NUMERAL "1"

DATE NUMERAL DETAILS



ELEVATION VIEW

DATE LOCATION DETAIL



PERSPECTIVE VIEW

EXPIRES AUGUST 26, 2007

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNLESS ELECTRONICALLY SIGNED AND SEALED BY THE ENGINEER AND APPROVED FOR PUBLICATION. IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

DATE NUMERAL PLACEMENT ON BRIDGE TRAFFIC BARRIER STANDARD PLAN E-1

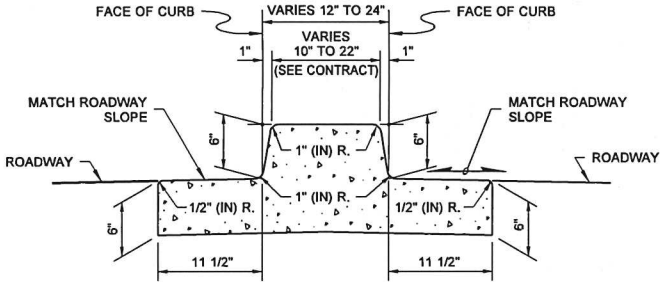
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

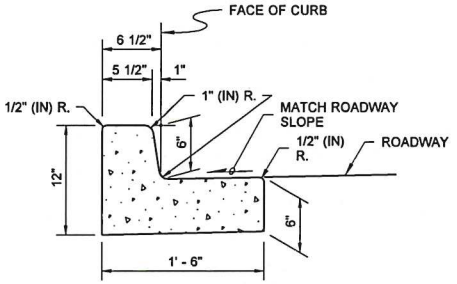
Ken L. Smith 02-21-07

STATE DESIGN ENGINEER — DATE

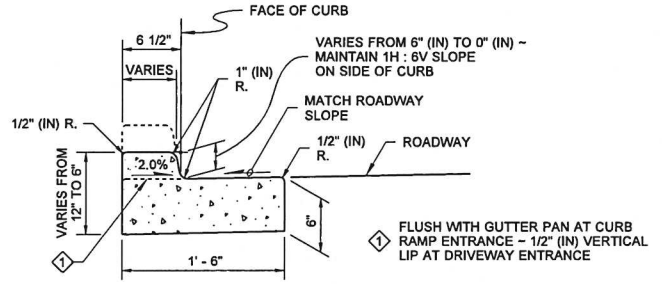
Washington State Department of Transportation



DUAL-FACED CEMENT CONCRETE TRAFFIC CURB AND GUTTER



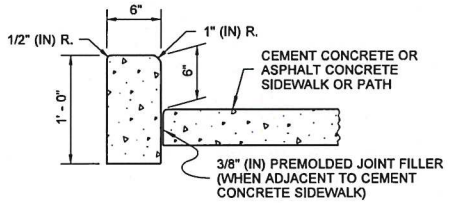
CEMENT CONCRETE TRAFFIC CURB AND GUTTER



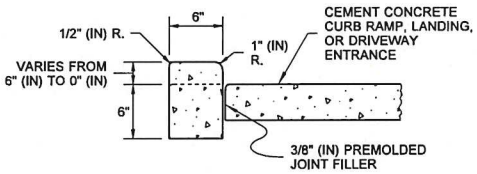
DEPRESSED CURB AND GUTTER SECTION

AT CURB RAMPS AND DRIVEWAY ENTRANCES

DRAWN BY: FERN LIDDELL



CEMENT CONCRETE PEDESTRIAN CURB

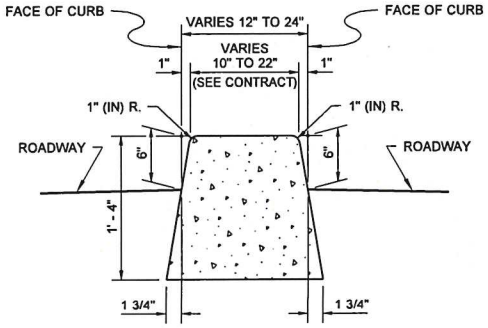


CEMENT CONCRETE PEDESTRIAN CURB

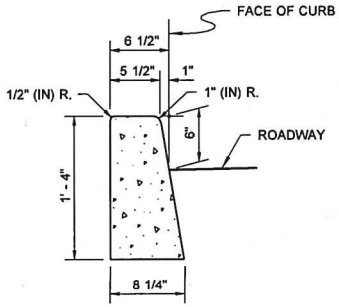
AT CURB RAMPS, LANDINGS, AND DRIVEWAY ENTRANCES

NOTE

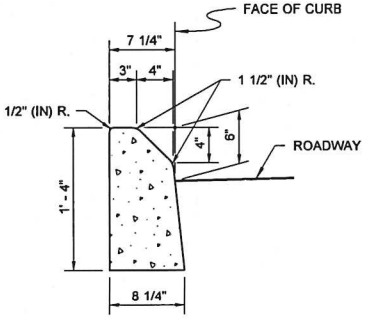
1. See **Standard Plan F-30.10** for Curb Expansion and Contraction Joint spacing. See **Standard Specification, Sections 8-04 and 9-04** for additional requirements.



DUAL-FACED CEMENT CONCRETE TRAFFIC CURB



CEMENT CONCRETE TRAFFIC CURB



MOUNTABLE CEMENT CONCRETE TRAFFIC CURB

Michael S Fleming

Digitally signed by Michael S Fleming
Date: 2020.09.24 07:39:38 -07'00'

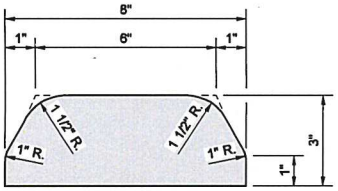
CEMENT CONCRETE CURBS

STANDARD PLAN F-10.12-04

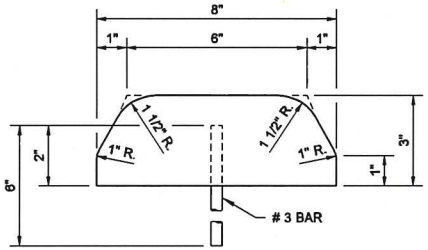
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Date: 2020.09.24 07:57:43 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: BILL BERENS



TYPE 1
(HOT MIX ASPHALT)



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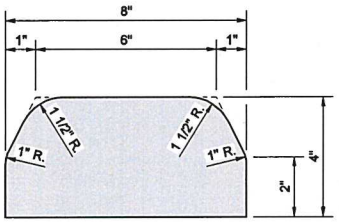
(CEMENT CONCRETE)



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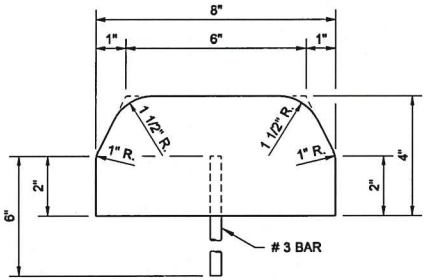
(HOT MIX ASPHALT)



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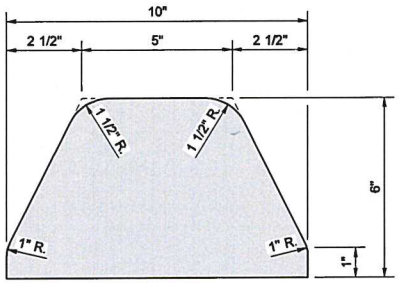

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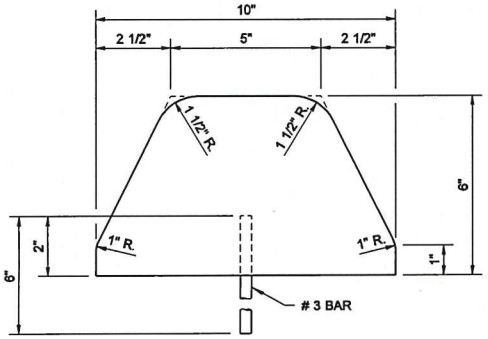

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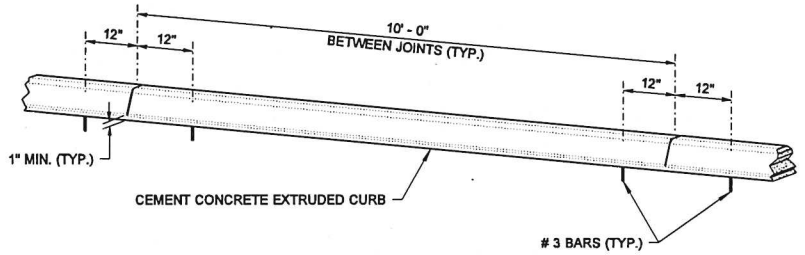
(CEMENT CONCRETE)



SPACING OF ANCHOR BARS
(FOR TYPES 4, 5, AND 6)

NOTE

JOINTS MAY BE FORMED DURING INSTALLATION USING A RIGID DIVIDER OR SAWCUT AFTER CONCRETE CURES TO MINIMUM STRENGTH.

KEN LEROY SMITH
STATE OF WASHINGTON
31805
REGISTERED
PROFESSIONAL ENGINEER
EXPIRES AUGUST 26, 2007

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNLESS IT BEARS THE ORIGINAL SEAL AND SIGNATURE OF THE ENGINEER AND APPROVED FOR PUBLICATION. IT IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

EXTRUDED CURB

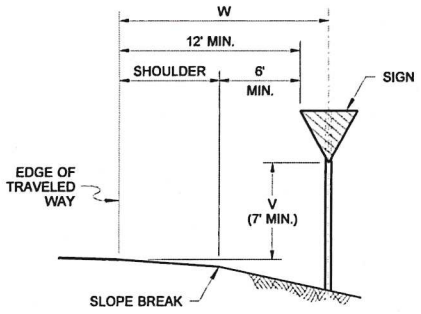
STANDARD PLAN F-10.42-00

SHEET 1 OF 1 SHEET

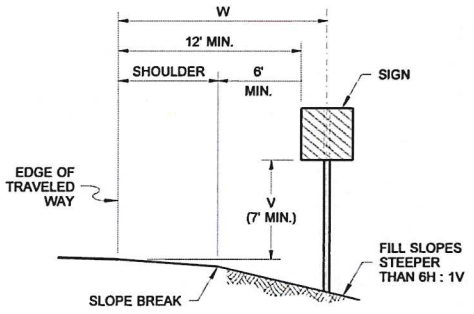
APPROVED FOR PUBLICATION

Ken L. Smith — STATE DESIGN ENGINEER
01-23-07 — DATE

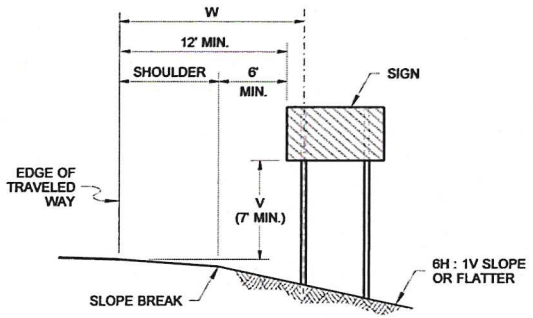
Washington State Department of Transportation



SIGN INSTALLATION IN FILL SECTION

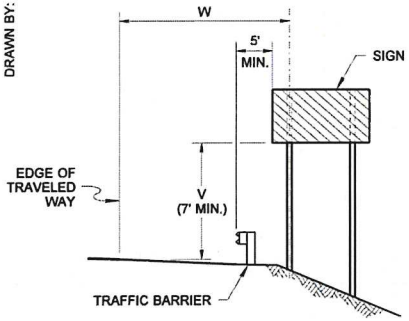


SIGN INSTALLATION ON STEEP FILL SLOPES

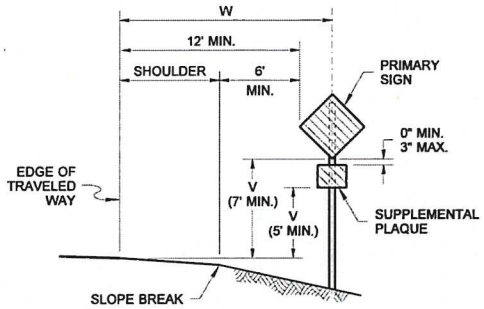


MULTIPLE SIGN POST INSTALLATION IN FILL SECTION

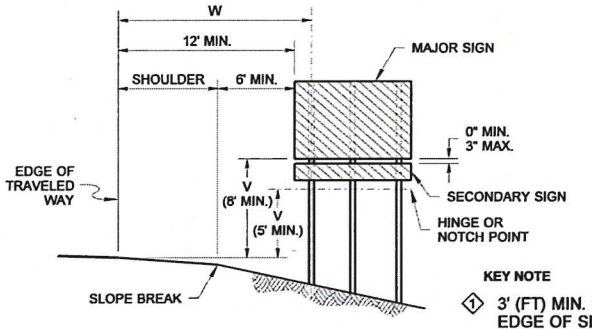
DRAWN BY: FERN LIDDELL



SIGN INSTALLATION BEHIND TRAFFIC BARRIER



SIGN WITH SUPPLEMENTAL PLAQUE INSTALLATION IN FILL SECTION



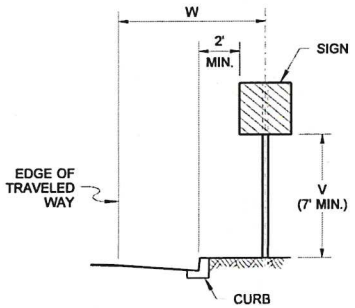
GUIDE OR DIRECTIONAL SIGN WITH SECONDARY SIGN INSTALLATION ON EXPRESSWAYS AND FREEWAYS

NOTES

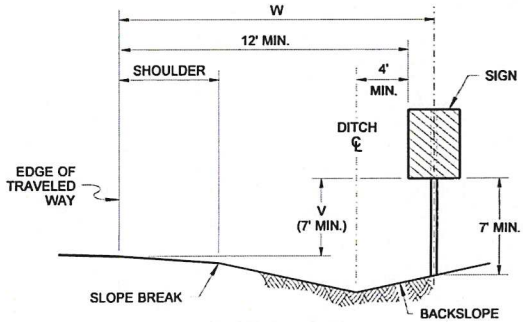
1. Refer to the Sign Specification Sheet of the Contract for the 'V' and 'W' distances.
2. The minimum vertical distance from the bottom of the sign to the ground shall not be less than 7' (ft) for signs located within the Design Clear Zone.

KEY NOTE

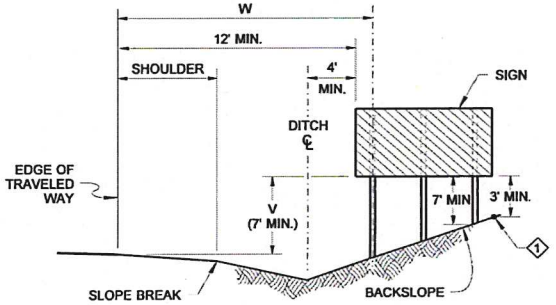
① 3' (FT) MIN. FROM ANY POINT ALONG BOTTOM EDGE OF SIGN PANEL TO THE GROUND



SIGN INSTALLATION IN CURB SECTION



SIGN INSTALLATION IN DITCH SECTION



MULTIPLE SIGN POST INSTALLATION IN DITCH SECTION

Aug 20, 2021

GROUND MOUNTED SIGN PLACEMENT

STANDARD PLAN G-20.10-03

SHEET 1 OF 1 SHEET

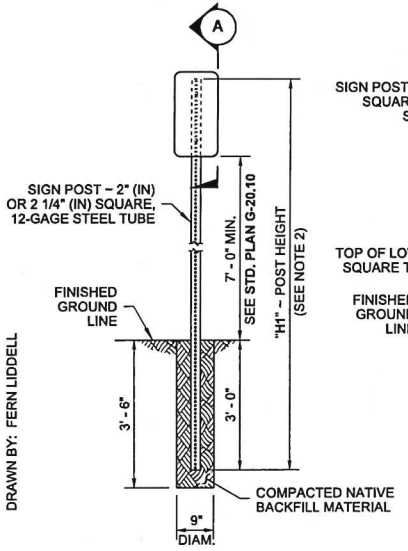
APPROVED FOR PUBLICATION

Aug 20, 2021

STATE DESIGN ENGINEER

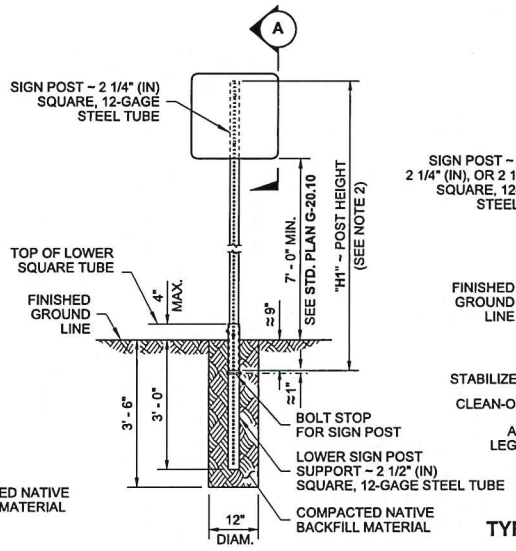
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL



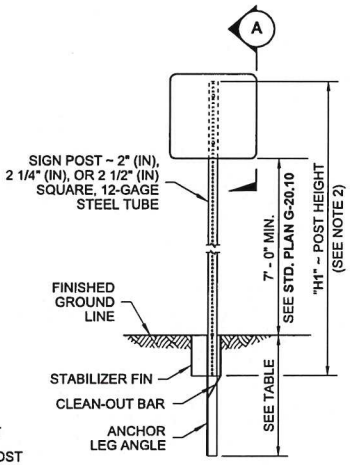
ELEVATION

TYPE ST-1 SIGN SUPPORT



ELEVATION

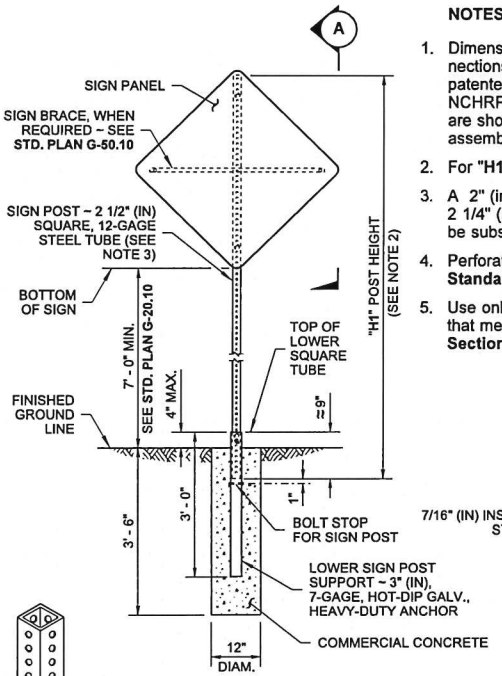
TYPE ST-2 SIGN SUPPORT



ELEVATION

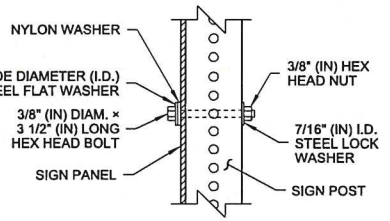
TYPE ST-3 SIGN SUPPORT

BURIED DEPTH	POST SIZE
2' - 6"	2", 2 1/4"
3' - 0"	2 1/2"

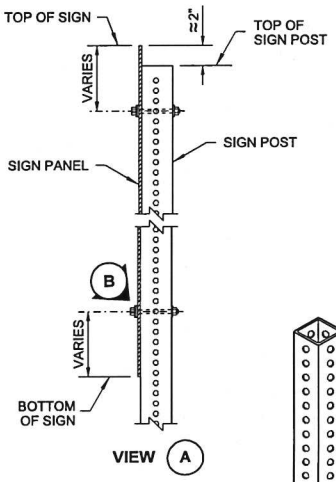


ELEVATION

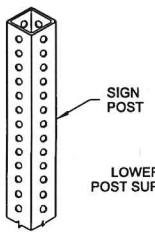
TYPE ST-4 SIGN SUPPORT



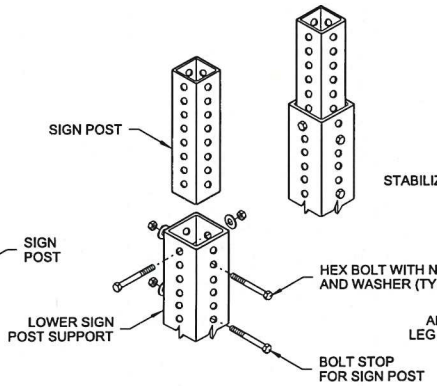
DETAIL (B)



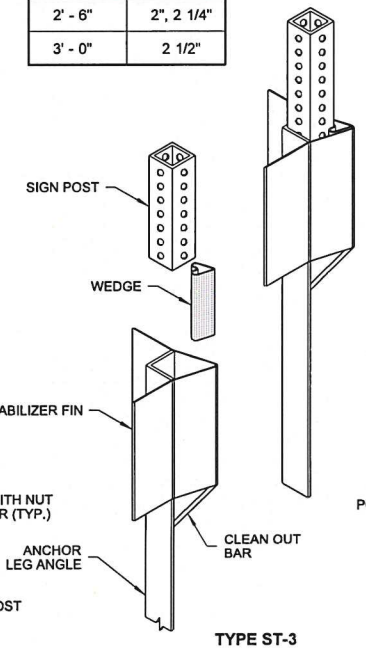
VIEW (A)



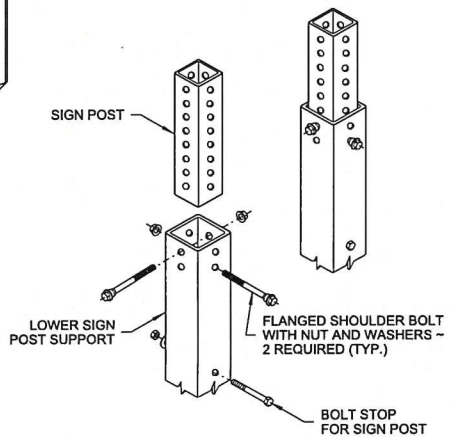
TYPE ST-1



TYPE ST-2



TYPE ST-3



TYPE ST-4

NOTES

1. Dimensions for the parts used to assemble the base connections are intentionally not shown. Base connections are patented, manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are shown on this plan only to illustrate how the parts are assembled.
2. For **"H1"**, refer to the Sign Specification Sheet in the Contract.
3. A 2" (in) post with a 2 1/4" (in) PSST anchor or a 2 1/4" (in) post with a 2 1/2" (in) PSST anchor may be substituted. See Contract Plans.
4. Perforated square steel post shall meet the requirements of **Standard Specification, Section 9-06.**
5. Use only base connection manufacturer supplied hardware that meets the requirements of **Standard Specification, Sections 9-06** and **9-28.**

JOHN C. NISBET
STATE OF WASHINGTON
29115
REGISTERED
PROFESSIONAL ENGINEER

Nisbet, John
Aug 5 2019 1:46 PM

STEEL SIGN SUPPORT TYPES ST-1 - ST-4 INSTALLATION DETAILS STANDARD PLAN G-24.50-05

SHEET 1 OF 1 SHEET

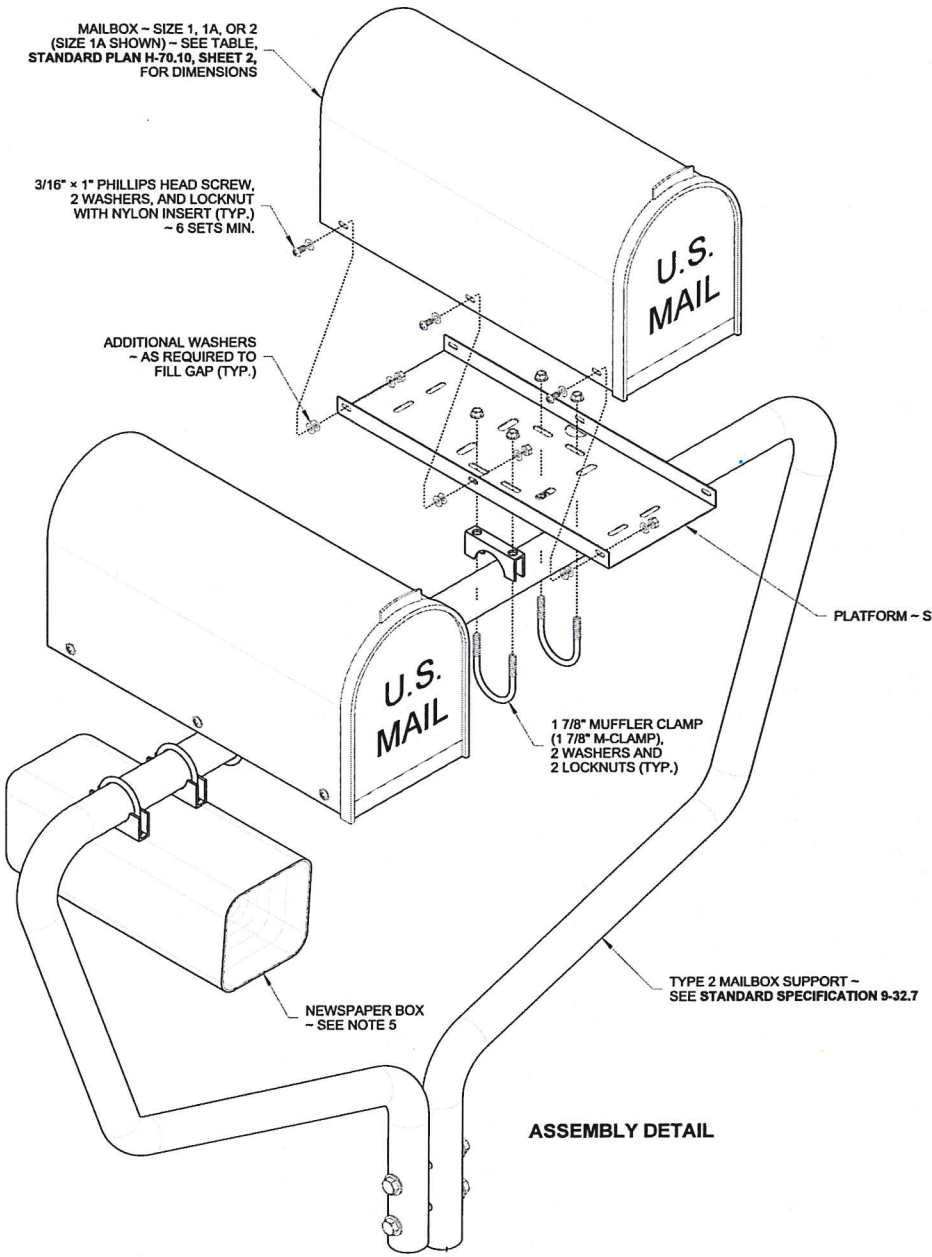
APPROVED FOR PUBLICATION

Roark, Steve
Aug 7 2019 11:54 AM

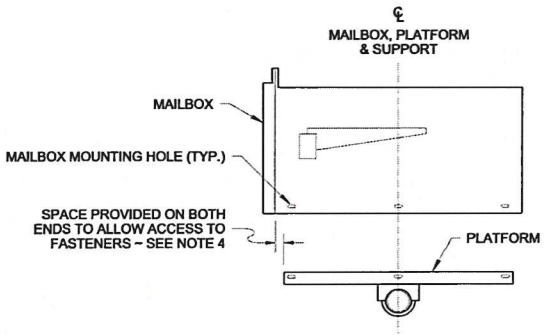
STATE DESIGN ENGINEER

Washington State Department of Transportation

DRAWN BY: MARK SUJKA



ASSEMBLY DETAIL



ALIGNMENT DETAIL

SEE NOTE 4

NOTES

1. The anchoring system shall meet MASH crash test criteria. The V-wing socket and wedge assembly installed in a concrete base as detailed in this plan is deemed MASH compliant by WSDOT. Other MASH compliant anchoring systems manufactured by or recommended by the Type 2 support manufacturer are allowed to be used in lieu of the V-wing socket and wedge assembly.

2. A maximum of five mailboxes may be installed on a Type 2 Support. The combined weight of the empty mailboxes shall not exceed 30 LBs. If different sized mailboxes are used on a Type 2 support, the center position mailboxes must either be the same size as the edge position mailboxes or larger than the edge position mailboxes.

3. The Platform design shown in this plan is detailed in the PLATFORM DETAIL, **Standard Plan H-70.10, Sheet 2**. The design features slots that accomodate several types of mailbox supports; only those slots necessary for assembling the type being installed are required. An adjustable platform may be used in lieu of this platform design. Adjustable platforms must fit the 1 7/8" (in) M-Clamp.

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

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

JOHN PATRICK DONAHUE
STATE OF WASHINGTON
29023
REGISTERED PROFESSIONAL ENGINEER

Aug 17, 2021

MAILBOX SUPPORT TYPE 2

STANDARD PLAN H-70.20-02

SHEET 1 OF 2 SHEETS

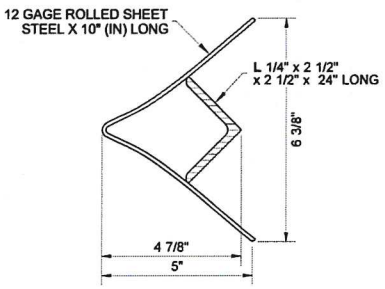
APPROVED FOR PUBLICATION

Aug 17, 2021

STATE DESIGN ENGINEER

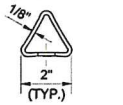
Washington State Department of Transportation

DRAWN BY: MARK SUJKA

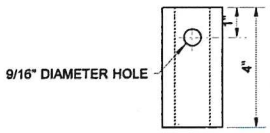


TOP

V-WING SOCKET DETAIL

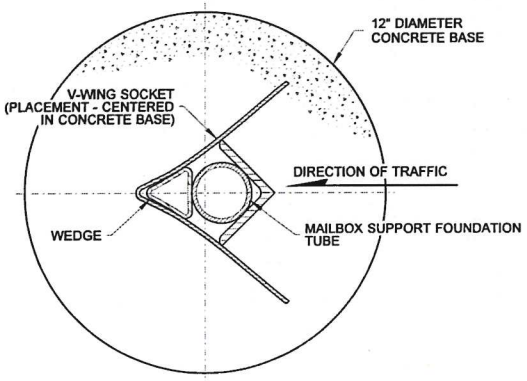


TOP



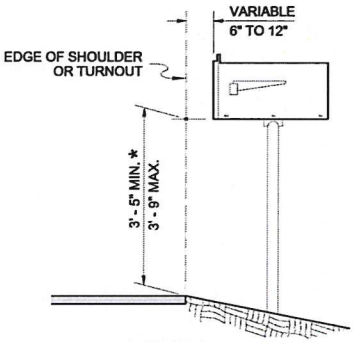
ELEVATION

WEDGE DETAIL

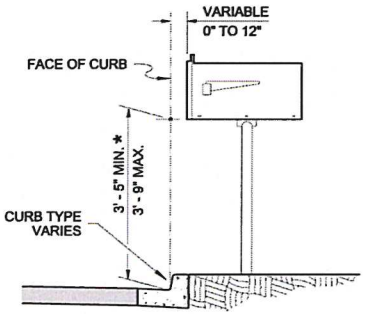


SECTION (A)

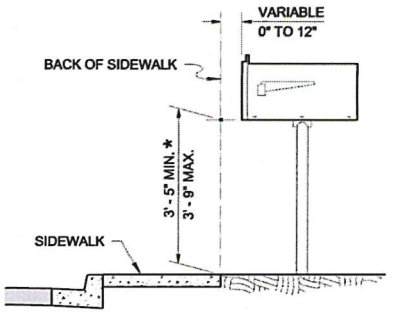
V-WING SOCKET AND WEDGE ASSEMBLY DETAIL
(PLACEMENT - TOP OF ASSEMBLY
FLUSH WITH CONCRETE BASE SURFACE)



AT EDGE OF SHOULDER



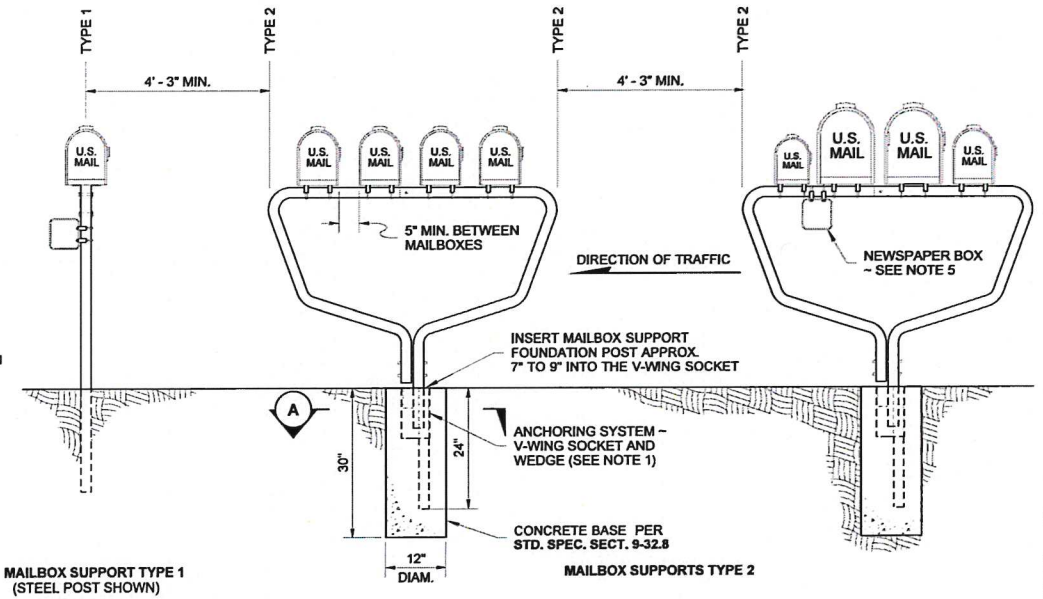
BEHIND CURB



BEHIND SIDEWALK

* UNLESS OTHERWISE SHOWN IN THE PLANS

MAILBOX PLACEMENT SECTIONS



MAILBOX SUPPORT TYPE 1
(STEEL POST SHOWN)
FOR DETAILS,
SEE **STANDARD PLAN H-70.10**

MAILBOX SUPPORTS TYPE 2

SPACING DETAIL

JOHN PATRICK DONAHUE
STATE OF WASHINGTON
29023
REGISTERED
PROFESSIONAL ENGINEER

Aug 17, 2021

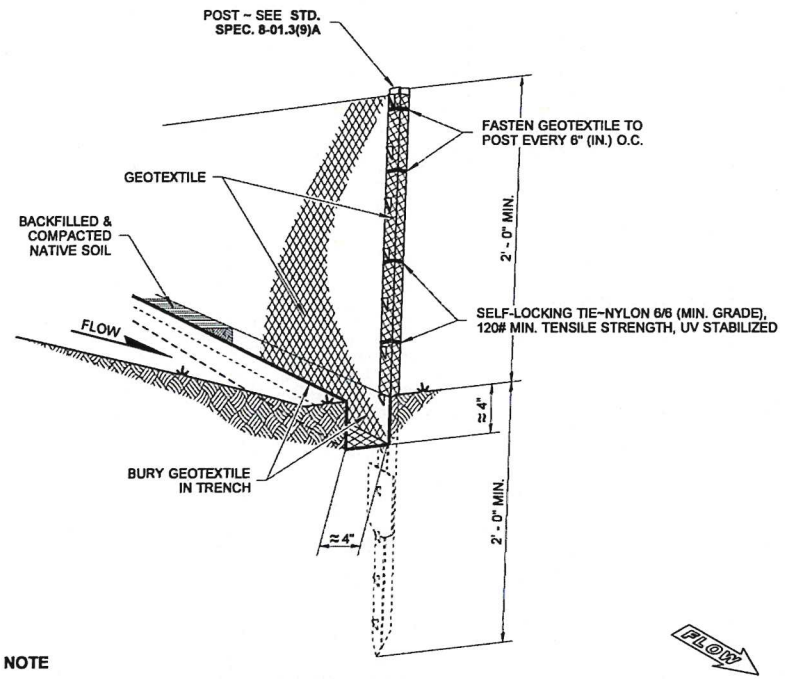
MAILBOX SUPPORT TYPE 2

STANDARD PLAN H-70.20-02

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
Aug 17, 2021
STATE DESIGN ENGINEER
Washington State Department of Transportation

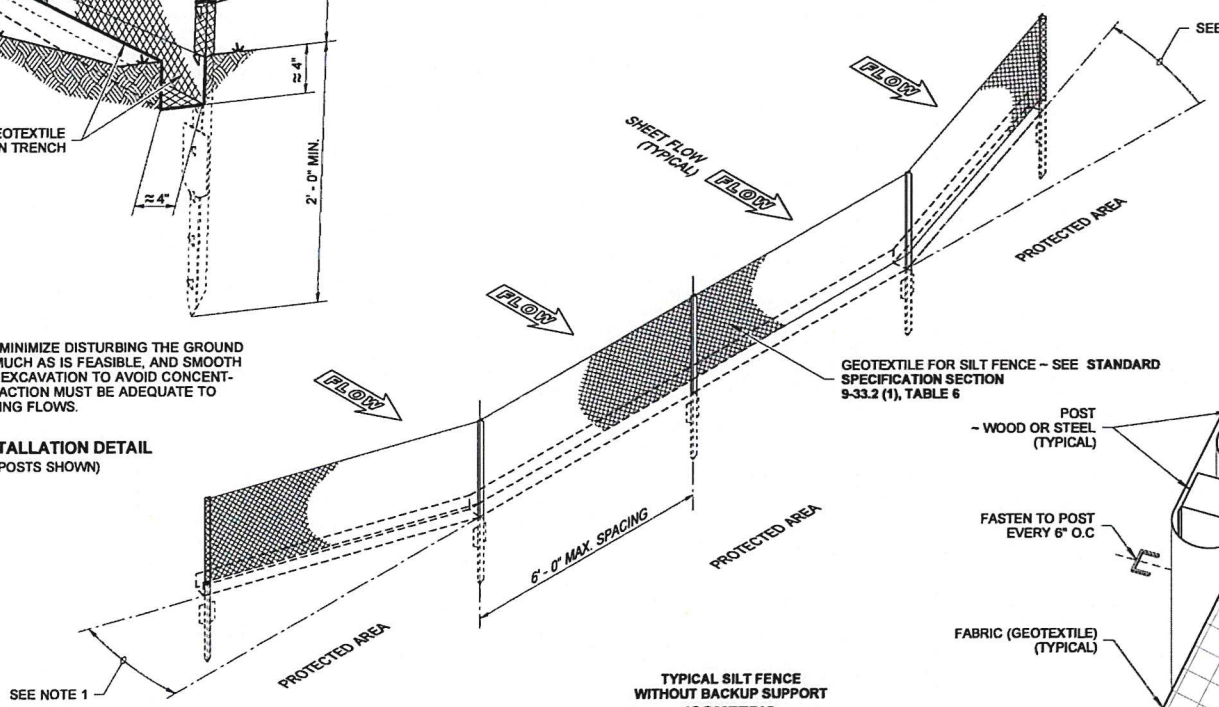
DRAWN BY: BILL BERENS



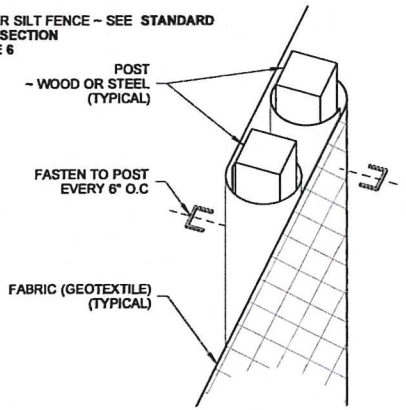
NOTE

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

TYPICAL INSTALLATION DETAIL
(STEEL POSTS SHOWN)



TYPICAL SILT FENCE WITHOUT BACKUP SUPPORT
ISOMETRIC
(STEEL POSTS SHOWN)



SPLICED FENCE SECTIONS SHALL BE CLOSE ENOUGH TOGETHER TO PREVENT SILT LADEN WATER FROM ESCAPING THROUGH THE FENCE AT THE OVERLAP.

SPLICE DETAIL
(WOOD POSTS SHOWN)

NOTES

1. Install the ends of the silt fence to point slightly upslope to prevent sediment from flowing around the ends of the fence.
2. Perform maintenance in accordance with **Standard Specifications 8-01.3(9)A and 8-01.3(15).**
3. Splices shall never be placed in low spots or sump locations. If splices are located in low or sump areas, the fence may need to be reinstalled unless the Project Engineer approves the installation.
4. Install silt fencing parallel to mapped contour lines.

STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
SANDRA L. SALISBURY
CERTIFICATE NO. 000860

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST

SILT FENCE

STANDARD PLAN I-30.15-02

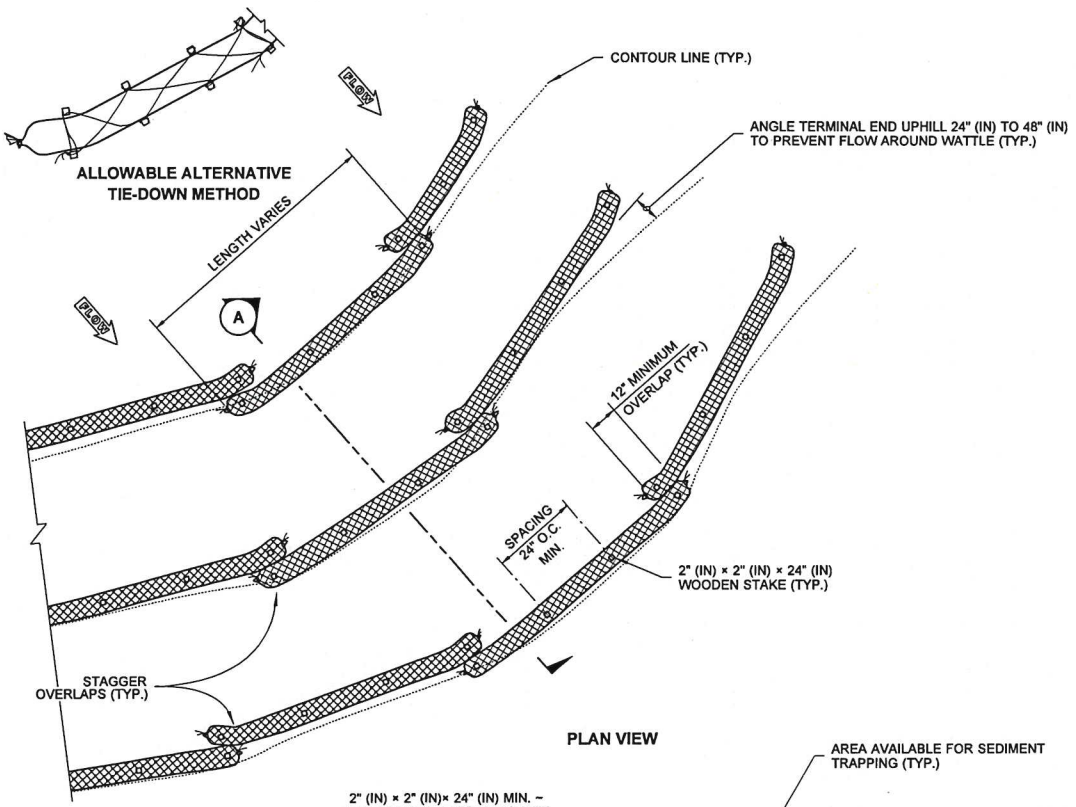
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

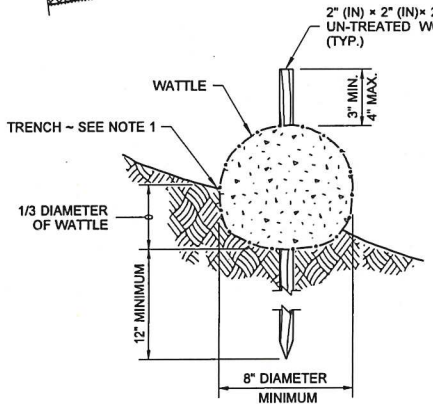
Pasco Bakotich III — STATE DESIGN ENGINEER — *3/22/13* — DATE

Washington State Department of Transportation

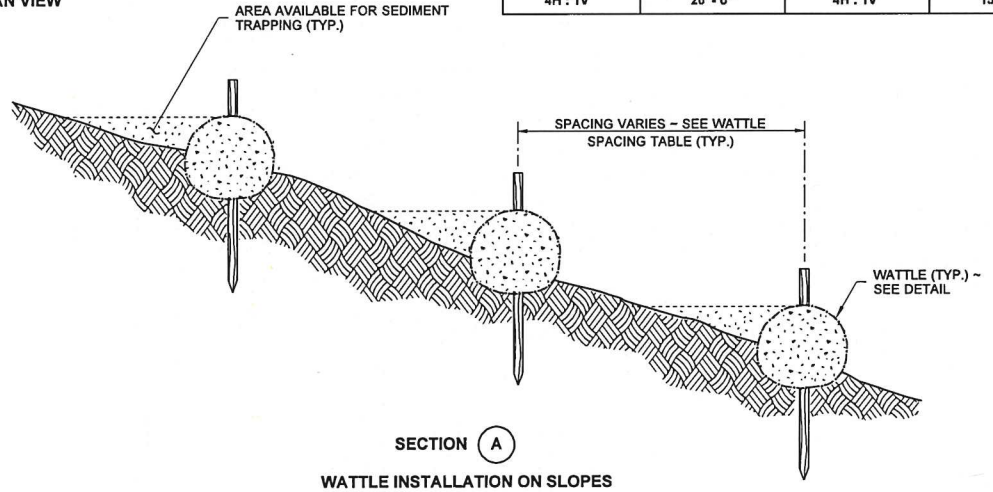
DRAWN BY: FERN LIDDELL



PLAN VIEW



WATTLE DETAIL



SECTION (A)

WATTLE INSTALLATION ON SLOPES

NOTES

1. Wattles shall be in accordance with **Standard Specification, Section 9-14.5(5).** Install Wattles along contours. Installation shall be in accordance with **Standard Specification, Section 8-01.3(10).**
2. Securely knot each end of Wattle. Overlap adjacent Wattle ends 12" (in) behind one another and securely tie together.
3. Compact excavated soil and trenches to prevent undercutting. Additional staking may be necessary to prevent undercutting.
4. Install Wattle perpendicular to flow along contours.
5. Wattles shall be inspected regularly, and immediately after a rainfall produces runoff, to ensure they remain thoroughly entrenched and in contact with the soil.
6. Perform maintenance in accordance with **Standard Specification, Section 8-01.3(15).**
7. Refer to **Standard Specification, Section 8-01.3(16)** for removal.

WATTLE SPACING TABLE			
TEMPORARY		PERMANENT	
8" - 10" OR 10" - 12" DIAM.		10" - 12" DIAM.	
SLOPE	MAX. SPACING	SLOPE	MAX. SPACING
1H : 1V	5' - 0"	-	-
2H : 1V	10' - 0"	2H : 1V	5' - 0"
3H : 1V	15' - 0"	3H : 1V	10' - 0"
4H : 1V	20' - 0"	4H : 1V	15' - 0"

STATE OF WASHINGTON · JULI DEE HARTWIG · NO. 1422 EXP. 06/21/2021 · LANDSCAPE ARCHITECT

Hartwig, Juli
Jun 4 2019 8:05 AM

WATTLE INSTALLATION ON SLOPE

STANDARD PLAN I-30.30-02

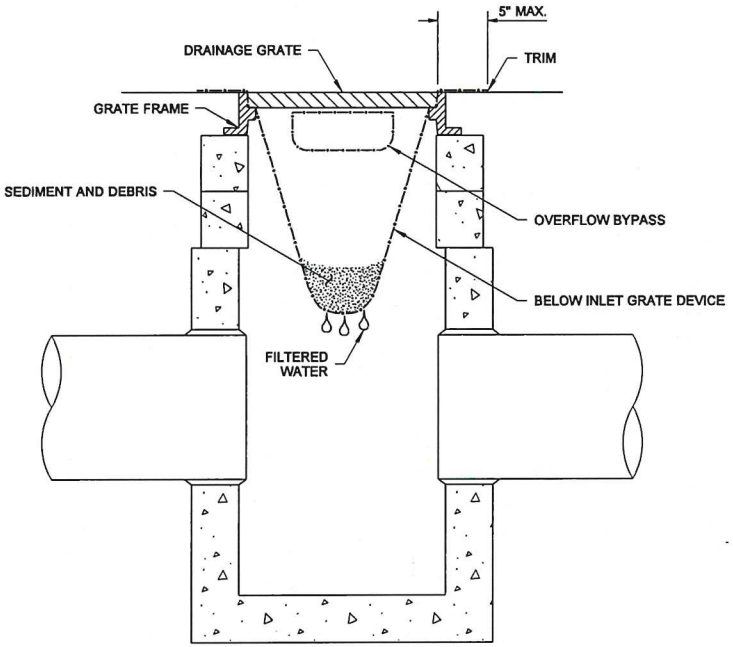
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Roark, Steve
Jun 12 2019 7:41 AM
STATE DESIGN ENGINEER
Washington State Department of Transportation

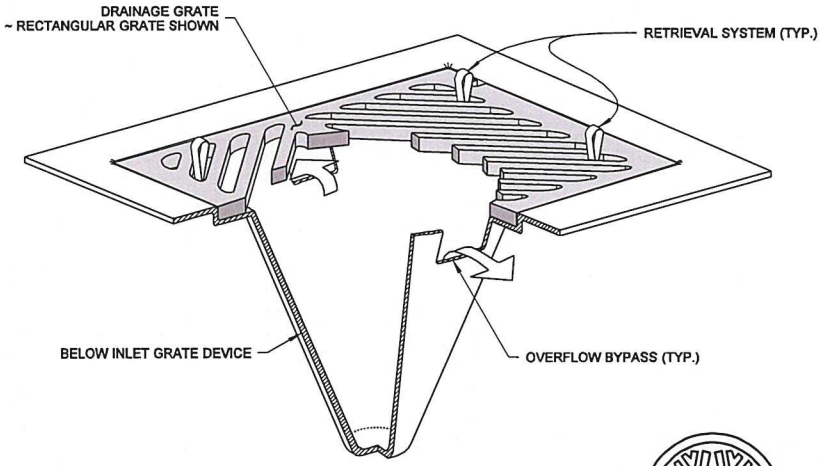
DRAWN BY: LISA CYFORD

NOTES

1. Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.
2. The BIGD shall have a built-in high-flow relief system (overflow bypass).
3. The retrieval system must allow removal of the BIGD without spilling the collected material.
4. Perform maintenance in accordance with Standard Specification 8-01.3(15).



SECTION VIEW
NOT TO SCALE



ISOMETRIC VIEW

STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT

MARK W. MAURER
CERTIFICATE NO. 000598

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STORM DRAIN INLET PROTECTION

STANDARD PLAN I-40.20-00

SHEET 1 OF 1 SHEET

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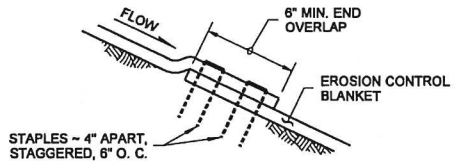
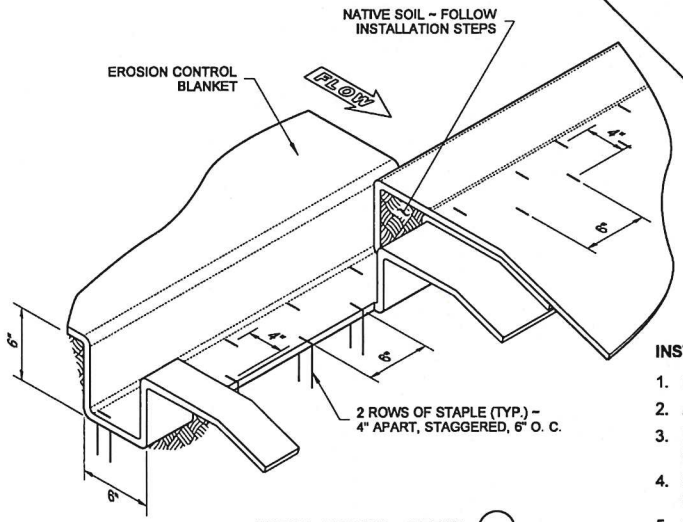
Pasco Bakotich III — STATE DESIGN ENGINEER
09-20-07 — DATE

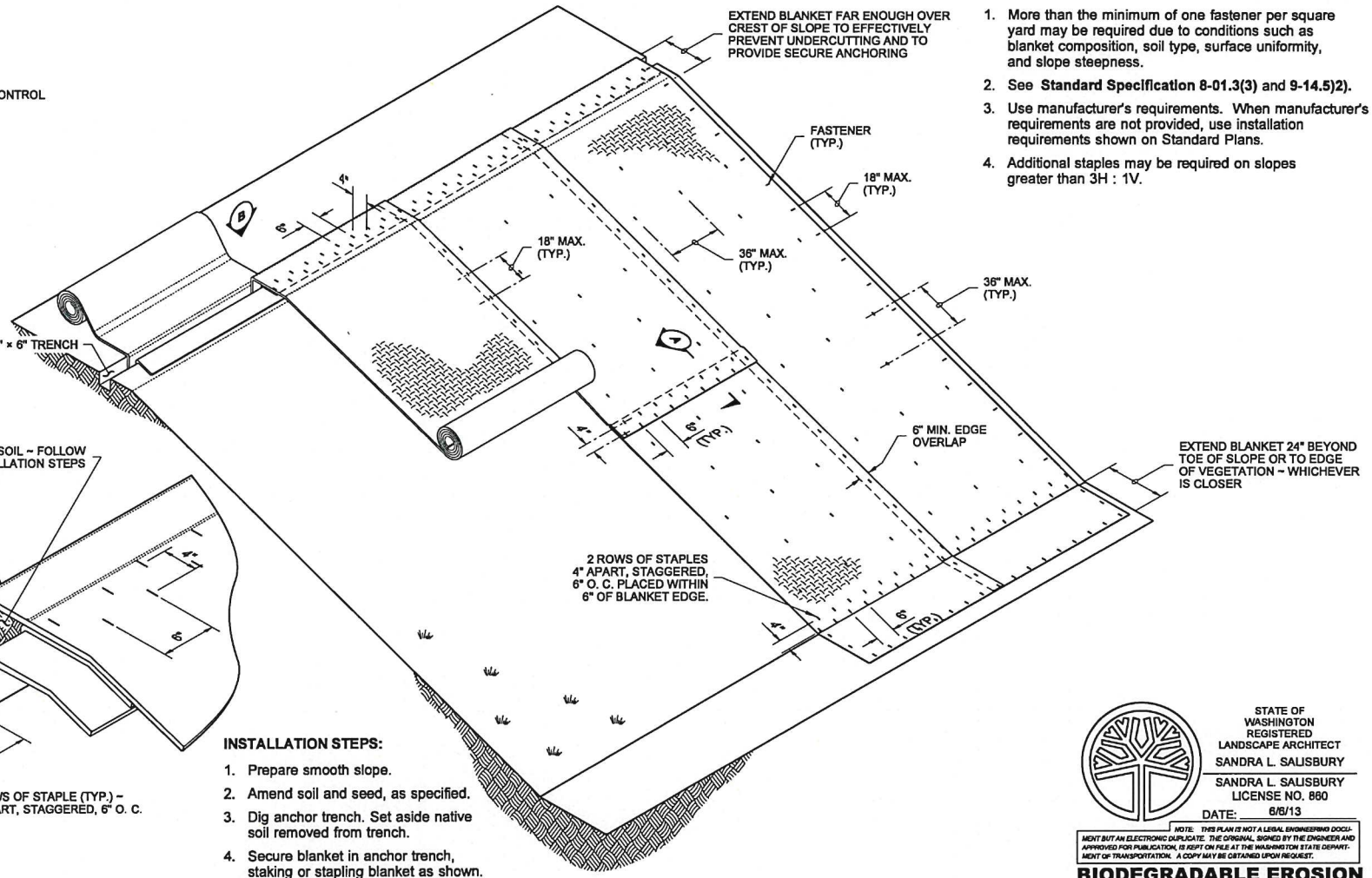
Washington State Department of Transportation



SHINGLE SPLICE ~ SECTION (A)



INITIAL ANCHOR ~ DETAIL (B)



ISOMETRIC VIEW

INSTALLATION STEPS:

1. Prepare smooth slope.
2. Amend soil and seed, as specified.
3. Dig anchor trench. Set aside native soil removed from trench.
4. Secure blanket in anchor trench, staking or stapling blanket as shown.
5. Replace native soil previously removed from trench.
6. Roll blanket down the slope in a controlled manner, taking care to remove excess slack, and taking care not to stretch blanket.
7. Stake or staple blanket as shown so there are no gaps between the blanket and the soil. Staple while unrolling blanket to minimize walking on blanket.

NOTES

1. More than the minimum of one fastener per square yard may be required due to conditions such as blanket composition, soil type, surface uniformity, and slope steepness.
2. See **Standard Specification 8-01.3(3)** and **9-14.5)2).**
3. Use manufacturer's requirements. When manufacturer's requirements are not provided, use installation requirements shown on Standard Plans.
4. Additional staples may be required on slopes greater than 3H : 1V.

DRAWN BY: LISA CYFORD

STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
SANDRA L. SALISBURY
SANDRA L. SALISBURY
LICENSE NO. 860
DATE: 6/6/13

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BIODEGRADABLE EROSION CONTROL BLANKET PLACEMENT FOR SLOPES

STANDARD PLAN I-60.10-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III — STATE DESIGN ENGINEER — *6/10/13* — DATE

Washington State Department of Transportation

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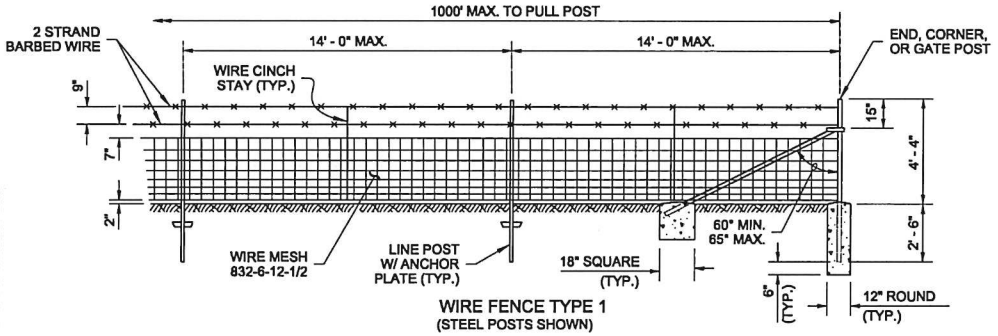
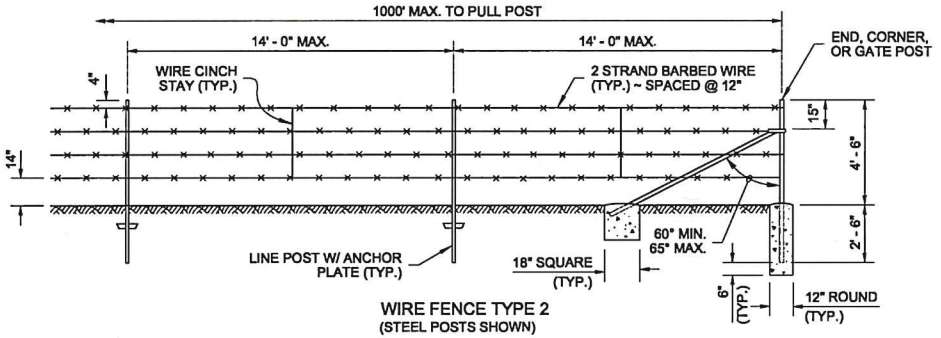


WIRE FENCE TYPE 1
(STEEL POSTS SHOWN)



WIRE FENCE TYPE 2
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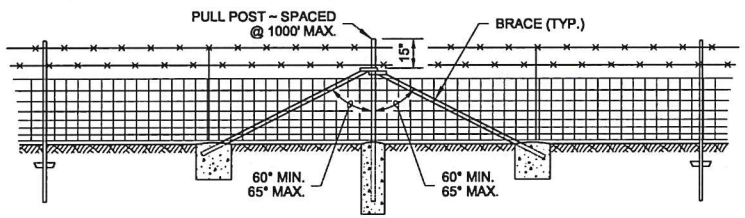
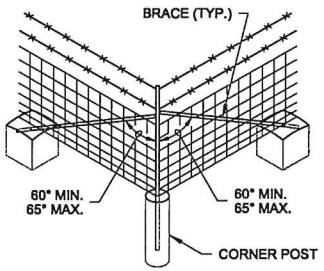


INTERMEDIATE BRACING/PULL POST
(SHOWN FOR WIRE FENCE TYPE 1)

NOTES

1. The bracing and pull post details for Wire Fence Type 2 are the same as for Type 1.
2. Attach the wire mesh to the posts using four fasteners. Three additional fasteners per post are required within and at the limits of sag conditions. Use additional fasteners on posts that mark the angle point of any sudden change in topography.
3. See Standard Specification 9-16.2(1) for wood post sizes. Wood anchors (for wood posts) shall be 2 × 4 lumber, 12" long minimum, and fastened with three 16d galvanized nails.



CORNER BRACING
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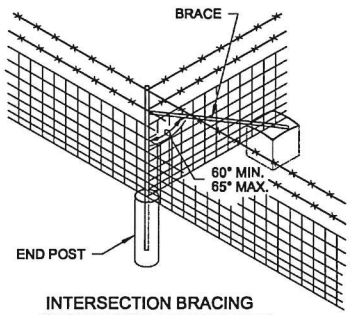
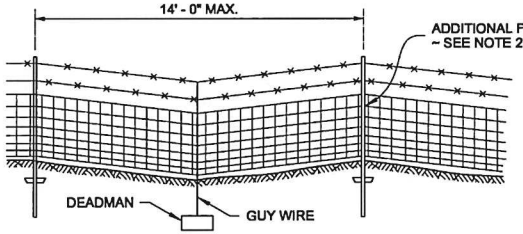


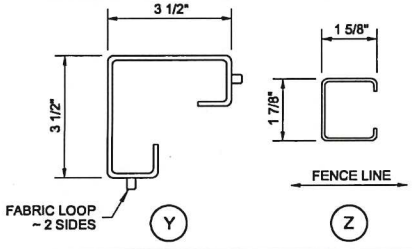
INTERSECTION BRACING
(SHOWN FOR WIRE FENCE TYPE 1)



GRADE DEPRESSION (SAG) DETAIL
(STEEL POSTS SHOWN)

POST SPECIFICATIONS				
POST	PIPE	ROLL FORMED		T-POST
	NOM. SIZE (SCH. 40) I.D.	SECTION	WEIGHT (lb/ft)	WEIGHT (lb/ft)
END, CORNER, OR PULL POST	2" DIAM.	(Y)	5.10	
LINE OR BRACE POST	2" DIAM.	(Z)	1.85	1.33

STEEL POSTS AND BRACES



EDWARD PATRICK BARRY
STATE OF WASHINGTON
34363
REGISTERED
PROFESSIONAL ENGINEER

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WIRE FENCE TYPES 1 & 2 AND WIRE GATES

STANDARD PLAN L-10.10-02

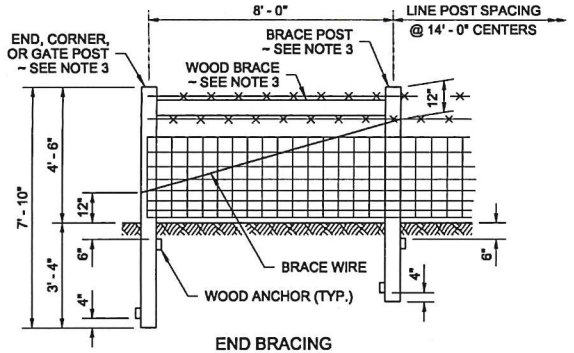
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

Pasco Bakotich III *06/21/12*

STATE DESIGN ENGINEER — DATE

Washington State Department of Transportation



END BRACING
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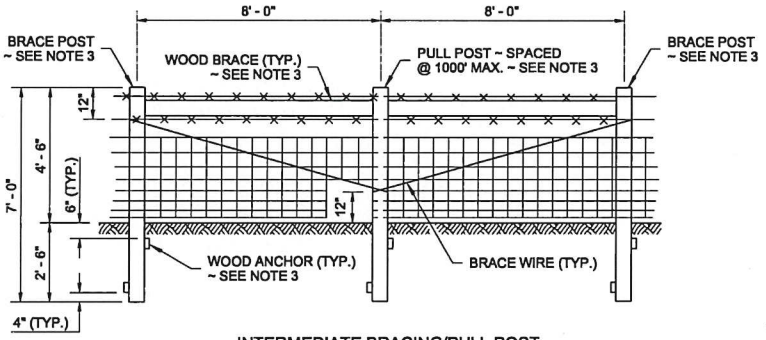
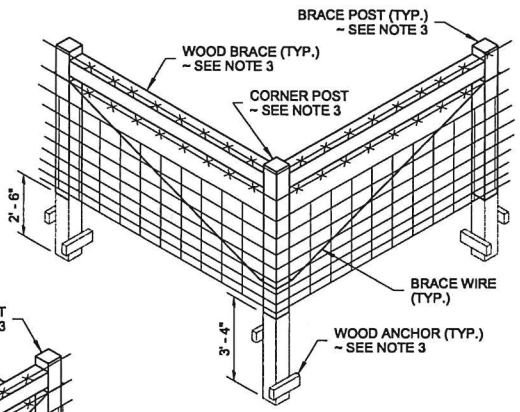


INTERMEDIATE BRACING/PULL POST
(WIRE FENCE TYPE 1 SHOWN)



CORNER BRACING
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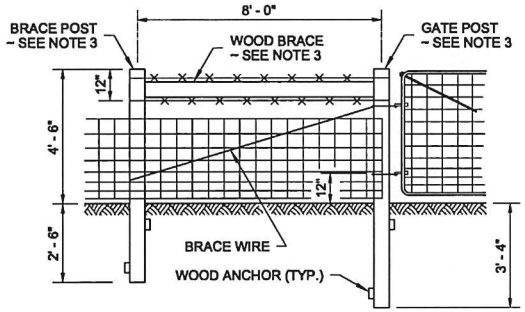
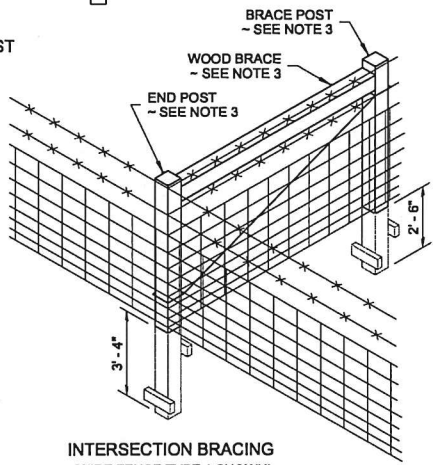


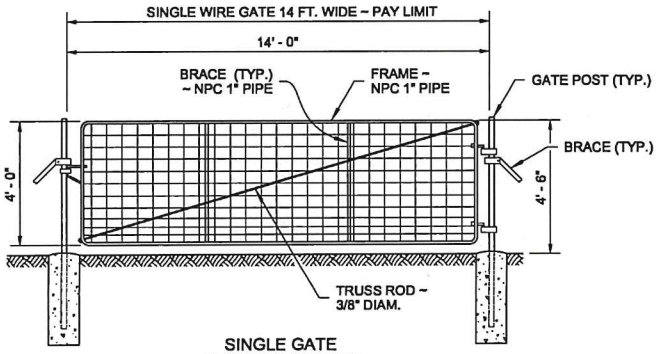
GATE BRACING
(WIRE FENCE TYPE 1 SHOWN)



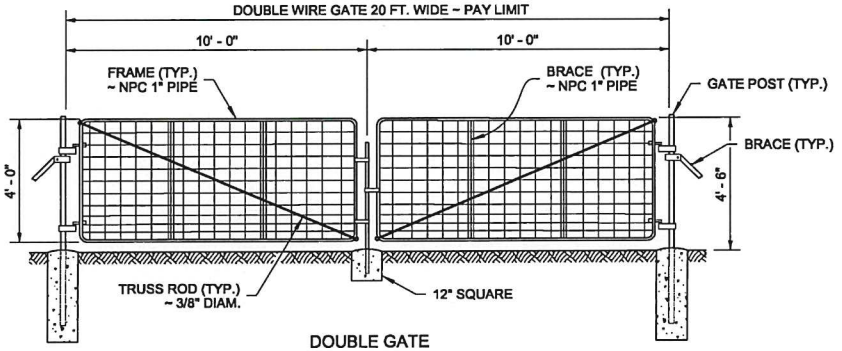
INTERSECTION BRACING
(WIRE FENCE TYPE 1 SHOWN)

WOOD POSTS AND BRACES

DRAWN BY: LISA CYFORD



SINGLE GATE
(STEEL POSTS SHOWN)



DOUBLE GATE
(STEEL POSTS SHOWN)

GATES

EDWARD PATRICK BARRY
STATE OF WASHINGTON
34363
REGISTERED
PROFESSIONAL ENGINEER

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WIRE FENCE TYPES 1 & 2 AND WIRE GATES

STANDARD PLAN L-10.10-02

SHEET 2 OF 2 SHEETS

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Pasco Bakotich III — STATE DESIGN ENGINEER — *06/21/12* — DATE

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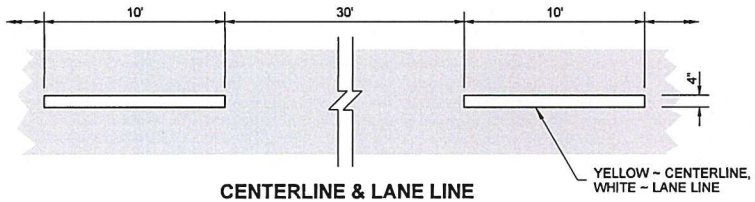
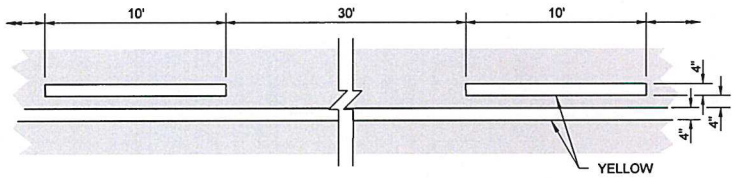
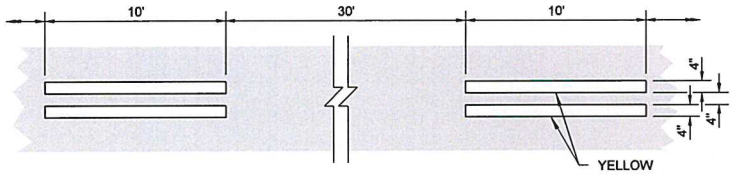


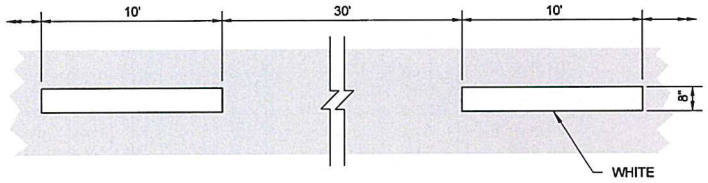
CENTERLINE & LANE LINE



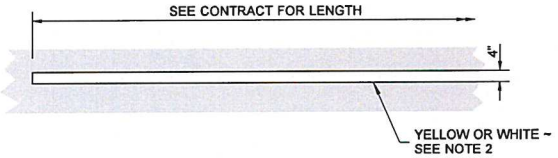
NO-PASS LINE & TWO-WAY LEFT-TURN CENTERLINE



REVERSIBLE LANE LINE



WIDE BROKEN LANE LINE

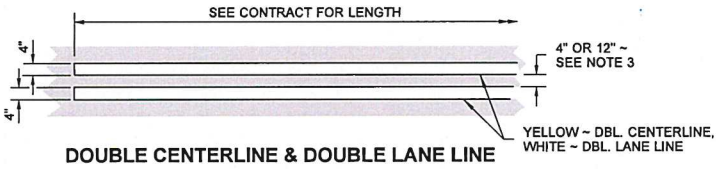


EDGE LINE & SOLID LANE LINE

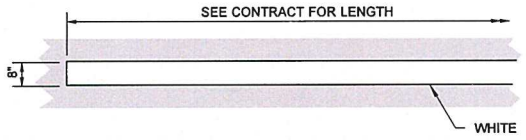
NOTES

1. Dotted Extension Line shall be the same color as the line it is extending.
2. Edge Line shall be white on the right edge of traveled way, and yellow on the left edge of traveled way (on one-way roadways). Solid Lane Line shall be white.
3. The distance between the lines of the Double Centerline shall be 12" everywhere, except 4" for left-turn channelization and narrow roadways with lane widths of 10 feet or less. Local Agencies (on non-state routes) may specify a 4" distance for all locations.

   The distance between the lines of the Double Lane Line shall be 4".

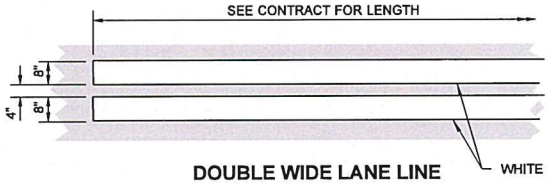


DOUBLE CENTERLINE & DOUBLE LANE LINE

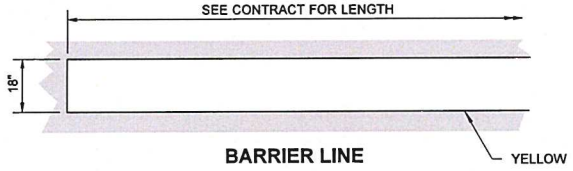


WIDE EDGE LINE & WIDE SOLID LANE LINE

OPTION TO USE AS CIRCULATORY ON ROUNDABOUT APPLICATIONS



DOUBLE WIDE LANE LINE



BARRIER LINE

Aug 1, 2022

LONGITUDINAL MARKING PATTERNS

STANDARD PLAN M-20.10-04

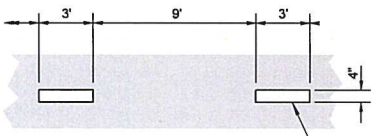
SHEET 1 OF 4 SHEETS

APPROVED FOR PUBLICATION

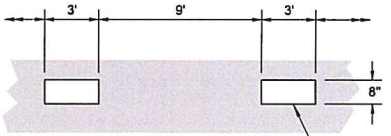
Aug 2, 2022

STATE DESIGN ENGINEER

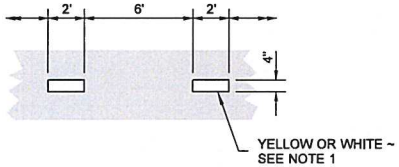
Washington State Department of Transportation



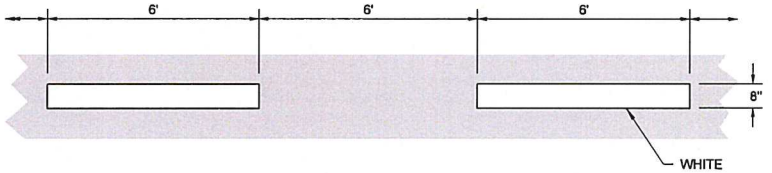
DOTTED LANE LINE



WIDE DOTTED LANE LINE



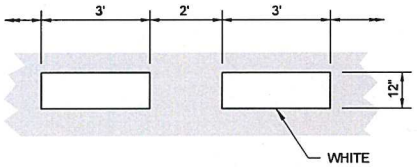
DOTTED EXTENSION LINE



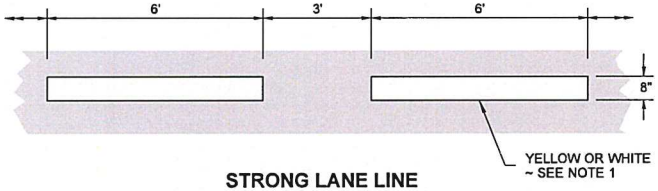
WIDE DOTTED EXTENSION LINE

DRAWN BY: FERN LIDDELL

ROUNDABOUT SPECIFIC LINES

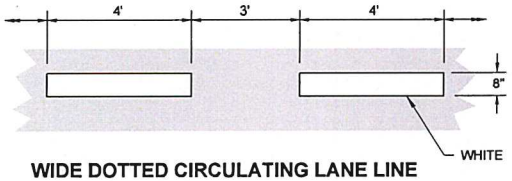


WIDE DOTTED ENTRY LINE



STRONG LANE LINE

OPTION TO USE AS CIRCULATORY ON ROUNDABOUT APPLICATIONS



WIDE DOTTED CIRCULATING LANE LINE

Aug 1, 2022

LONGITUDINAL MARKING PATTERNS

STANDARD PLAN M-20.10-04

SHEET 2 OF 4 SHEETS

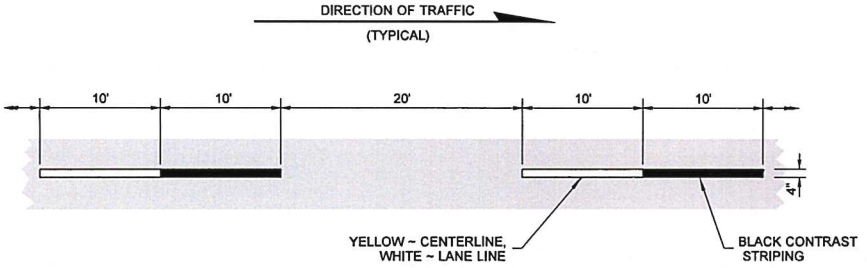
APPROVED FOR PUBLICATION

Mark Gaines Aug 2, 2022

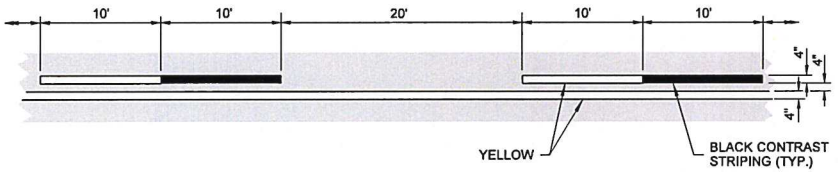
STATE DESIGN ENGINEER

Washington State Department of Transportation

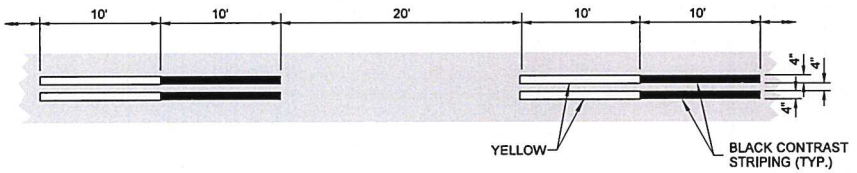
DRAWN BY: FERN LIDDELL



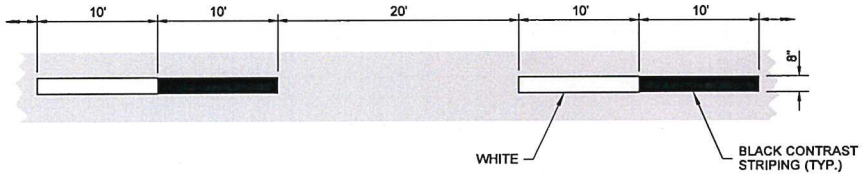
CENTERLINE & LANE LINE



NO-PASS LINE & TWO-WAY LEFT-TURN CENTERLINE



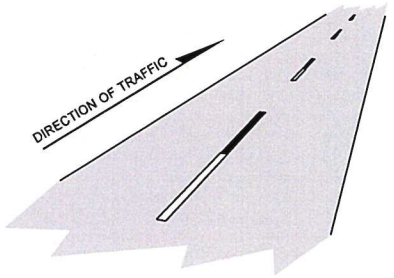
REVERSIBLE LANE LINE



WIDE BROKEN LANE LINE

NOTE

1. Dotted Extension Line shall be the same color as the line it is extending.



ISOMETRIC VIEW

BRIAN J. WALSH
STATE OF WASHINGTON
36103
REGISTERED
PROFESSIONAL ENGINEER

Aug 1, 2022

LONGITUDINAL MARKING PATTERNS

STANDARD PLAN M-20.10-04

SHEET 3 OF 4 SHEETS

APPROVED FOR PUBLICATION

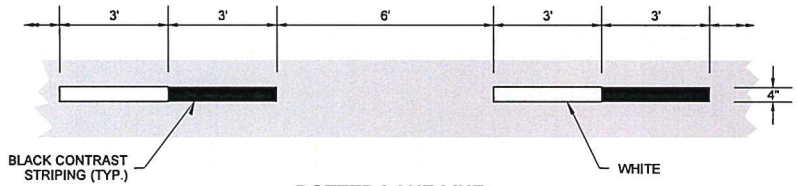
Mark Gaines Aug 2, 2022

STATE DESIGN ENGINEER

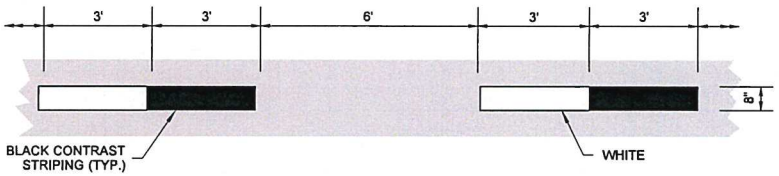
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

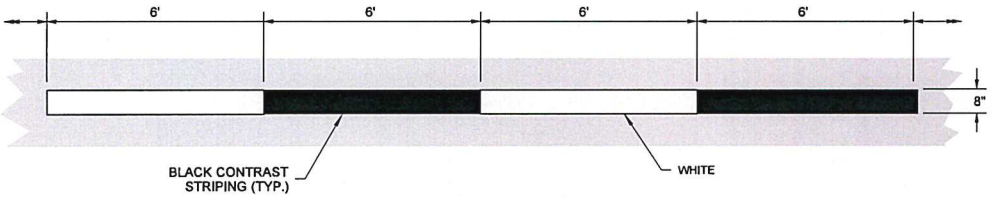
DIRECTION OF TRAFFIC
(TYPICAL)



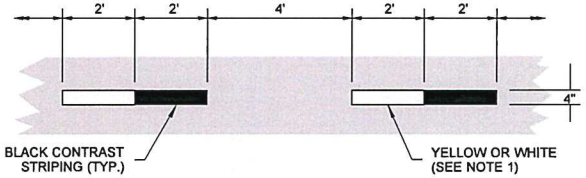
DOTTED LANE LINE



WIDE DOTTED LANE LINE

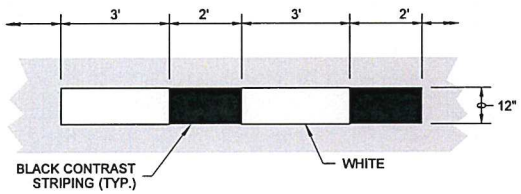


WIDE DOTTED EXTENSION LINE

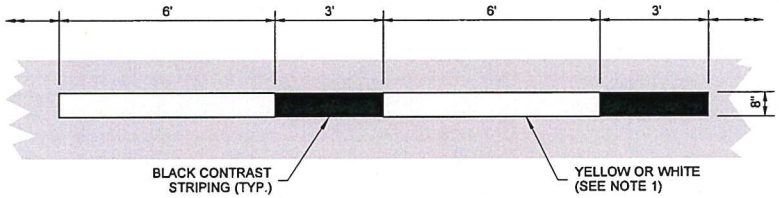


DOTTED EXTENSION LINE

ROUNDABOUT SPECIFIC LINES

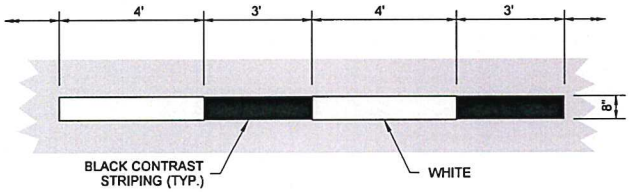


WIDE DOTTED ENTRY LINE



STRONG LANE LINE

OPTION TO USE AS CIRCULATORY ON ROUNDABOUT APPLICATIONS



WIDE DOTTED CIRCULATING LANE LINE

Aug 1, 2022

LONGITUDINAL MARKING PATTERNS

STANDARD PLAN M-20.10-04

SHEET 4 OF 4 SHEETS

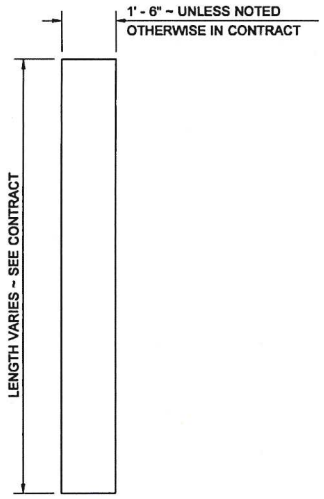
APPROVED FOR PUBLICATION

Mark Gaines (Aug 2, 2022 10:17 PDT) Aug 2, 2022

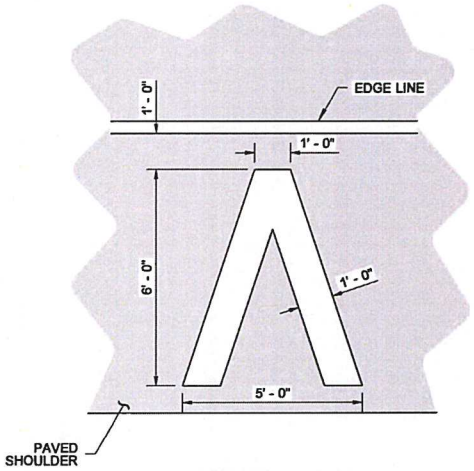
STATE DESIGN ENGINEER

Washington State Department of Transportation

DRAWN BY: LISA CYFORD

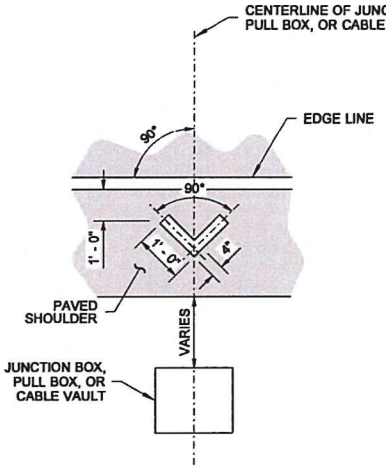


STOP LINE



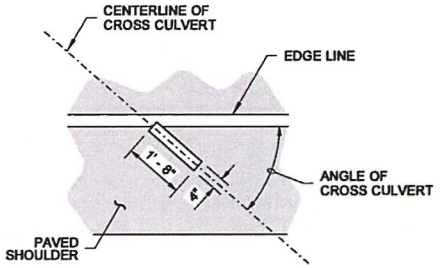
MARKING AREA = 11.73 SQ.FT.

HALF-MILE MARKER



MARKING AREA = 0.56 SQ. FT.

JUNCTION BOX, PULL BOX, OR CABLE VAULT MARKINGS



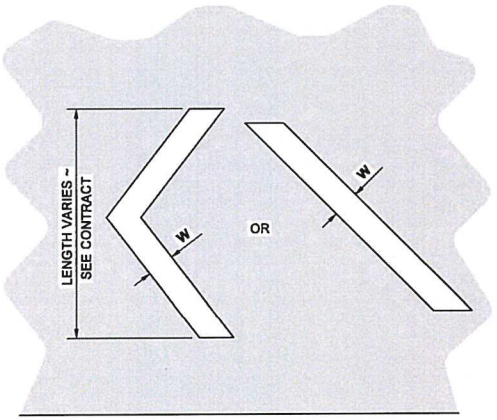
MARKING AREA = 0.56 SQ.FT.

CROSS CULVERT

DRAINAGE MARKING

NOTE

1. If Rumble Strips are present, install marking outside of the Rumble Strip.

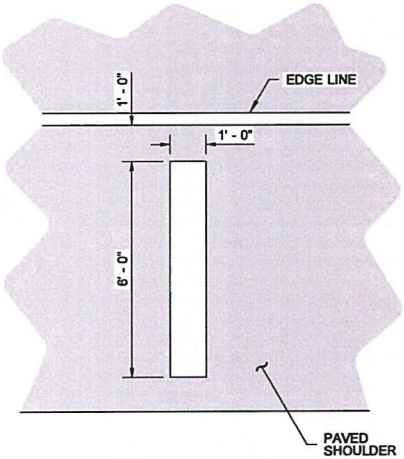


WHITE OR YELLOW ~ SEE CONTRACT

CHEVRON OR DIAGONAL

CROSSHATCH MARKING

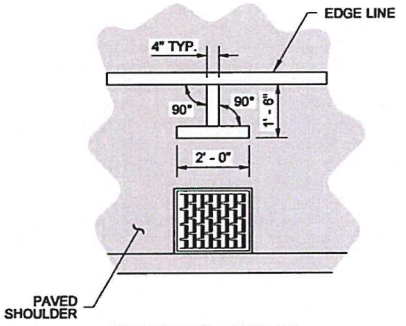
W = 8" (IN) FOR POSTED SPEED LIMIT OF 40 MPH OR LOWER
W = 12" (IN) FOR POSTED SPEED LIMIT OF 45 MPH OR HIGHER



MARKING AREA = 6.00 SQ.FT.

FULL MILE MARKER

AERIAL SURVEILLANCE MARKERS



MARKING AREA = 1.06 SQ.FT.

DRAINAGE STRUCTURE INLET

DRAINAGE MARKING

BRIAN J. WALSH
STATE OF WASHINGTON
36103
REGISTERED
PROFESSIONAL ENGINEER

Walsh, Brian
Jun 24 2014 2:35 PM

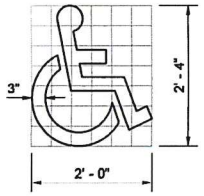
SYMBOL MARKINGS MISCELLANEOUS

STANDARD PLAN M-24.60-04

SHEET 1 OF 2 SHEETS

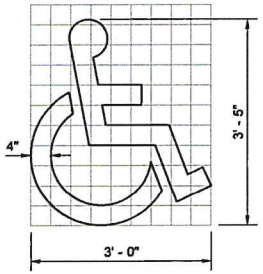
APPROVED FOR PUBLICATION
Bakotich, Pasco
Jun 24 2014 4:43 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: LISA CYFORD



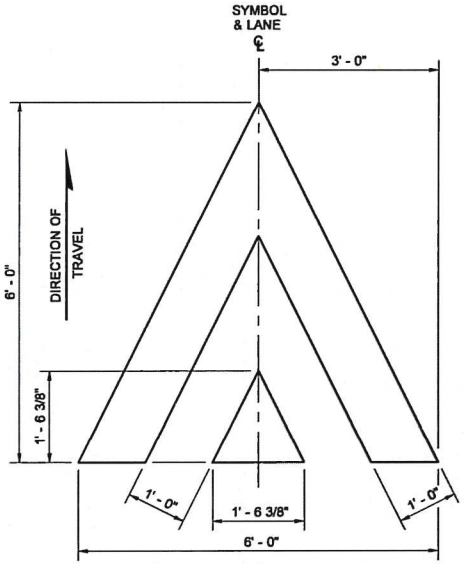
GRID IS 4" (IN) SQUARE MARKING AREA = 1.41 SQ.FT.

ACCESS PARKING SPACE SYMBOL (MINIMUM)



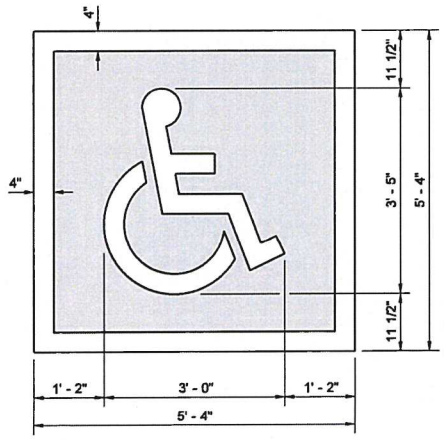
GRID IS 4" (IN) SQUARE MARKING AREA = 3.09 SQ.FT.

ACCESS PARKING SPACE SYMBOL (STANDARD)



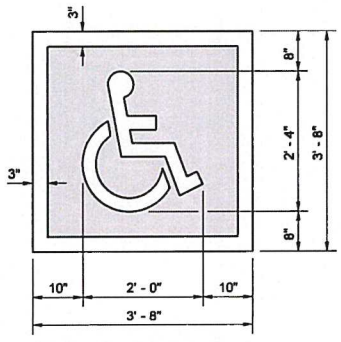
MARKING AREA = 12.08 SQ.FT.

SPEED BUMP SYMBOL



TOTAL MARKING AREA = 28.44 SQ.FT.
WHITE = 9.76 SQ.FT. BLUE = 18.69 SQ.FT.

ACCESS PARKING SPACE SYMBOL (STANDARD)
WITH BLUE BACKGROUND AND WHITE BORDER
(REQUIRED FOR CEMENT CONCRETE SURFACES)

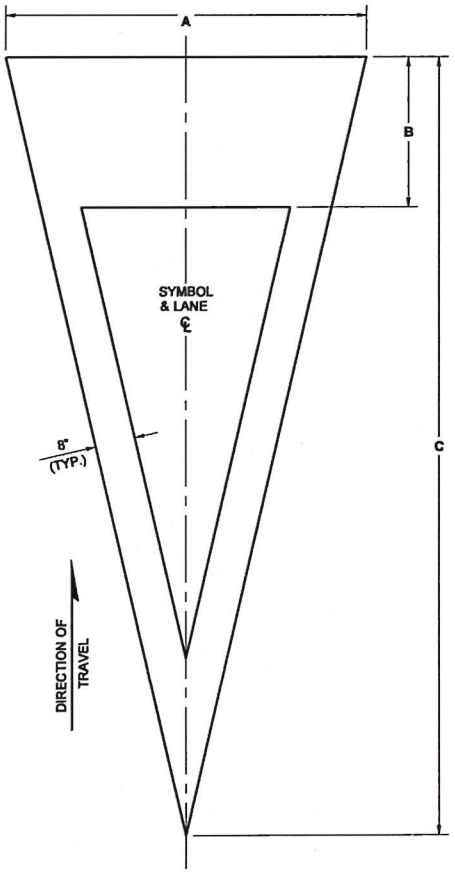


TOTAL MARKING AREA = 13.44 SQ.FT.
WHITE = 4.82 SQ.FT. BLUE = 8.62 SQ.FT.

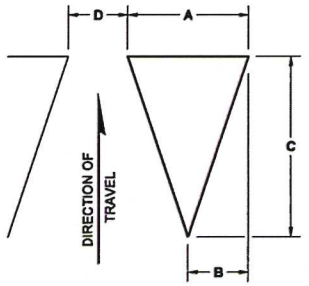
ACCESS PARKING SPACE SYMBOL (MINIMUM)
WITH BLUE BACKGROUND AND WHITE BORDER
(REQUIRED FOR CEMENT CONCRETE SURFACES)

SYMBOL MARKING		A	B	C	D	USE	MARKING AREA
YIELD AHEAD SYMBOL	TYPE 1	6' - 0"	2' - 6"	13' - 0"	N/A	LESS THAN 45 MPH	25.90 SQ.FT.
	TYPE 2	6' - 0"	3' - 0"	20' - 0"	N/A	45 MPH OR GREATER	36.54 SQ.FT.
YIELD LINE SYMBOL	TYPE 1	1' - 0"	6"	1' - 6"	6"	LESS THAN 45 MPH	0.75 SQ.FT.
	TYPE 2	2' - 0"	1' - 0"	3' - 0"	1' - 0"	45 MPH OR GREATER	3.00 SQ.FT.
	TYPE 2	2' - 0"	1' - 0"	3' - 0"	1' - 0"	ROUNDABOUT ENTRY *	3.00 SQ.FT.

* MINIMUM OF 4 IN LANE



YIELD AHEAD SYMBOL



YIELD LINE SYMBOL
(MULTIPLE SYMBOLS REQUIRED FOR TRANSVERSE YIELD LINE – SEE CONTRACT)

BRIAN J. WALSH
STATE OF WASHINGTON
36103
REGISTERED
PROFESSIONAL ENGINEER

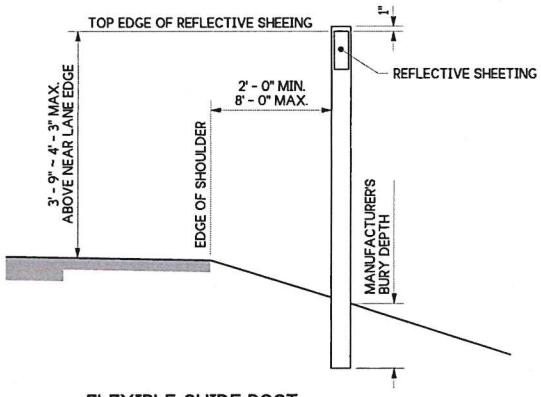
Walsh, Brian
Jun 24 2014 2:37 PM

SYMBOL MARKINGS MISCELLANEOUS

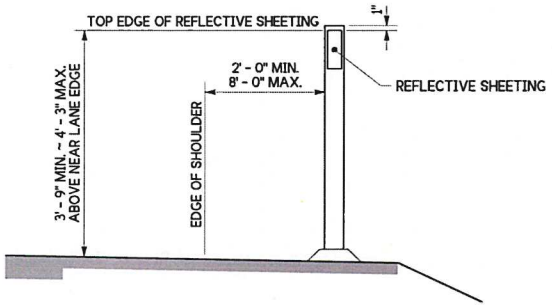
STANDARD PLAN M-24.60-04

SHEET 2 OF 2 SHEETS

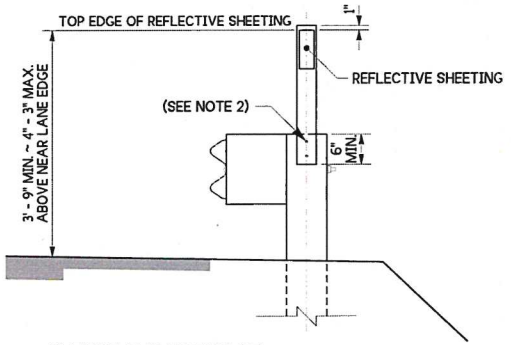
APPROVED FOR PUBLICATION
Bakotich, Pasco
Jun 24 2014 4:43 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation



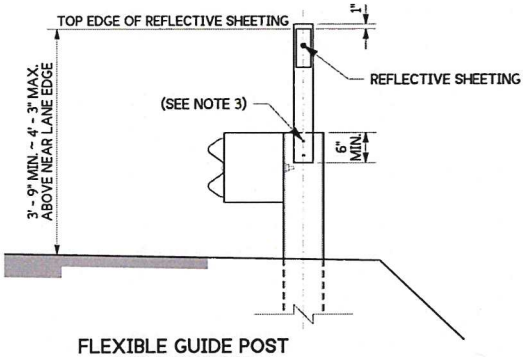
FLEXIBLE GUIDE POST
GROUND MOUNT



FLEXIBLE GUIDE POST
SURFACE MOUNT



FLEXIBLE GUIDE POST
GUARDRAIL MOUNT
(USE FOR WOODEN GUARDRAIL POSTS)



FLEXIBLE GUIDE POST
GUARDRAIL MOUNT
(USE FOR STEEL GUARDRAIL POSTS)

NOTES

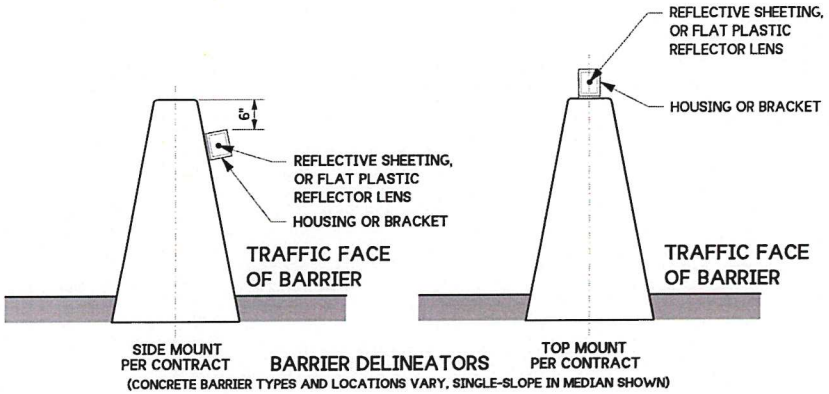
1. Guide Posts and Barrier Delineators per Standard Specification Sections 8-10, 9-17 and 9-18.

2. Guide posts shall be fastened to the wooden guardrail post using two 2" x 3/8" (in) LAG screws with washers, along centerline of post. Also acceptable is any approved attahment method submitted by the guide post manufacturer.

3. Guide posts shall be fastened to the steel guardrail posts using two Hot Dip galvanized 2" x 3/8" (in) bolts with a washer on both sides, a lock washer, and nut. The nut shall be tightened to properly compress the lock washer. The drilled holes in the guardrail post web shall be painted with galvanizing repair paint as described in Standard Specification Section 8-11.3(1)B. Also acceptable is any approved attachment method submitted by the guide post manufacturer.

4. Spacing of Barrier Delineators shall be as shown in the Plans.

GUIDE POST TYPE ~ REFLECTIVE SHEETING APPLICATIONS (SEE NOTE 5)			
TYPE W	TYPE WW	TYPE Y	TYPE YY
○	⊖	●	⊕
FACING TRAFFIC: 3" × 8" WHITE	FACING TRAFFIC: 3" × 8" WHITE; BACK SIDE: 3" WHITE, 4", 3" WHITE, 4"	FACING TRAFFIC: 3" × 8" YELLOW	FACING TRAFFIC: 3" × 8" YELLOW; BACK SIDE: 3" × 8" YELLOW



BARRIER DELINEATORS
(CONCRETE BARRIER TYPES AND LOCATIONS VARY, SINGLE-SLOPE IN MEDIAN SHOWN)

Oct 16, 2023

GUIDE POSTS AND
BARRIER DELINEATORS

STANDARD PLAN M-40.10-04

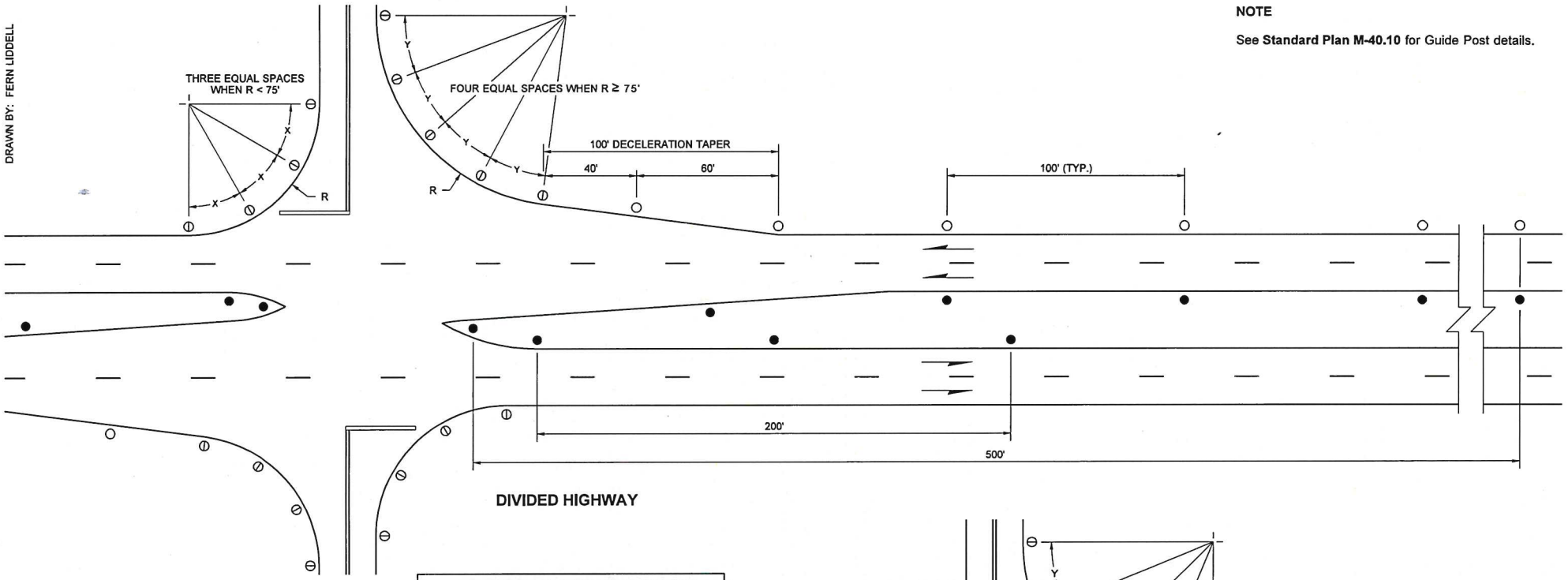
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Mark A Hanis Oct 17, 2023
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

NOTE

See **Standard Plan M-40.10** for Guide Post details.



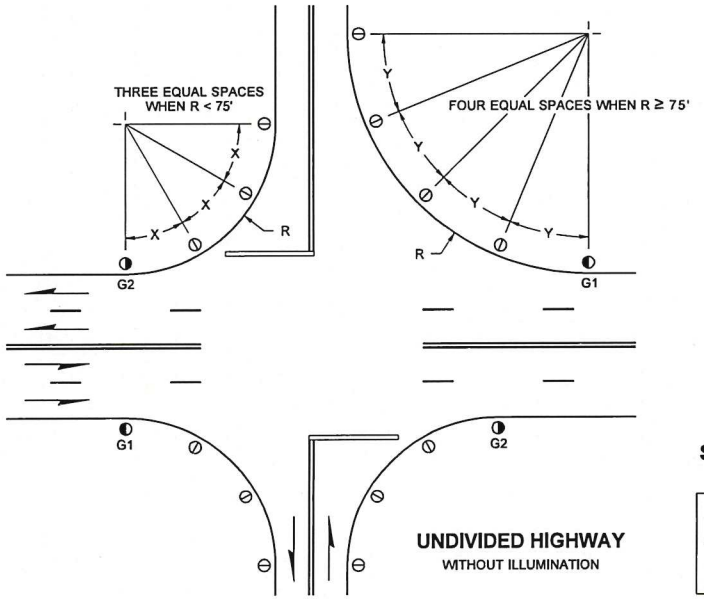
DIVIDED HIGHWAY

LEGEND
○ TYPE W
◐ TYPE WW
● TYPE Y

SEE TYPE DEFINITIONS, STANDARD PLAN M-40.10

REFLECTIVE SHEETING APPLICATIONS

TYPE G1		TYPE G2	
◐ G1		◑ G2	
FACING TRAFFIC	BACK SIDE	FACING TRAFFIC	BACK SIDE
3"	3"	3"	3"
8" WHITE	4" WHITE	8" WHITE	4" WHITE
4"	4" WHITE		4" WHITE
8" WHITE	4" WHITE		4" WHITE
			8" WHITE



UNDIVIDED HIGHWAY
WITHOUT ILLUMINATION

BRIAN J. WALSH
STATE OF WASHINGTON
36103
REGISTERED
PROFESSIONAL ENGINEER

Walsh, Brian
May 19 2017 9:24 AM

GUIDE POST PLACEMENT GRADE INTERSECTIONS

STANDARD PLAN M-40.30-01

SHEET 1 OF 1 SHEET

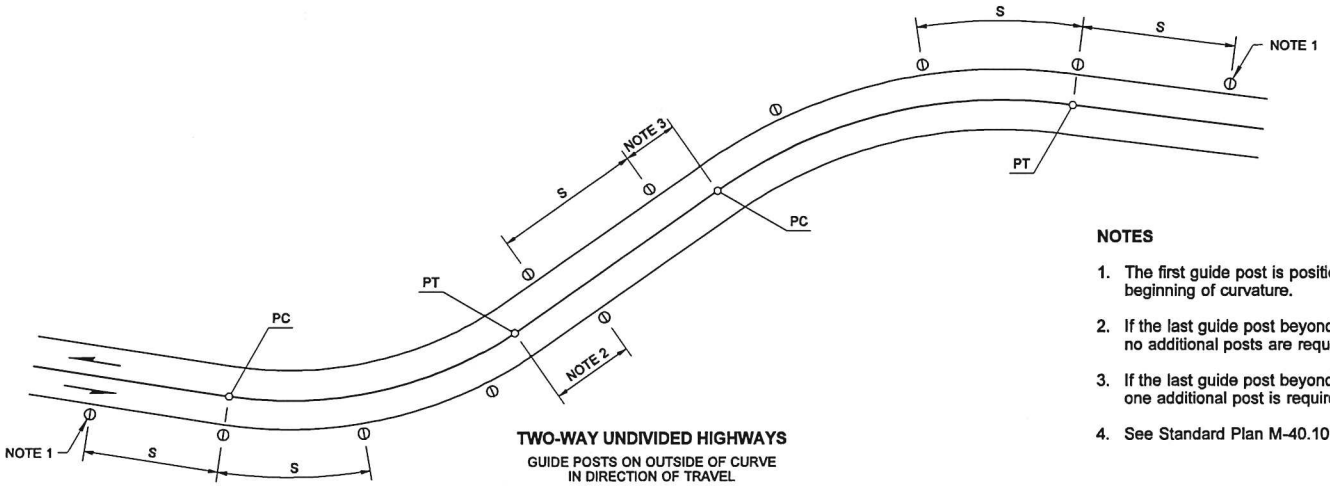
APPROVED FOR PUBLICATION
Carpenter, Jeff
Jul 11 2017 1:17 PM

STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: MARK SUJKA

GUIDE POST SPACING (FEET)	
RADIUS	S
50	20
115	25
150	30
200	35
250	40
300	50
400	55
500	65
600	70
700	75
800	80
900	85
1,000	90
1,200	100
1,700	120
2,300	140
2,900	160
3,700	180
4,500	200
5,500	220
6,500	240
7,600	260
8,800	280
10,000	300
R>10,000	300

INTERPOLATE FROM THE TABLE FOR RADII NOT SHOWN



TWO-WAY UNDIVIDED HIGHWAYS

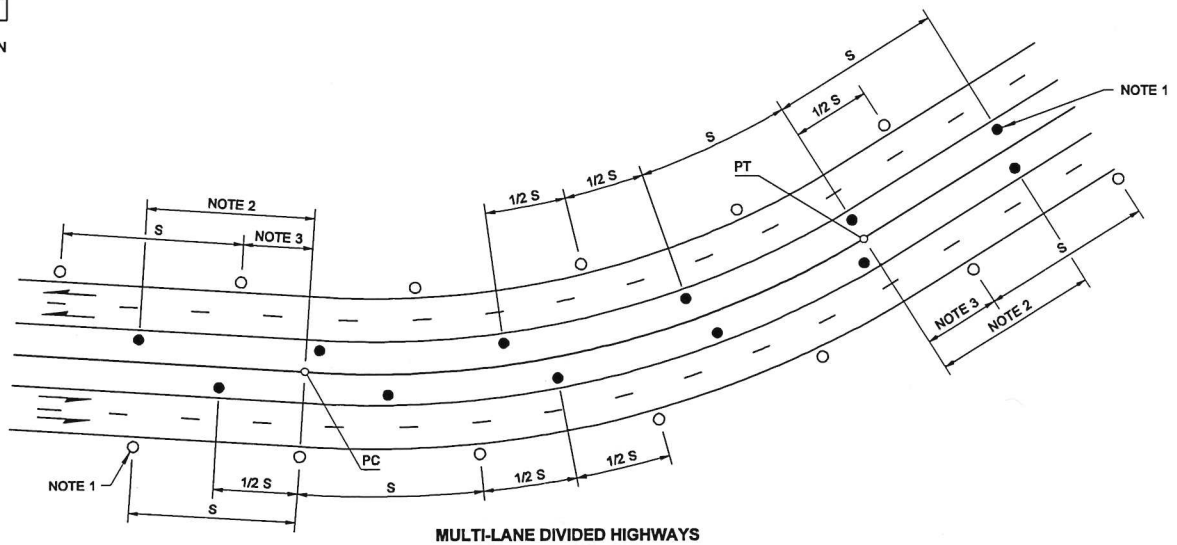
GUIDE POSTS ON OUTSIDE OF CURVE IN DIRECTION OF TRAVEL

NOTES

1. The first guide post is positioned "S" distance from the beginning of curvature.
2. If the last guide post beyond the curve is 1/2 "S" or more, no additional posts are required.
3. If the last guide post beyond the curve is less than 1/2 "S", one additional post is required.
4. See Standard Plan M-40.10 for Guide Post details.

LEGEND
TYPE W
TYPE WW
TYPE Y

SEE TYPE DEFINITIONS, STD. PLAN M-40.10



MULTI-LANE DIVIDED HIGHWAYS

GUIDE POSTS ON INSIDE AND OUTSIDE OF CURVE FOR EACH DIRECTION OF TRAVEL

THEODORE J. TREPANIER
STATE OF WASHINGTON
25335
REGISTERED
PROFESSIONAL ENGINEER
EXPIRES AUGUST 9, 2009

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT IF ALTERATIONS HAVE BEEN MADE TO THIS PLAN SET BY OTHERS, THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

GUIDE POST PLACEMENT HORIZONTAL CURVES

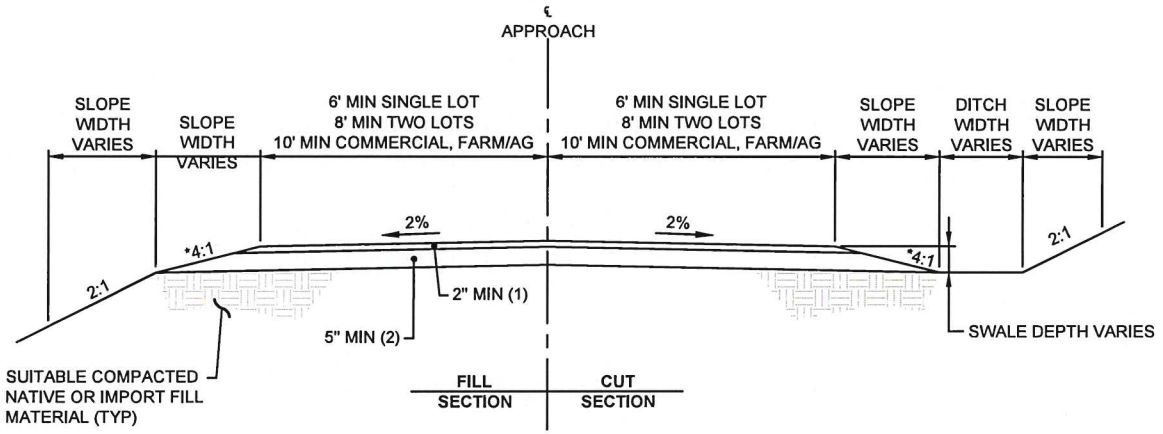
STANDARD PLAN M-40.40-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III — STATE DESIGN ENGINEER — *09-20-07* — DATE

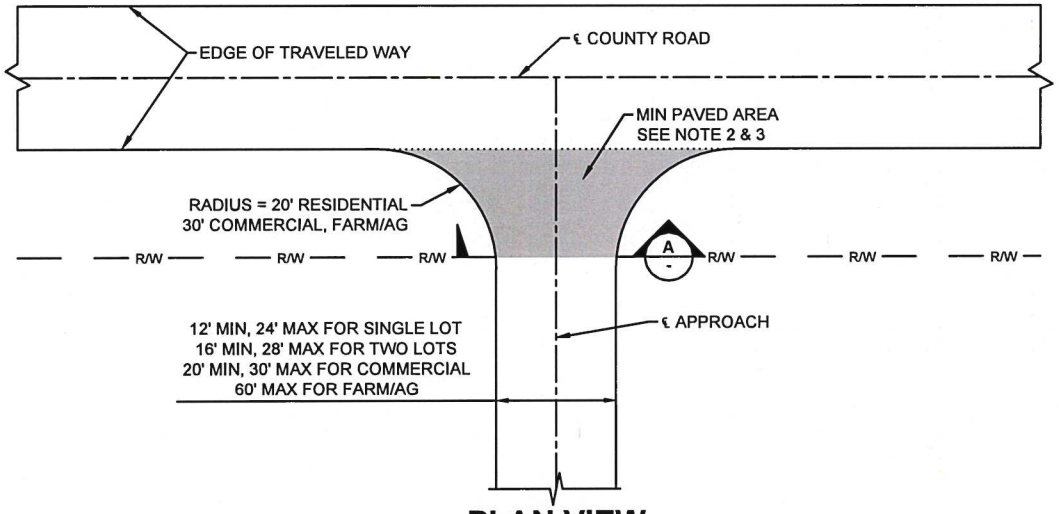
Washington State Department of Transportation



A - TYPICAL APPROACH

WITHIN COUNTY R/W

NTS



PLAN VIEW

NTS

* MATCH EXISTING SLOPE AT COUNTY ROAD, BUT NO STEEPER THAN 4:1, WITHIN R/W.

PAVEMENT MATERIALS LEGEND:

(1) HOT MIX ASPHALT, HMA
(2) CRUSHED SURFACING BASE COURSE, CSBC

NOTES:

1) WITH COUNTY ENGINEER APPROVAL, CRUSHED SURFACING BASE COURSE APPROACH MAY BE ALLOWED TO CONNECT TO GRAVEL COUNTY ROADS, AND SHALL BE 12" MIN IN DEPTH.
2) MINIMUM PAVED AREA FOR RESIDENTIAL OR COMMERCIAL ACCESS SHALL BE 20' FROM EDGE OF TRAVELED WAY OR TO R/W LINE, WHICHEVER IS LESS. IF THE APPROACH CONNECTS TO EXISTING SIDEWALK AND/OR CURB & GUTTER, CONCRETE SHALL BE ALLOWED WITH COUNTY ENGINEERS APPROVAL (SEE FIGURES DW-01 - DW-05)
3) MINIMUM PAVED AREA FOR FARM ACCESS SHALL BE 8' BACK FROM EDGE OF TRAVELED WAY OR TO R/W LINE, WHICHEVER IS LESS.
4) THE TOP 4" OF CRUSHED SURFACING MAY BE COMPOSED OF CRUSHED SURFACING TOP COURSE.
5) FOR APPROACHES CROSSING DRAINAGE DITCHES, SEE FIGURE R-04 FOR CULVERT DETAILS.

COUNTY OF WALLA WALLA

JOEL DAVID DICKERSON
STATE OF WASHINGTON
56866
REGISTERED
PROFESSIONAL ENGINEER

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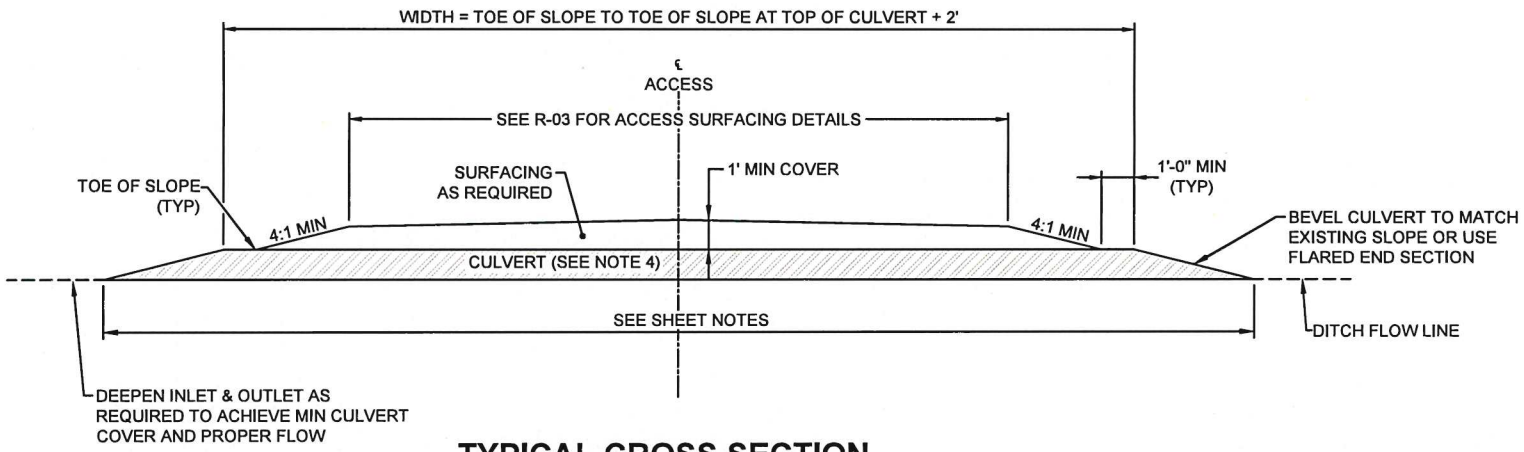
ROAD DESIGN STANDARDS

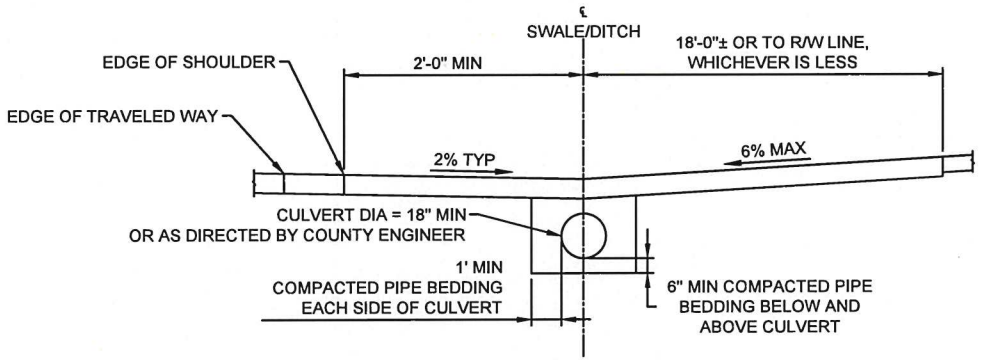
TYPICAL ROAD SECTION
APPROACH

FIGURE
R-03



TYPICAL CROSS SECTION

NTS



SECTION

NTS

SHEET NOTES:

1) RESIDENTIAL CULVERT LENGTH = WIDTH + 40" MIN
2) FARM OR COMMERCIAL LENGTH = WIDTH + 60" MIN
3) CULVERTS OVER 60' IN LENGTH SHALL NOT BE ALLOWED
4) APPROVED CULVERT MATERIALS:
   - GALVANIZED OR ALUMINIZED CORRUGATED IRON OR STEEL
   - CORRUGATED POLYETHYLENE DRAIN PIPE (NTPEP COMPLIANT)

COUNTY OF WALLA WALLA

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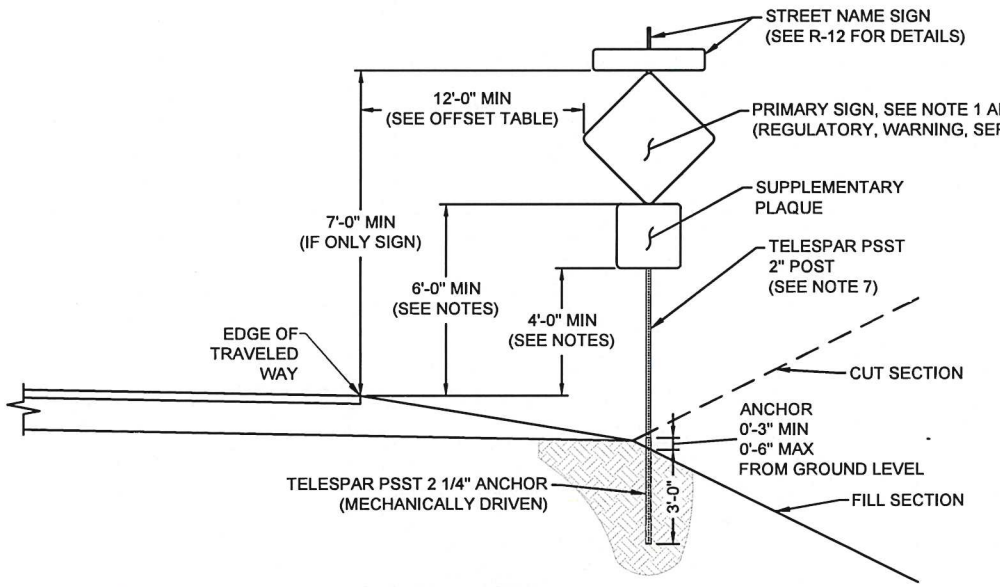
ROAD DESIGN STANDARDS

TYPICAL ROAD SECTION
INTERSECTION/APPROACH CULVERT DETAILS

FIGURE

R-04



SHOULDER

NTS

NOTE:

1) RURAL AREAS MINIMUM HEIGHT OF PRIMARY SIGN MAY BE 5'-0" IF APPROVED BY THE COUNTY ENGINEER.
2) SEE R-10 FOR SIGN PLACEMENT BEHIND SIDEWALK OR PLANTING STRIP.
3) SIGN PLACEMENTS NOT DETAILED ON R-09 OR R-10 SHALL BE PER THE CURRENT EDITION OF THE MUTCD.
4) IF IT IS NOT PRACTICABLE TO PLACE THE SIGN AT THE MINIMUM LISTED OFFSET FOR HIGHER SPEEDS, THE SIGN SHALL BE PLACED AT A 12'-0" MINIMUM OFFSET. ON LOW-VOLUME RURAL ROADS, WHERE IT IS IMPRACTICAL TO LOCATE THE SIGN AT THE MINIMUM 12'-0" OFFSET DUE TO ROADSIDE FEATURES SUCH AS TERRAIN OR VEGETATION, A LATERAL OFFSET OF 2'-0" MINIMUM FROM EDGE OF TRAVELED WAY SHALL BE USED.
5) PLACE SIGN AS CLOSE TO THE MINIMUM OFFSET AS PRACTICABLE. SIGNS SHALL NOT BE PLACED IN THE BOTTOM OF ROADSIDE SWALES OR DITCHES, BUT MAY BE INSTALLED AT THE BACKSLOPE OF ROADSIDE SWALES OR DITCHES, PROVIDED THE MAXIMUM LATERAL OFFSET IS NOT EXCEEDED.
6) LIGHTED SIGNS WITH SOLAR PANELS SHALL BE INSTALLED WITH BREAKAWAY ANCHORS IN CONCRETE (SEE FIGURE R-10 FOR DETAILS)
7) AS REQUIRED BY THE COUNTY ENGINEER, STOP SIGNS, AND OTHER SIGNS, MAY INCLUDE A 2 INCH VERTICAL RETROREFLECTIVE STRIP THAT EXTENDS FROM THE BOTTOM OF THE SIGN PLATE DOWN TO WITHIN 2 FEET ABOVE THE NEAR EDGE OF ROADWAY. IF REQUIRED,THE STRIP SHALL MATCH THE BACKGROUND COLOR OF THE SIGN, AND MAY INCLUDE ALTERNATING WHITE SECTIONS.
8) RETROREFLECTIVE SHEETING SHALL BE ASTM D4956 TYPE IV (AVERY DENNISON T-6500 OR APPROVED EQUAL). SIGNS SHALL BE COVERED WITH A UV-PROTECTIVE FILM (AVERY DENNISON OL-2000 OR APPROVED EQUAL).

OFFSET TABLE		
POSTED SPEED (MPH)	MINIMUM OFFSET	MAXIMUM OFFSET
35 OR LESS	12'-0"	14'-0"
40	14'-0"	16'-0"
45	16'-0"	18'-0"
50	18'-0"	20'-0"
NOTE: SEE NOTE 4		

COUNTY OF WALLA WALLA

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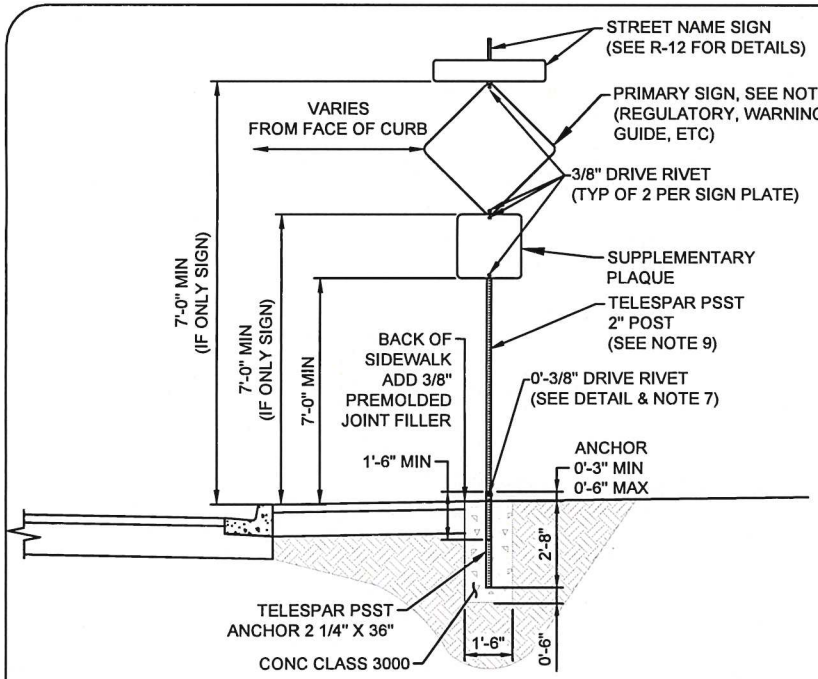
ROAD DESIGN STANDARDS

STREET SIGN DETAIL
PLACED IN GROUND

FIGURE

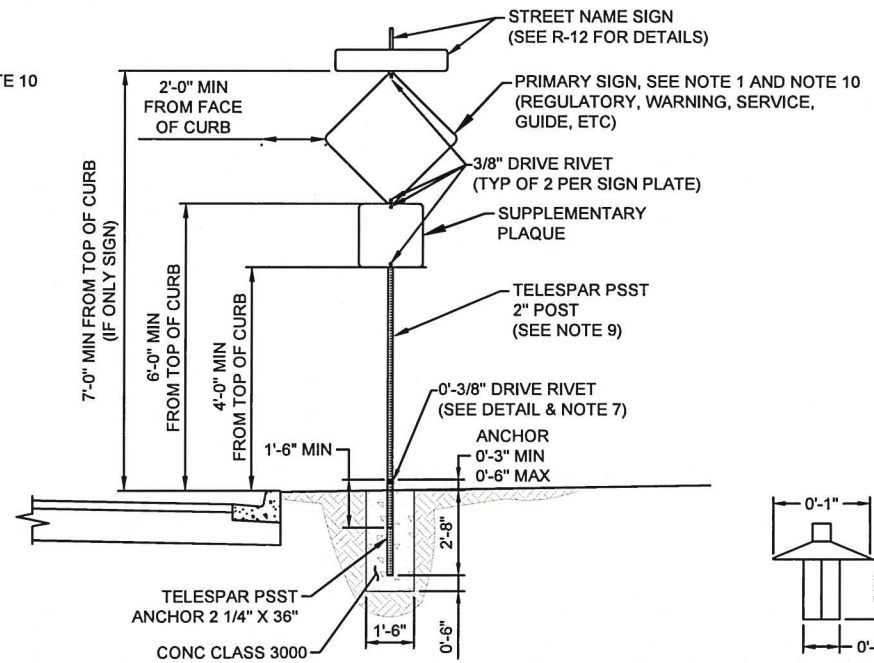
R-09



CURB & GUTTER

WITH SIDEWALK, PED/BIKE PATH, OR MULTI-USE PATH

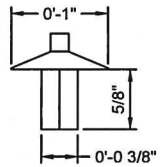
NTS



CURB & GUTTER

WITH PLANTER STRIP, NO PEDESTRIAN FACILITIES

NTS

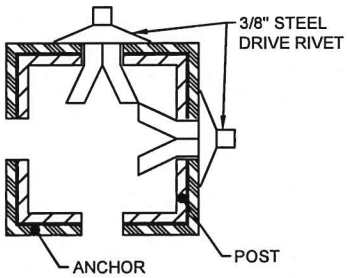


DRIVE RIVET DETAIL

NTS

NOTES:

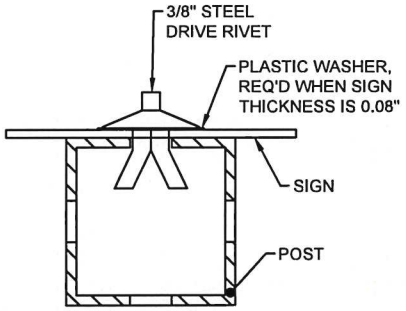
1) SIGN SHALL BE LOCATED BEHIND SIDEWALK, IN THE PLANTING STRIP, OR BEHIND THE CURB. SIGNS IN SIDEWALK SHALL BE APPROVED BY THE COUNTY ENGINEER. LOCATIONS SHALL BE VERIFIED BY COUNTY ENGINEER.
2) TWO 3/8" DRIVE RIVETS SHALL BE INSTALLED TO CONNECT THE POST AND ANCHOR, AND TWO 3/8" DRIVE RIVETS TO CONNECT THE SIGN TO THE POST.
3) THE SIGN POST SHALL BE TELESPAR PSST, OR SIMILAR, AND SHALL BE 2" SQUARE. THE ANCHOR SHALL BE A TELESPAR PSST ANCHOR, OR SIMILAR, AND SHALL BE 2 1/4" SQUARE.
4) THE ANCHOR SHALL BE OF SUFFICIENT LENGTH TO BE 32" BELOW FINISH GRADE.
5) THE POST SHALL BE INSERTED A MIN OF 18" INTO THE ANCHOR.
6) THE ANCHOR LOCATED IN THE CONCRETE SHALL BE WRAPPED WITH DUCT TAPE, OR OTHER APPROVED MATERIAL, TO PREVENT CONCRETE FROM ENTERING THE ANCHOR TUBE.
7) ANCHORS INSTALLED IN CONCRETE SHALL UTILIZE A BREAKAWAY DEVICE (THREE-BOLT SNAP-OFF).
8) SIGN PLACEMENTS NOT DETAILED ON R-09 OR R-10 SHALL BE PER THE CURRENT EDITION OF THE MUTCD.
9) AS REQUIRED BY THE COUNTY ENGINEER, STOP SIGNS, AND OTHER SIGNS, MAY INCLUDE A 2 INCH VERTICAL RETROREFLECTIVE STRIP THAT EXTENDS FROM THE BOTTOM OF THE SIGN PLATE DOWN TO WITHIN 2 FEET ABOVE THE NEAR EDGE OF ROADWAY. IF REQUIRED,THE STRIP SHALL MATCH THE BACKGROUND COLOR OF THE SIGN, AND MAY INCLUDE ALTERNATING WHITE SECTIONS.
10) RETROREFLECTIVE SHEETING SHALL BE ASTM D4956 TYPE IV (AVERY DENNISON T-6500 OR APPROVED EQUAL). SIGNS SHALL BE COVERED WITH A UV-PROTECTIVE FILM (AVERY DENNISON OL-2000 OR APPROVED EQUAL).



ANCHOR ATTACHMENT

DETAIL

NTS



SIGN MOUNTING

DETAIL

NTS

COUNTY OF WALLA WALLA

JOEL DAVID DICKERSON
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56866
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PROFESSIONAL ENGINEER

APPROVED BY:

Joel Dickerson

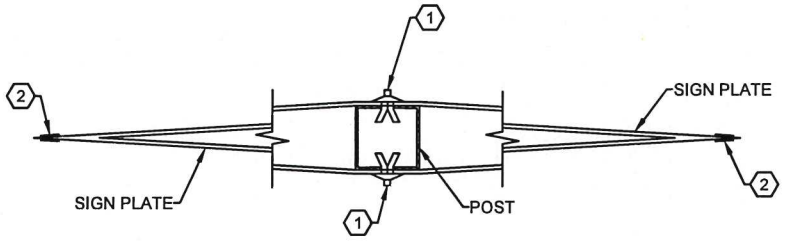
DATE: 01/13/26

ROAD DESIGN STANDARDS

STREET SIGN DETAIL
PLACED IN CONCRETE

FIGURE

R-10



STREET NAME SIGN

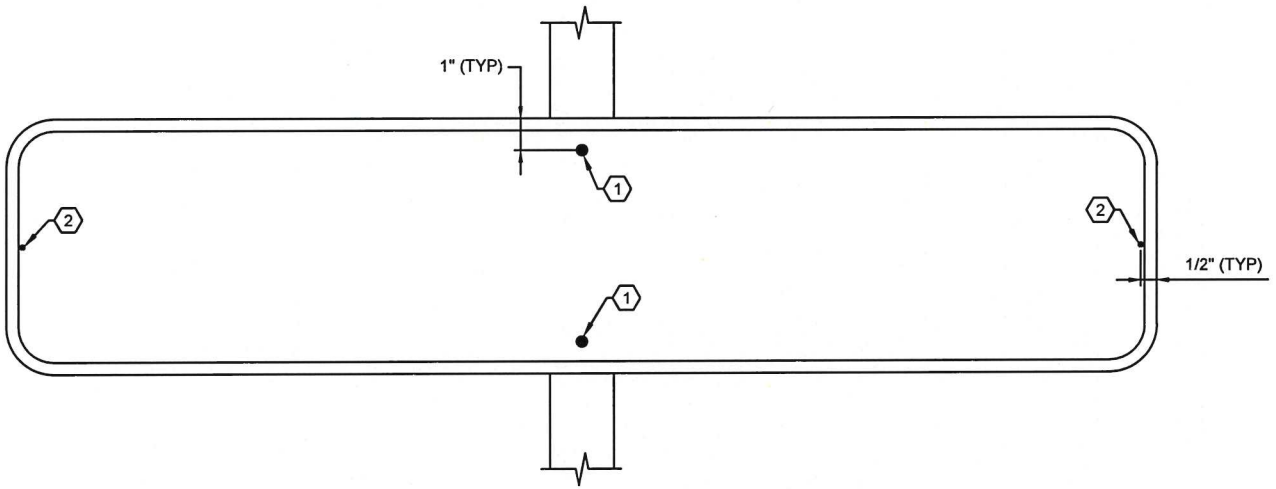
INSTALLATION - PLAN VIEW

NTS

SHEET KEY NOTES:

1. 3/8" STEEL DRIVE RIVET, SEE FIGURE R-10 FOR DETAILS

2. 3/16" ALUMINUM BLIND DRIVE RIVET, WITH 3/16" ALUMINUM BACK-UP WASHER



STREET NAME SIGN

INSTALLATION - ELEVATION VIEW

NTS

NOTE:
SEE FIGURE R-12 FOR SIGN PLATE DETAILS.

COUNTY OF WALLA WALLA

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ROAD DESIGN STANDARDS

STREET SIGN DETAIL

ROAD NAME SIGNS & DETAILS

FIGURE

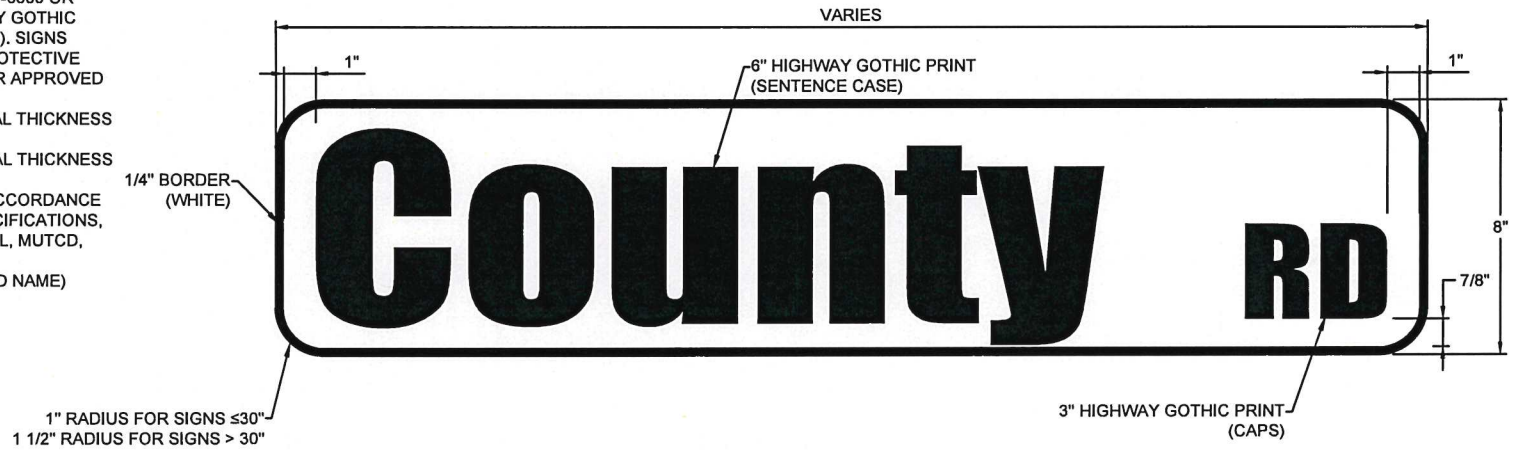
R-11

SHEET NOTES:

1. RETROREFLECTIVE SHEETING SHALL BE ASTM D4956 TYPE IV (AVERY DENNISON T-6500 OR APPROVED EQUAL), WITH HIGHWAY GOTHIC FONT (UNLESS OTHERWISE NOTED). SIGNS SHALL BE COVERED WITH A UV-PROTECTIVE FILM (AVERY DENNISON OL-2000 OR APPROVED EQUAL).
2. SIGNS ≤30" SHALL HAVE A MATERIAL THICKNESS OF 0.08".
3. SIGNS >30" SHALL HAVE A MATERIAL THICKNESS OF 0.12".
4. SIGNS SHALL BE FABRICATED IN ACCORDANCE WITH THE WSDOT STANDARD SPECIFICATIONS, WSDOT SIGN FABRICATION MANUAL, MUTCD, AND THE COUNTY STANDARDS.
5. PRIVATE ROAD SIGNS (D3-101 ROAD NAME) SHALL HAVE BLUE BACKGROUND.

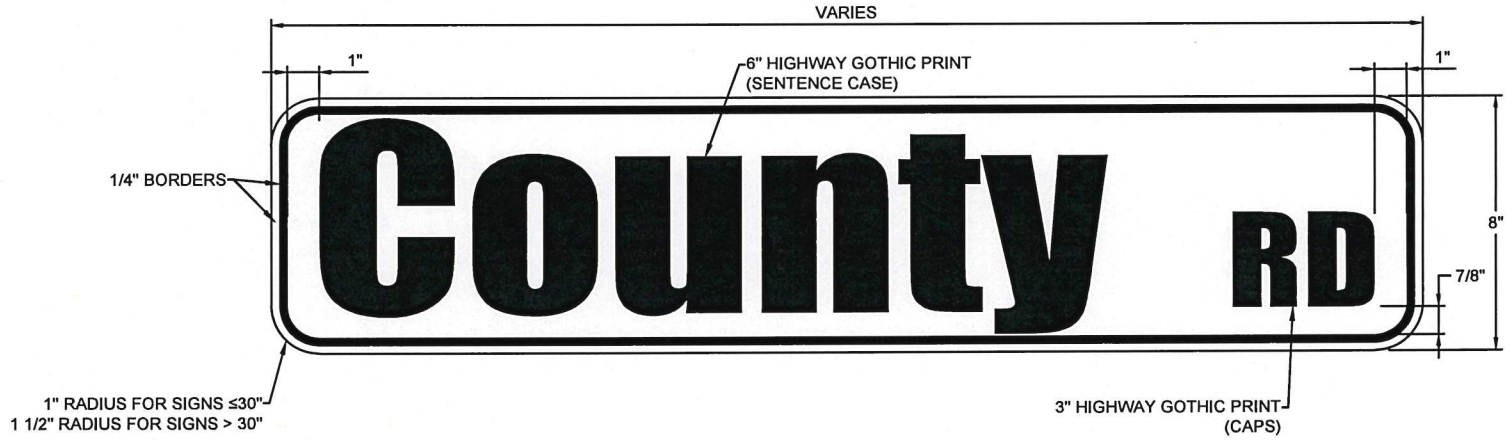
D3-101: ROAD NAME

WHITE LETTERS ON GREEN BACKGROUND
(SEE NOTE 5)



W16-8P: ADVANCE ROAD NAME

BLACK LETTERS ON YELLOW BACKGROUND



COUNTY OF WALLA WALLA

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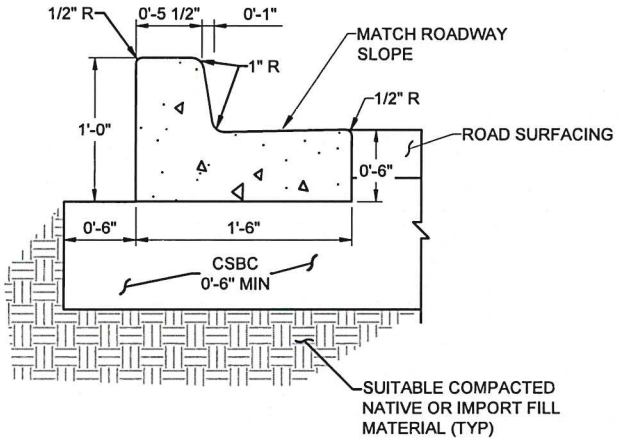
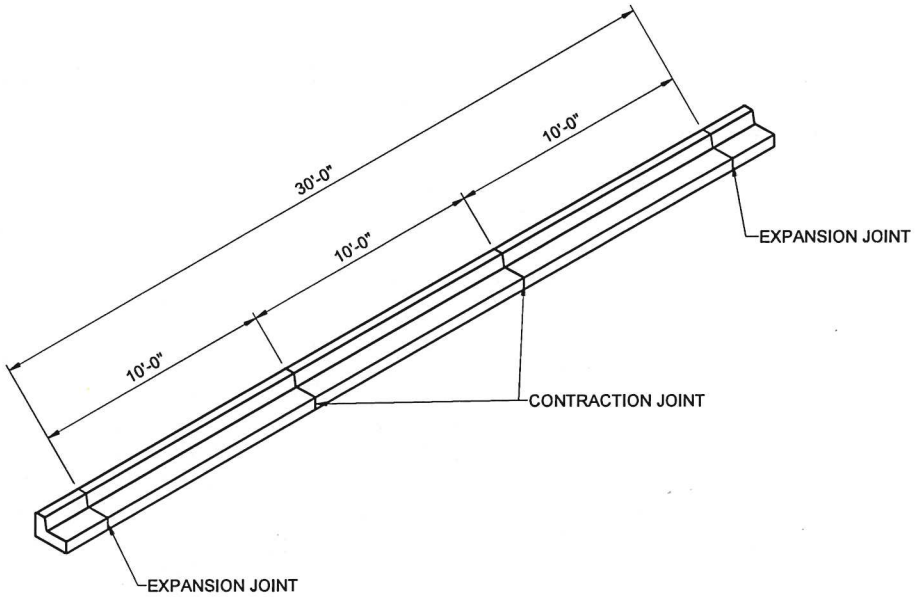
ROAD DESIGN STANDARDS

STREET SIGN DETAIL
PUBLIC ROAD NAME SIGNS

FIGURE
R-12





NOTES:

1) JOINTS:
   - A) CONTRACTION JOINTS SHALL BE STABBED OR SAWED THROUGH THE CURB & GUTTER, AT A SPACING OF NO MORE THAN 10'-0", ALONG THE CURB, AT AN EQUAL DISTANCE BETWEEN EXPANSION JOINTS.
   - B) EXPANSION JOINTS SHALL BE INSTALLED WITH A FULL-DEPTH OF 3/8" PREMOLDED JOINT FILLER, AT A SPACING NO MORE THAN 30'-0", ALONG THE CURB AND AT POINTS OF TANGENCY ON STREETS, RETURNS, AND AT THE HIGH POINTS OF DRIVEWAY AND ALLEY CUTS.
   - C) ALL JOINTS SHALL BE CLEAN AND EDGED WITH A 1/2" RADIUS EDGER.
   - D) ALL CURB & GUTTER JOINTS SHALL MATCH TYPE AND LOCATION OF SIDEWALK JOINTS, WHERE SIDEWALK IS LOCATED ADJACENT TO BACK OF CURB.
2) MATERIALS, CONCRETE, FORMS, PROCEDURES, AND COMPACTION SHALL MEET THE REQUIREMENTS OF THE CURRENT WSDOT STANDARD SPECIFICATIONS.

COUNTY OF WALLA WALLA

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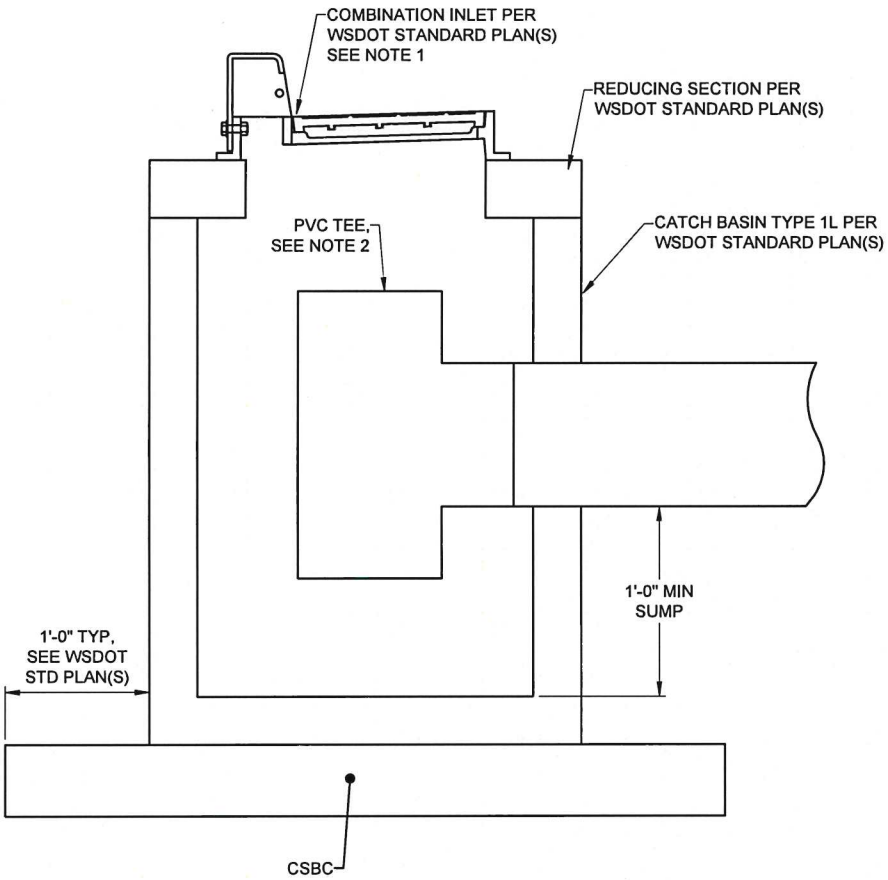
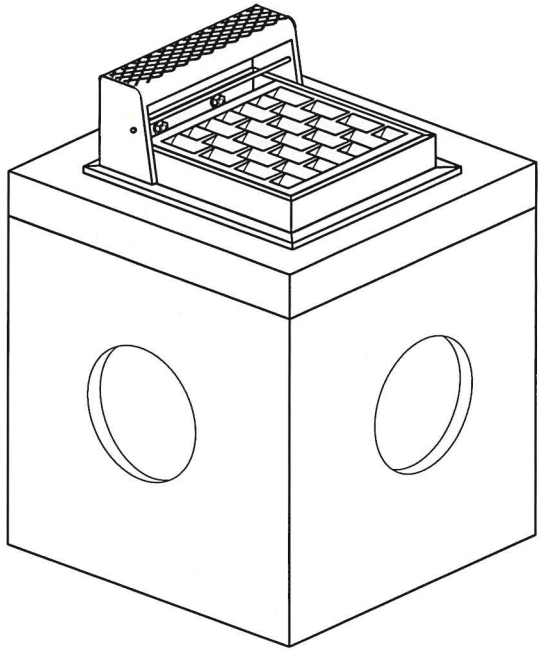
ROAD DESIGN STANDARDS

SIDEWALK STANDARDS
TYPICAL CURB & GUTTER

FIGURE

CG-01





NOTES:

1) BOLT-DOWN CAPABILITY IS REQUIRED ON ALL FRAMES, GRATES, AND COVERS. THE BOLTS SHALL BE REMOVED AND DELIVERED TO THE COUNTY.
2) ALL OUTLETS IN CATCH BASINS SHALL HAVE A PVC TEE INSTALLED ON PIPE. THE TEE SHALL BE PUSHED TIGHT AS POSSIBLE TO WALL OF CATCH BASIN.

COUNTY OF WALLA WALLA

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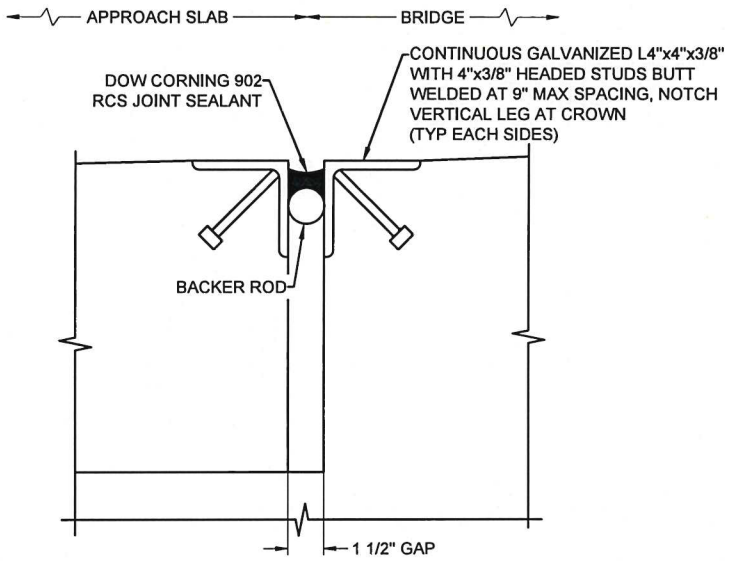
ROAD DESIGN STANDARDS

TYPICAL CATCH BASIN

FIGURE

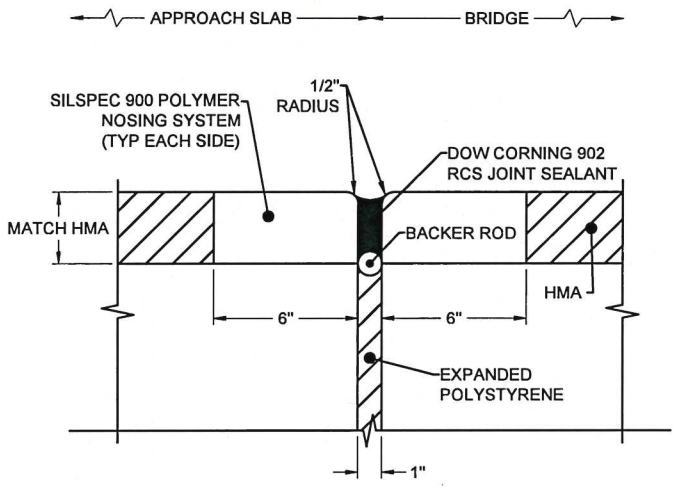
S-03



BRIDGE EXPANSION JOINT

NO HMA OVERLAY

NTS



BRIDGE EXPANSION JOINT

HMA OVERLAY

NTS

SHEET NOTES:

1. INSTALL JOINT SEAL IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
2. EXTEND JOINT SEAL UP CURB FACE AT JUNCTION WITH TRAFFIC BARRIER (IF APPLICABLE)

COUNTY OF WALLA WALLA

JOEL DAVID DICKERSON STATE OF WASHINGTON 56866 REGISTERED PROFESSIONAL ENGINEER

APPROVED BY: Joel Dickerson

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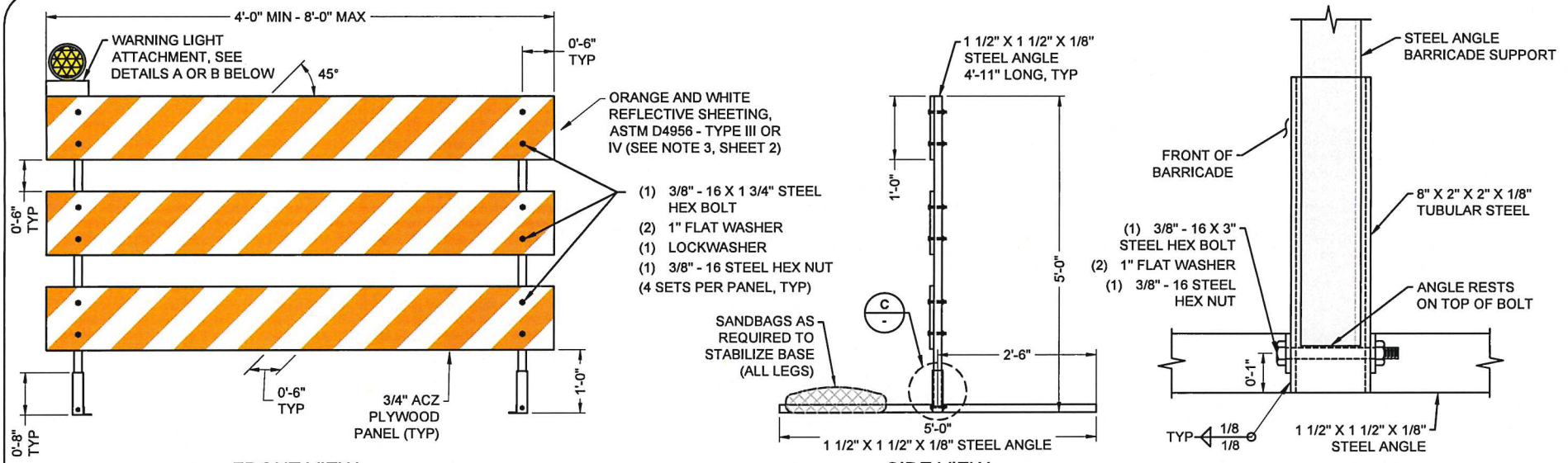
ROAD DESIGN STANDARDS

BRIDGE EXPANSION JOINTS

FIGURE

B-02

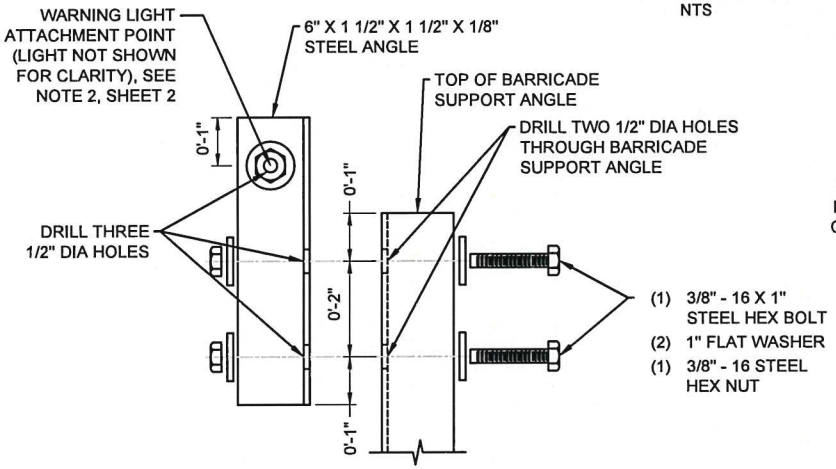


TYPE III BARRICADE

NTS

C — CONNECTION DETAIL

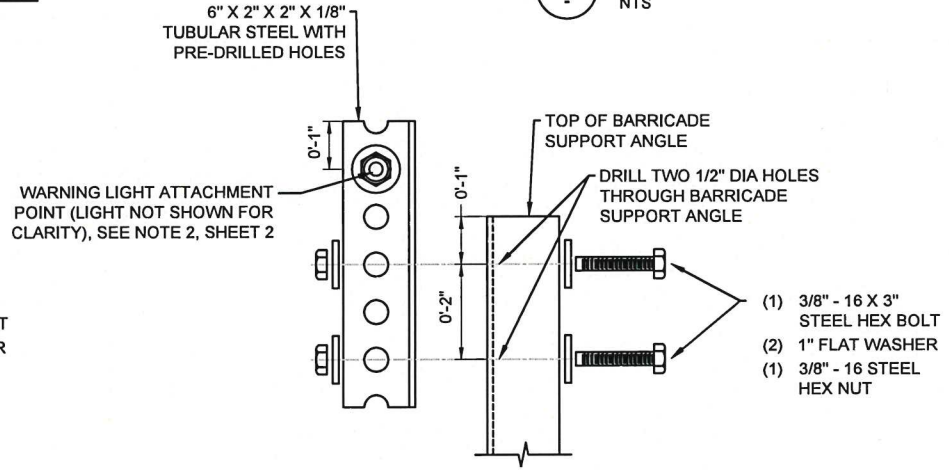
NTS



A — WARNING LIGHT ATTACHMENT DETAIL

OPTION A

NTS



B — WARNING LIGHT ATTACHMENT DETAIL

OPTION B

NTS

COUNTY OF WALLA WALLA

JOEL DAVID DICKERSON STATE OF WASHINGTON 56866 REGISTERED PROFESSIONAL ENGINEER

APPROVED BY:

DATE: 01/13/26

ROAD DESIGN STANDARDS

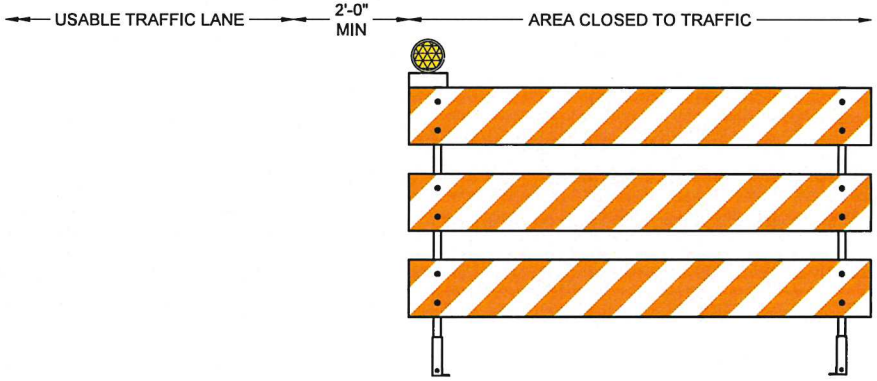
TYPE III BARRICADE
SHEET 1 OF 2

FIGURE

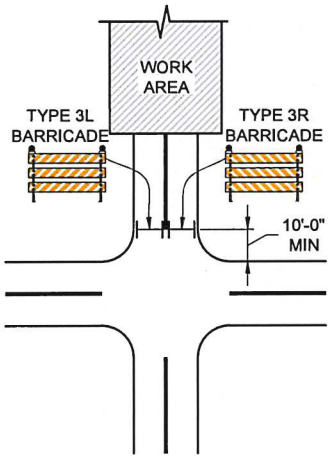
TC-01

NOTES:

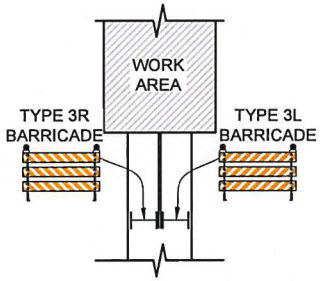
1. THIS DETAIL IS MEANT TO AS GUIDANCE FOR THE TYPE III BARRICADES. ALL TRAFFIC CONTROL DEVICES, INCLUDING TYPE III BARRICADES, SHALL CONFORM WITH THE LATEST EDITION OF THE MUTCD, AND MEET MASH 2016 STANDARDS.
2. ALL FASTENERS MAY BE ZINC PLATED, GALVANIZED OR STAINLESS STEEL. ALL STEEL ANGLE AND TUBULAR STEEL SHALL BE HOT-ROLLED, HIGH CARBON STEEL, PAINTED OR GALVANIZED.
3. INSTALL ON LIGHTWEIGHT TYPE A LOW INTENSITY FLASHING WARNING LIGHT ON THE TRAFFIC SIDE OF THE BARRICADE. INSTALL TWO TYPE A LOW-INTENSITY FLASHING WARNING LIGHTS PER BARRICADE WHEN THE BARRICADES ARE USED TO CLOSE A ROADWAY. ATTACH THE LIGHT TO THE BARRICADE ACCORDING TO THE LIGHT MANUFACTURER'S RECOMMENDATIONS, OR USE THE DETAILS SHOWN ON THIS PLAN (SHEET 1).
4. STRIPES ON BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
5. WHEN A SIGN IS MOUNTED ON THE BARRICADE, IT SHALL BE SECURELY BOLTED TO AT LEAST TWO PLYWOOD PANELS. THE TOP OF THE SIGN SHALL NOT BE HIGHER THAN THE TOP PANEL OF THE BARRICADE.
6. WHEN SANDBAGS ARE USED IN FREEZING WEATHER, UREA FERTILIZER SHALL BE MIXED WITH THE SAND IN A QUANTITY TO PREVENT SAND FROM FREEZING.



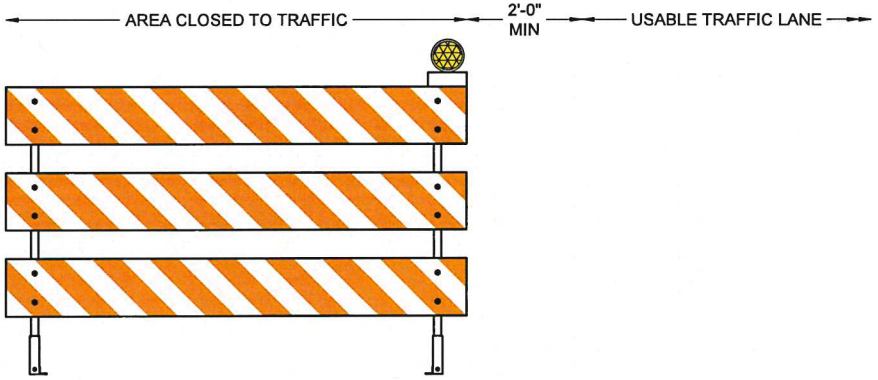
TYPE 3L BARRICADE
NTS



ROAD CLOSURE AT INTERSECTION
NTS



ROAD CLOSURE AT OTHER LOCATIONS
NTS



TYPE 3R BARRICADE
NTS

COUNTY OF WALLA WALLA

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PROFESSIONAL ENGINEER

APPROVED BY:

DATE: 01/13/26

ROAD DESIGN STANDARDS

TYPE III BARRICADE
SHEET 2 OF 2

FIGURE

TC-01

HYDRAULIC PROJECT APPROVAL

Washington Department of
Fish and Wildlife
PO Box 43234
Olympia, WA 98504-3234
(360) 902-2200

Issue Date: 03/05/2026
Project End Date: 12/31/2026

Permit Type: HPA - Standard
Permit Number: 2026-1-16+01
Application ID: 0046451

PERMITTEE	AUTHORIZED AGENT
ATTENTION Alex Zitterkopf 990 Navion Lane Walla Walla, WA 99362	

Project Name: Wallula Bridge Replacement

Project Description: The proposed bridge will generally maintain the existing roadway and overwater footprint as the existing bridge with adjustments made to accommodate a higher bridge profile (proposed design will meet the minimum requirement of 3 feet above the 100-year flood elevation), wider clear zone, and hydraulic opening for Mill Creek. The proposed work will require removing the entire existing bridge superstructure, the substructure, and center piers, which are located within the Mill Creek stream channel. The bridge superstructure will be placed on new abutment foundations offset by approximately 20 feet behind the existing abutments to increase the hydraulic opening to 72 feet. The resulting span will be approximately 120 feet. Proposed pier supports will be located on either side of the streambank above the ordinary high water mark (OHWM); no piers will be placed within the stream. Approximately 575 feet of channel grading is proposed to re-establish a desirable channel shape through the increased bridge opening and relocate the channel away from the eroding streambank and closer to its pre-2020 alignment. The proposed channel grading extends about 85 feet downstream and 400 feet upstream of the existing structure. The proposed channel grading will guide the creek through the center of the structure instead of becoming entrained against the abutment face, as it is under existing conditions.

PROVISIONS

AUTHORIZED WORK TIMES

1. You may begin the project on March 5, 2026 and you must complete the project by March 4, 2031, given that any work done below the ordinary highwater line occurs between **July 15 and September 30** of any calendar year.

NOTIFICATION REQUIREMENTS

2. You or your agent must contact the Washington Department of Fish and Wildlife by e-mail at HPAapplications@dfw.wa.gov; mail to Post Office Box 43234, Olympia, Washington 98504-3234; or fax to (360) 902-2946 at least three business days before starting work, and again within seven days after completing the work. The notification must include the permittee's name, project location, starting date for work or date the work was completed, and the permit number. The Washington Department of Fish and Wildlife may conduct inspections during and after construction; however, the Washington Department of Fish and Wildlife will notify you or your agent before conducting the inspection.

3. FISH KILL/WATER QUALITY PROBLEM NOTIFICATION: If a fish kill occurs or fish are observed in distress at the job site, immediately stop all activities causing harm. Immediately notify the Washington Department of Fish and Wildlife of the problem. If the likely cause of the fish kill or fish distress is related to water quality, also notify the Washington Military Department Emergency Management Division at 1-800-258-5990. Activities related to the fish kill or fish distress must not resume until the Washington Department of Fish and Wildlife gives approval. The Washington Department of Fish and Wildlife may require additional measures to mitigate impacts.
4. You or your agent must contact the Habitat Biologist listed below by e-mail at jackie.mccool@dfw.wa.gov or phone at 509-360-2191 before starting water exclusion and fish life removal. The notification must include the permittee's name, project location, starting date, and the HPA permit number.

PROJECT APPROVALS

5. Work must be accomplished per the plans and specifications submitted with the application and approved by the Washington Department of Fish and Wildlife, entitled "Wallula Bridge Replacement", dated January 14, 2026, except as modified by this Hydraulic Project Approval. You must have a copy of these plans available on site during all phases of the project construction.

REPORTING REQUIREMENTS

6. PHOTOGRAPHS: You, your agent, or contractor must take photographs of the job site before the work begins and after the work is completed. You must upload the photographs to the post-permit requirement page in the Aquatic Protection Permitting System (APPS) or mail them to Washington Department of Fish and Wildlife at Post Office Box 43234, Olympia, Washington 98504-3234 within 30-days after the work is completed.

FISH LIFE REMOVAL

7. All persons participating in capture and removal must have training, knowledge, and skills in the safe handling of fish life. If electrofishing is conducted, a person with electrofishing training must be on-site to conduct or direct all electrofishing activities. If personnel are available, the Washington Department of Fish and Wildlife and affected tribes may help capture and move fish life from the job site.
8. Capture and safely move fish life from the work area to the nearest suitable free-flowing water.
9. Place block nets upstream and downstream of the in-water work area before capturing and removing fish life.

IN-WATER WORK AREA ISOLATION

10. Install the cofferdam, dike, or similar structure and remove fish prior to the start of other work in the wetted perimeter.
11. Maintain water quality when installing and removing the cofferdam, dike or similar structure.
12. Sequence the work to minimize the duration of dewatering.
13. Use a cofferdam, dike, or similar structure to exclude water from the work area.

SEDIMENT, EROSION, AND POLLUTION CONTAINMENT

14. All erosion control materials that will remain onsite must be composed of 100% biodegradable materials.
15. Deposit waste material from the project, such as construction debris, silt, excess dirt, or overburden, in an upland area above the limits of anticipated floodwater unless the material is approved by the Washington Department of Fish and Wildlife for reuse in the project.
16. Do not stockpile construction nor dredged material waterward of the ordinary high water line.
17. If excavation or other construction activities take place waterward of the ordinary high water line, isolate the work area from the stream flow (if present) by using a cofferdam, bypass, or similar structure.
18. If flow conditions arise that will result in erosion or siltation of waters of the state, stop all hydraulic project activities except those needed to control erosion and siltation.
19. Install and maintain curbs or wheel guards to prevent aggregate or earth-type paving material from entering the stream.
20. Prevent project contaminants, such as petroleum products, hydraulic fluid, fresh concrete, sediments, sediment-laden water, chemicals, or any other toxic or harmful materials, from entering or leaching into waters of the state.
21. Protect all disturbed areas from erosion. Maintain erosion and sediment control until all work and cleanup of the job site is complete.

22. Remove soil or debris from the drive mechanisms (wheels, tires, tracks, etc.) and undercarriage of equipment prior to operating the equipment waterward of the ordinary high water line.
23. Return water flow slowly to the in-water work area to prevent the downstream release of sediment laden water. If necessary, install silt fencing above the bypass outlet to capture sediment during re-watering of the channel.
24. Route the construction water (wastewater) from the project to an upland area above the limits of anticipated floodwater. Remove fine sediment and other contaminants before discharging the construction water to waters of the state.
25. Store all construction and deconstruction material in a location and manner that will prevent contaminants such as petroleum products, hydraulic fluid, fresh cement, sediments, sediment-laden water, chemicals, or any other toxic or harmful materials from entering waters of the state.
26. Straw used for erosion and sediment control, must be certified free of noxious weeds and their seeds.
27. To minimize sediment delivery to the stream or stream channel, do not return in-stream flows to the work area until all in-channel work is completed and the bed and banks are stabilized.
28. Use tarps or other methods to prevent treated wood, sawdust, trimmings, drill shavings and other debris from contacting the bed or waters of the state.

STAGING, JOB SITE ACCESS, AND EQUIPMENT

29. Establish staging areas (used for activities such as equipment storage, vehicle storage, fueling, servicing, and hazardous material storage) in a location and manner that will prevent contaminants such as petroleum products, hydraulic fluid, fresh concrete, sediments, sediment-laden water, chemicals, or any other toxic or harmful materials from entering waters of the state.
30. Check equipment daily for leaks and complete any required repairs in an upland location before using the equipment in or near the water.
31. Clearly mark boundaries to establish the limit of work associated with site access and construction.
32. Equipment used in or near water must use environmentally acceptable lubricants composed of biodegradable base oils. These are vegetable oils, synthetic esters, and polyalkylene glycols.
33. Limit the use of equipment waterward of the ordinary high water line to that necessary to gain position for the work.
34. This HPA does not authorize equipment crossings of the stream.

CONSTRUCTION MATERIALS

35. To prevent leaching, construct forms to contain any wet concrete. Place impervious material over any exposed wet concrete that will come in contact with waters of the state. Forms and impervious materials must remain in place until the concrete is cured.
36. Use material for the approaches that is structurally stable and that will not harm fish life if it erodes into the water.
37. Do not use wood treated with oil-type preservative (creosote, pentachlorophenol) in any hydraulic project. Wood treated with waterborne preservative chemicals (ACZA, ACQ) may be used if the Western Wood Preservers Institute has approved the waterborne chemical for use in the aquatic environment. The manufacturer must follow the Western Wood Preservers Institute guidelines and the best management practices to minimize the preservative migrating from treated wood into aquatic environments. To minimize leaching, wood treated with a preservative by someone other than a manufacturer must follow the field treating guidelines. These guidelines and best management practices are available at https://preservedwood.org.
38. The large wood installations shall be anchored to/by boulders using chain. Steel cable, even when coated in environmentally acceptable lubricant, is subject to degradation in high flow or high moisture conditions and the use of steel cable is considered harmful to fish and humans.

PROJECT IMPLEMENTATION

39. Clean the bridge deck of aggregate or earth materials before removing the bridge.
40. Work in the dry watercourse (when no natural flow is occurring in the channel, or when flow is diverted around the job site).
41. Install biotechnical slope protection outside the bridge shadow as shown in the approved plans.

DEMOBILIZATION AND CLEANUP

42. Completely remove any temporary fill before the end of the in-water timing window if the fill material could erode and deliver sediment-laden water into waters of the state.
43. Deposit all trash from the project at an appropriate upland disposal location.
44. Dismantle and mechanically remove as much of the bridge as possible. Bridge parts that cannot be mechanically removed may be broken into the largest sections that can be safely handled and dropped into the stream. You must remove these sections from the stream immediately.
45. Do not relocate removed or replaced structures within waters of the state. Remove and dispose of these structures in an upland area above the limits of anticipated floodwater.
46. Prevent the existing structure and associated construction materials from entering the stream when removing them.
47. Remove temporary erosion and sediment control methods after job site is stabilized or within three months of project completion, whichever is sooner.
48. Restore the disturbed bed, bank, and riparian zone elevations and contours to pre-project condition.
49. To prevent fish from stranding, backfill trenches, depressions, and holes in the bed that may entrain fish during high water or wave action.
50. Upon completion of the project, remove all materials or equipment from the site and dispose of all excess spoils and waste materials in an upland area above the limits of anticipated floodwater.

HABITAT FEATURES

51. Retain all natural habitat features on the bed or banks including large woody material and boulders. You may move these natural habitat features during construction but you must place them near the pre-project location before leaving the job site.

INVASIVE SPECIES CONTROL

52. Follow Method 1 for low-risk locations (i.e., clean/drain/rinse/dry). Thoroughly remove visible dirt and debris from all equipment and gear—including vessels, boots, waders, drive mechanisms, wheels, tires, tracks, buckets, and undercarriage—before arriving at and leaving the job site to prevent the transport and introduction of aquatic invasive species. For contaminated or high-risk sites, refer to the Method 2 Decontamination protocol. Clean, rinse, and dry all decontamination equipment used and properly dispose of any water and chemicals used for cleaning. For additional decontamination details, including specific protocols for freshwater, marine, and estuarine environments, refer to the Washington Department of Fish and Wildlife Invasive Species Management Protocols, available online at https://wdfw.wa.gov/species-habitats/invasive/prevention/clean-drain-dry#decontamination

PLANTING

53. Complete replanting of riparian vegetation during the first dormant season (late fall through late winter) after project completion per the approved plan. Maintain plantings for at least three years to ensure at least eighty percent of the plantings survive. Failure to achieve the eighty percent survival in year three will require you to submit a plan with follow-up measures to achieve requirements or reasons to modify requirements.
54. Replace native riparian zone and aquatic vegetation, and wetland vascular plants (except noxious weeds) damaged or destroyed by construction using a proven methodology.
55. Replant the job site with the plant species composition and planting densities approved by the Washington Department of Fish and Wildlife.
56. Seed areas disturbed by construction activities with a native seed mix suitable for the site that has at least one quick-establishing plant species.

PROJECT LOCATION(S)

Location
Wallula Bridge

HYDRAULIC PROJECT APPROVAL

Washington Department of
Fish and Wildlife
PO Box 43234
Olympia, WA 98504-3234
(360) 902-2200

Issue Date: 03/05/2026
Project End Date: 12/31/2026

Permit Type: HPA - Standard
Permit Number: 2026-1-16+01
Application ID: 0046451

Latitude	Longitude	County
46.054000000000000	-118.431000000000000	Walla Walla
WRIA	**Waterbody**	**Tributary to**
WRIA	Mill Creek	Mill Creek

APPLIES TO ALL HYDRAULIC PROJECT APPROVALS

This Hydraulic Project Approval (HPA) 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 HPA 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 (HPA) shall be available on the job site at all times and all its provisions followed by the person(s) to whom this HPA 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 (HPA) 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 HPA.

Failure to comply with the provisions of this Hydraulic Project Approval could result in a civil action against you, including, but not limited to, a stop work order or notice to comply, and/or a gross misdemeanor criminal charge, possibly punishable by a fine and/or imprisonment.

All Hydraulic Project Approvals (HPA) issued under RCW 77.55.021 are subject to additional restrictions, conditions, or revocation if the Washington Department of Fish and Wildlife determines that changed conditions require such action. The person(s) to whom this HPA is issued has the right to appeal those decisions. Procedures for filing appeals are listed below.

MINOR MODIFICATIONS TO THIS HYDRAULIC PROJECT APPROVAL (HPA): You may request approval of minor modifications to the required work timing or the plans and specifications approved in this HPA unless this is a General HPA. If this is a General HPA you must use the Major Modification process described below. Any approved minor modification will require the issuance of a letter documenting the approval. A minor modification to the required work timing means any change to the work start or end dates of the current work season to enable project or work phase completion. Minor modifications will be approved only if spawning or incubating fish are not 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 do not alter the project's impact to fish life or habitat and do not require a change in the provisions of the HPA to mitigate the impacts of the modification. 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 https://hpa.wdfw.wa.gov/s. If you did not use APPS you must submit a written request for a minor modification to an existing HPA. Written requests must include the name of the permittee, the name of the authorized agent if applicable, the APP ID or HPA number, the date issued, the permitting biologist, the requested changes to the HPA, the reason for the requested change, the date of the request, and the

requestor's signature. Send your written request by email to HPAapplications@dfw.wa.gov, or 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.

MAJOR MODIFICATIONS TO THIS HYDRUALIC PROJECT APPROVAL (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 the issuance of a new HPA. 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 https://hpa.wdfw.wa.gov/s. If you did not use APPS you must submit a written request for a major modification to an existing HPA. Written requests must include the name of the permittee, the name of the authorized agent if applicable, the APP ID or HPA number, the date issued, the permitting biologist, the requested changes to the HPA, the reason for the requested change, the date of the request, and the requestor's signature. Send your written request by email to HPAapplications@dfw.wa.gov or 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), the Washington Department of Fish and Wildlife (WDFW) recommends that you first contact the WDFW employee who issued, denied, or conditioned 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 WDFW 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.

A. INFORMAL APPEALS: WAC 220-660-460 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 HPA Appeals Coordinator, Department of Fish and Wildlife, Habitat Program, PO Box 43234, Olympia, Washington 98504-3234; e-mail to HPAapplications@dfw.wa.gov; fax to (360) 902-2946; or hand-delivery to the WDFW Habitat Program, Natural Resources Building, 1111 Washington St SE, Olympia, Washington 98501. 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 may conduct an informal hearing or review and recommend a decision to the Habitat Program 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 220-660-470 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

HYDRAULIC PROJECT APPROVAL

Washington Department of
Fish and Wildlife
PO Box 43234
Olympia, WA 98504-3234
(360) 902-2200

Issue Date: 03/05/2026
Project End Date: 12/31/2026

Permit Type: HPA - Standard
Permit Number: 2026-1-16+01
Application ID: 0046451

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 HPA Appeals Coordinator, Department of Fish and Wildlife, Habitat Program, PO Box 43234, Olympia, Washington 98504-3234; e-mail to HPAapplications@dfw.wa.gov; fax to (360) 902-2946; or hand-delivery to the Habitat Program, Natural Resources Building, 1111 Washington St SE, Olympia, Washington 98501. 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 Habitat Program 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.

Jackie McCool
Regional Habitat Biologist
(509) 360-2191
jackie.mccool@dfw.wa.gov

For Director
DFW

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SEATTLE DISTRICT
4735 EAST MARGINAL WAY SOUTH, BLDG 1202
SEATTLE, WA 98134-2388

Regulatory Division January 21, 2026

Mr. Alex Zitterkopf
Walla Walla County Department of Public Works
990 Navion Lane
Walla Walla, Washington 99362

Reference: NWS-2024-425
Walla Walla County Department of Public Works
(Wallula Bridge Replacement)

Dear Mr. Zitterkopf:

We have reviewed your application to remove the existing, flood-damaged concrete bridge over Mill Creek at the end of its service life and replace with a new, 120-foot long by 32-foot-wide bridge with a higher profile and wider hydraulic opening. Up to 2,000 cubic yards of streambed material will be excavated over 25,600 square feet of Mill Creek to remove the existing bridge abutments and piers, re-grade the channel to its pre-flood flow path, and to provide suitable alluvial material to anchor large woody debris. In addition, approximately 525 cubic yards of scour protection rock will be installed below OHWM (over approximately 4,090 square feet of area) to protect the new bridge abutments. Approximately 450 cubic yards of rounded revetment rock will be combined with approximately 2,000 cubic yards of native relocated stream gravel fill material within Mill Creek (over approximately 12,850 square feet of area below OHWM) to anchor large woody debris (60 pieces) that will be placed within a 300-foot restored and stabilized left bank that was eroded during 2020 flooding with a bioengineered approach as shown in the project drawings. Approximately 13,050 square feet of streambank areas will be planted with a combination of native shrubs and trees, and an additional approximately 16,650 square feet of the project area will be planted with a native seed mix near Walla Walla, Walla Walla County, Washington. Based on the information you provided to us, Nationwide Permit (NWP) 23, Approved Categorical Exclusions (Federal Register December 27, 2021 Vol. 86, No. 245), authorizes your proposal as depicted on the enclosed drawings dated April 24, 2025.

In order for this authorization to be valid, you must ensure the work is performed in accordance with the enclosed *NWP 23, Terms and Conditions* and the following special conditions:

a. This U.S. Army Corps of Engineers (Corps) permit does not authorize you to take a threatened or endangered species, in particular the Middle Columbia River steelhead. In order to legally take a listed species, you must have a separate authorization under the Endangered Species Act (ESA; e.g., an ESA Section 10 permit, or ESA Section 7 consultation Biological Opinion (BO) with non-discretionary "incidental take" provisions with which you must comply). The enclosed BO prepared by the National Marine Fisheries Service (NMFS) dated September 25, 2025, contains mandatory terms and conditions to implement the reasonable and prudent measures that are associated with the specified "incidental take" in the BO (NMFS Reference Number WCRO-2025-00588). Your authorization under this Corps permit is conditional upon your compliance with all of the mandatory terms and conditions associated with incidental take of the enclosed BO. These terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the BO, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your Corps permit. The NMFS is the appropriate authority to determine compliance with the terms and conditions of its BO and with the ESA.

b. You must implement and abide by the Endangered Species Act (ESA) requirements and/or agreements set forth in the Wallula Bridge Replacement Biological Assessment, dated January 2025, in its entirety. The U.S. Fish and Wildlife Service (USFWS) provided the enclosed Letter of Concurrence (LOC) with a finding of "may affect, not likely to adversely affect" based on this document on December 31, 2025 (USFWS Reference Number 2024-0110258). This agency will be informed of this permit issuance. Failure to comply with the commitments made in this consultation constitutes non-compliance with the ESA and your U.S. Army Corps of Engineers permit. The USFWS is the appropriate authority to determine compliance with ESA.

c. You must implement and abide by the riparian planting plan as shown in the project drawings dated April 24, 2025. Plantings shall be installed following project construction. A report, as-built drawing and photographs demonstrating the trees/plants have been installed or a report on the status of project construction must be submitted to the U.S. Army Corps of Engineers, Seattle District, Regulatory Branch, within 12 months from the date of permit issuance. You can meet this reporting requirement by completing and submitting the enclosed *Report for Mitigation Work Completion* form.

The Federal Highways Administration (FHWA) completed National Historic Preservation Act, Section 7 Endangered Species Act (ESA) consultation and Magnuson Stevens Act, Essential Fish Habitat (EFH) consultation for the proposed activity [National Marine Fisheries Service reference [WCRO-2025-00588], U.S. Fish and Wildlife Service reference [2024-0110258] (collectively called the Services)]. For the purpose of this Department of the Army authorization, we have determined this project will comply with the requirements of these laws provided you comply with all of the permit conditions. We have determined the permit action is sufficiently addressed in their ESA and EFH consultation documents. By this letter we are advising you and the Services, in accordance with 50 CFR 402.07 and 50 CFR 600.920(b), that this agency has served as the lead Federal agency for the ESA and EFH consultation responsibilities for the activity described above.

The authorized work complies with the Washington State Department of Ecology's (Ecology) Water Quality Certification (WQC) requirements for this NWP. No further coordination with Ecology for WQC is required.

You have not requested a jurisdictional determination for this proposed project. If you believe the U.S. Army Corps of Engineers does not have jurisdiction over all or portions of your project you may request a preliminary or approved jurisdictional determination (JD). If one is requested, please be aware that we may require the submittal of additional information to complete the JD and work authorized in this letter may not occur until the JD has been completed.

We have reviewed your project pursuant to the requirements of Section 14 of the Rivers and Harbors Act of 1899 as codified at 33 U.S.C.408 (Section 408). It has been determined that the activities authorized do not impair the usefulness of the U.S. Army Corps of Engineers Navigation project and is not injurious to the public interest.

Our verification of this NWP authorization is valid until March 14, 2026, unless the NWP is modified, reissued, or revoked prior to that date. If the authorized work for the NWP authorization has not been completed by that date and you have commenced or are under contract to commence this activity before March 14, 2026, you will have until March 14, 2027, 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.

You are cautioned that any change in project location or plans will require that you submit a copy of the revised plans to this office and obtain our approval before you begin

work. Deviating from the approved plans could result in the assessment of criminal or civil penalties.

Upon completing the authorized work, you must fill out and return the enclosed *Certificate of Compliance with Department of the Army Permit*. All compliance reports should be submitted to the U.S. Army Corps of Engineers, Seattle District, Regulatory Branch electronically at nws.compliance@usace.army.mil. 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. Referenced documents and information about our program are available on our website at www.nws.usace.army.mil, select “Regulatory Permit Information”. If you have any questions, please contact me at David.J.Moore@usace.army.mil or (206) 496-3065.

Sincerely,

David Moore, Project Manager
Regulatory Division

Enclosures

cc: Ecology (ecyrefedpermits@ecy.wa.gov)

US Army Corps of Engineers
Seattle District

NATIONWIDE PERMIT 23
Terms and Conditions

2021 NWPs - Final 41; Effective Date: February 25, 2022
amended with RGCs 10-14 June 28, 2024

A. Description of Authorized Activities
B. U.S. Army Corps of Engineers (Corps) National General Conditions for All Final 41 NWPs
C. Seattle District Regional General Conditions
D. Seattle District Regional Specific Conditions for this Nationwide Permit (NWP)
E. 401 Water Quality Certification (401 WQC) for this NWP
F. Coastal Zone Management Consistency Response for this NWP

In addition to any special condition that may be required on a case-by-case basis by the District Engineer, the following terms and conditions must be met, as applicable, for a Nationwide Permit (NWP) authorization to be valid in Washington State.

A. DESCRIPTION OF AUTHORIZED ACTIVITIES

23. Approved Categorical Exclusions. Activities undertaken, assisted, authorized, regulated, funded, or financed, in whole or in part, by another Federal agency or department where:

(a) That agency or department has determined, pursuant to the Council on Environmental Quality's implementing regulations for the National Environmental Policy Act (40 CFR part 1500 et seq.), that the activity is categorically excluded from the requirement to prepare an environmental impact statement or environmental assessment analysis, because it is included within a category of actions which neither individually nor cumulatively have a significant effect on the human environment; and

(b) The Office of the Chief of Engineers (Attn: CECW-CO) has concurred with that agency's or department's determination that the activity is categorically excluded and approved the activity for authorization under NWP 23.

The Office of the Chief of Engineers may require additional conditions, including pre-construction notification, for authorization of an agency's categorical exclusions under this NWP.

Notification: Certain categorical exclusions approved for authorization under this NWP require the permittee to submit a pre-construction notification to the district engineer prior to commencing the activity (see general condition 32). The activities that require pre-construction notification are listed in the appropriate Regulatory Guidance Letter(s). (Authorities: Sections 10 and 404)

Note: The agency or department may submit an application for an activity believed to be categorically excluded to the Office of the Chief of Engineers (Attn: CECW-CO). Prior to approval for authorization under this NWP of any agency's activity, the Office of the Chief of Engineers will solicit public comment. As of the date of issuance of this NWP, agencies with approved categorical exclusions are: the Bureau of Reclamation, Federal Highway Administration, and U.S. Coast Guard. Activities approved for authorization under this NWP as of the date of this notice are found in Corps Regulatory Guidance Letter 05-07. Any future approved categorical exclusions will be announced in Regulatory Guidance Letters and posted on this same web site.

B. CORPS NATIONAL GENERAL CONDITIONS FOR ALL 2021 NWPs - FINAL 41

Note: To qualify for NWP authorization, the prospective permittee must comply with the following general conditions, as applicable, in addition to any regional or case-specific conditions imposed by the division engineer or district engineer. Prospective permittees should contact the appropriate Corps district office to determine if regional conditions have been imposed on an NWP. Prospective permittees should also

contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an NWP. Every person who may wish to obtain permit authorization under one or more NWPs, or who is currently relying on an existing or prior permit authorization under one or more NWPs, has been and is on notice that all of the provisions of 33 CFR 330.1 through 330.6 apply to every NWP authorization. Note especially 33 CFR 330.5 relating to the modification, suspension, or revocation of any NWP authorization.

1. Navigation. (a) No activity may cause more than a minimal adverse effect on navigation.

(b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

(c) The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his or her authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

2. Aquatic Life Movements. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

3. Spawning Areas. Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

4. Migratory Bird Breeding Areas. Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

5. Shellfish Beds. No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWPs 4 and 48, or is a shellfish seeding or habitat restoration activity authorized by NWP 27.

6. Suitable Material. No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

7. Water Supply Intakes. No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent bank stabilization.

8. Adverse Effects From Impoundments. If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

9. Management of Water Flows. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to

impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

10. Fills Within 100-Year Floodplains. The activity must comply with applicable FEMA-approved state or local floodplain management requirements.

11. Equipment. Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

12. Soil Erosion and Sediment Controls. Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

13. Removal of Temporary Structures and Fills. Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The affected areas must be revegetated, as appropriate.

14. Proper Maintenance. Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable NWP general conditions, as well as any activity-specific conditions added by the district engineer to an NWP authorization.

15. Single and Complete Project. The activity must be a single and complete project. The same NWP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers. (a) No NWP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed NWP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the PCN with the Federal agency with direct management responsibility for that river. Permittees shall not begin the NWP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed NWP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: http://www.rivers.gov/.

17. Tribal Rights. No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

18. Endangered Species. (a) No activity is authorized under any NWP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any NWP which “may affect” a listed species or critical habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity

on listed species or critical habitat has been completed. See 50 CFR 402.02 for the definition of “effects of the action” for the purposes of ESA section 7 consultation, as well as 50 CFR 402.17, which provides further explanation under ESA section 7 regarding “activities that are reasonably certain to occur” and “consequences caused by the proposed action.”

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat or critical habitat proposed for such designation, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation), the pre-construction notification must include the name(s) of the endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or that utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. The district engineer will determine whether the proposed activity “may affect” or will have “no effect” to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps’ determination within 45 days of receipt of a complete pre-construction notification. For activities where the non-Federal applicant has identified listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have “no effect” on listed species (or species proposed for listing or designated critical habitat (or critical habitat proposed for such designation), or until ESA section 7 consultation or conference has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(d) As a result of formal or informal consultation or conference with the FWS or NMFS the district engineer may add species-specific permit conditions to the NWPs.

(e) Authorization of an activity by an NWP does not authorize the “take” of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with “incidental take” provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word “harm” in the definition of “take" means an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed NWP activity, the non-federal applicant should provide a copy of that ESA section 10(a)(1)(B) permit with the PCN required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district engineer does not need to conduct a separate ESA section 7 consultation for the proposed NWP activity. The district engineer will notify the

non-federal applicant within 45 days of receipt of a complete pre-construction notification whether the ESA section 10(a)(1)(B) permit covers the proposed NWP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their world wide web pages at http://www.fws.gov/ or http://www.fws.gov/ipac and http://www.nmfs.noaa.gov/pr/species/esa/ respectively.

19. Migratory Birds and Bald and Golden Eagles. The permittee is responsible for ensuring that an action authorized by an NWP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects to migratory birds or eagles, including whether "incidental take" permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

20. Historic Properties. (a) No activity is authorized under any NWP which may have the potential to cause effects to properties listed, or eligible for listing, in the National Register of Historic Places until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)(1)). If pre-construction notification is required for the proposed NWP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the NWP activity might have the potential to cause effects to any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts commensurate with potential impacts, which may include background research, consultation, oral history interviews, sample field investigation, and/or field survey. Based on the information submitted in the PCN and these identification efforts, the district engineer shall determine whether the proposed NWP activity has the potential to cause effects on the historic properties. Section 106 consultation is not required when the district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: no historic properties affected, no adverse effect, or adverse effect.

(d) Where the non-Federal applicant has identified historic properties on which the proposed NWP activity might have the potential to cause effects and has so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects to historic properties or that NHPA section 106 consultation has been completed. For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a

complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the non-Federal applicant that he or she cannot begin the activity until section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(e) Prospective permittees should be aware that section 110k of the NHPA (54 U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

21. Discovery of Previously Unknown Remains and Artifacts. Permittees that discover any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by an NWP, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

22. Designated Critical Resource Waters. Critical resource waters include, NOAA-managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by NWPs 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, 44, 49, 50, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these NWPs only after she or he determines that the impacts to the critical resource waters will be no more than minimal.

23. Mitigation. The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, since streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for NWP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas involves planting vegetation, only native species should be planted. The width of the required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the NWPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the PCN is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the NWP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal agency holds an easement, the district engineer will coordinate with that federal agency to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If mitigation bank or in-lieu fee program credits are the proposed option, the mitigation plan needs to address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the NWP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the NWPs. For example, if an NWP has an acreage limit of 1/2-acre, it cannot be used to authorize any NWP activity resulting in the loss of greater than 1/2-acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an NWP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the NWPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the NWP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

24. Safety of Impoundment Structures. To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality. (a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an NWP with CWA section 401, a CWA section 401 water quality certification for the proposed discharge must be obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by certifying authority for the issuance of the NWP, then the permittee must obtain a water quality certification or waiver for the proposed discharge in order for the activity to be authorized by an NWP.

(b) If the NWP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an NWP with CWA section 401, the proposed discharge is not authorized by an NWP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge, the permittee must submit a copy of the certification to the district engineer. The discharge is not authorized by an NWP until the district engineer has notified the permittee that the water quality certification requirement has been satisfied by the issuance of a water quality certification or a waiver.

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

26. Coastal Zone Management. In coastal states where an NWP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an NWP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

27. Regional and Case-By-Case Conditions. The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Nationwide Permits. The use of more than one NWP for a single and complete project is authorized, subject to the following restrictions:
(a) If only one of the NWPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States cannot exceed the acreage limit of the NWP with the highest specified acreage limit. For example, if a road crossing over tidal waters is constructed under NWP 14, with associated bank stabilization authorized by NWP 13, the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.
(b) If one or more of the NWPs used to authorize the single and complete project has specified acreage limits, the acreage loss of waters of the United States authorized by those NWPs cannot exceed their respective specified acreage limits. For example, if a commercial development is constructed under NWP 39, and the single and complete project includes the filling of an upland ditch authorized by NWP 46, the maximum acreage loss of waters of the United States for the commercial development under NWP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States due to the NWP 39 and 46 activities cannot exceed 1 acre.

29. Transfer of Nationwide Permit Verifications. If the permittee sells the property associated with a nationwide permit verification, the permittee may transfer the nationwide permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the nationwide permit verification must be attached to the letter, and the letter must contain the following statement and signature:

"When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this nationwide permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below."

(Transferee)

_____
(Date)

30. Compliance Certification. Each permittee who receives an NWP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The success of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the NWP verification letter. The certification document will include:

(a) A statement that the authorized activity was done in accordance with the NWP authorization, including any general, regional, or activity-specific conditions;

(b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and

(c) The signature of the permittee certifying the completion of the activity and mitigation.

The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States. If an NWP activity also requires review by, or permission from, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an NWP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written NWP verification.

32. Pre-Construction Notification. (a) *Timing*. Where required by the terms of the NWP, the prospective permittee must notify the district engineer by submitting a pre-construction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the NWP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species or critical habitat might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee

cannot begin the activity until receiving written notification from the Corps that there is “no effect” on listed species or “no potential to cause effects” on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. If the proposed activity requires a written waiver to exceed specified limits of an NWP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee’s right to proceed under the NWP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) *Contents of Pre-Construction Notification*: The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific NWP or NWP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity’s purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the NWP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed activity; and any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require pre-construction notification, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an NWP but do not require PCNs). This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non-PCN NWP activities into NWP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the NWP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial and intermittent streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate;

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more

than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the NWP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the “study river” (see general condition 16); and

(10) For an NWP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the pre-construction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

(c) *Form of Pre-Construction Notification*: The nationwide permit pre-construction notification form (Form ENG 6082) should be used for NWP PCNs. A letter containing the required information may also be used. Applicants may provide electronic files of PCNs and supporting materials if the district engineer has established tools and procedures for electronic submittals.

(d) *Agency Coordination*: (1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity’s compliance with the terms and conditions of the NWPs and the need for mitigation to reduce the activity’s adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for: (i) all NWP activities that require pre-construction notification and result in the loss of greater than 1/2-acre of waters of the United States; (ii) NWP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and (iii) NWP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters or the ordinary high water mark in the Great Lakes.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail, facsimile transmission, overnight mail, or other expeditious manner) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district engineer will fully consider agency comments received within the specified time frame concerning the proposed activity’s compliance with the terms and conditions of the

NWPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered. For NWP 37, the emergency watershed protection and rehabilitation activity may proceed immediately in cases where there is an unacceptable hazard to life or a significant loss of property or economic hardship will occur. The district engineer will consider any comments received to decide whether the NWP 37 authorization should be modified, suspended, or revoked in accordance with the procedures at 33 CFR 330.5.

(4) In cases of where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants are encouraged to provide the Corps with either electronic files or multiple copies of pre-construction notifications to expedite agency coordination.

C. SEATTLE DISTRICT REGIONAL GENERAL CONDITIONS: The following conditions apply to the 2021 NWPs - Final 41 NWPs for the Seattle District in Washington State, as applicable.

RGC 1, Project Drawings
Drawings must be submitted with a pre-construction notification (PCN). Drawings must provide a clear understanding of the proposed project, and how waters of the United States will be affected. Drawings must be originals and not reduced copies of large-scale plans. Engineering drawings are not required. Existing and proposed site conditions (manmade and landscape features) must be drawn to scale.

RGC 2, Aquatic Resources Requiring Special Protection
A PCN is required for activities resulting in a loss of waters of the United States in wetlands in dunal systems along the Washington coast, mature forested wetlands, bogs and peatlands, aspen-dominated wetlands, alkali wetlands, vernal pools, camas prairie wetlands, estuarine wetlands, and wetlands in coastal lagoons.

RGC 3, New Bank Stabilization in Tidal Waters of Puget Sound
Activities involving new bank stabilization in tidal waters in Water Resource Inventory Areas (WRIAs) 8, 9, 10, 11, and 12 (within the areas identified on Figures 1a through 1e) cannot be authorized by NWP.

RGC 4, Commencement Bay
No permanent losses of wetlands or mudflats within the Commencement Bay Study Area may be authorized by any NWP (see Figure 2).

RGC 5, Bank Stabilization
All projects including new or maintenance bank stabilization activities in waters of the United States where salmonid species are present or could be present, requires PCN to the U.S. Army Corps of Engineers (Corps) (see NWP general condition 32).

For new bank stabilization projects only, the following must be submitted to the Corps:

a. The cause of the erosion and the distance of any existing structures from the area(s) being stabilized.

b. The type and length of existing bank stabilization within 300 feet of the proposed project.

c. A description of current conditions and expected post-project conditions in the waterbody.

d. A statement describing how the project incorporates elements avoiding and minimizing adverse

environmental effects to the aquatic environment and nearshore riparian area, including vegetation impacts in the waterbody.

In addition to a. through d., the results from any relevant geotechnical investigations can be submitted with the PCN if it describes current or expected conditions in the waterbody.

RGC 6, Crossings of Waters of the United States
Any project including installing, replacing, or modifying crossings of waters of the United States, such as culverts or bridges, requires submittal of a PCN to the U.S. Army Corps of Engineers (see NWP general condition 32).

If a culvert is proposed to cross waters of the U.S. where salmonid species are present or could be present, the project must apply the stream simulation design method from the Washington Department of Fish and Wildlife located in the Water Crossing Design Guidelines (2013), or a design method which provides passage at all life stages at all flows where the salmonid species would naturally seek passage. If the stream simulation design method is not applied for a culvert where salmonid species are present or could be present, the applicant must provide a rationale in the PCN sufficient to establish one of the following:

a. The existence of extraordinary site conditions.

b. How the proposed design will provide equivalent or better fish passage and fisheries habitat benefits than the stream simulation design method.

Culverts installed under emergency authorization that do not meet the above design criteria will be required to meet the above design criteria to receive an after-the-fact nationwide permit verification.

RGC 7, Stream Loss
A PCN is required for all activities that result in the loss of any linear feet of streams.

RGC 8, Construction Boundaries
Permittees must clearly mark all construction area boundaries within waters of the United States before beginning work on projects that involve grading or placement of fill. Boundary markers and/or construction fencing must be maintained and clearly visible for the duration of construction. Permittees should avoid and minimize removal of native vegetation (including submerged aquatic vegetation) to the maximum extent possible.

RGC 9, ESA Reporting to NMFS
For any nationwide permit that may affect threatened or endangered species:

Incidents where any individuals of fish species, marine mammals and/or sea turtles listed by National Oceanic and Atmospheric Administration Fisheries, National Marine Fisheries Service (NMFS) under the Endangered Species Act appear to be injured or killed as a result of discharges of dredged or fill material into waters of the U.S. or structures or work in navigable waters of the U.S. authorized by this Nationwide Permit verification shall be reported to NMFS, Office of Protected Resources at (301) 713-1401 and the Regulatory Office of the Seattle District of the U.S. Army Corps of Engineers at (206) 764-3495. The finder should leave the animal alone, make note of any circumstances likely causing the death or injury, note the location and number of individuals involved and, if possible, take photographs. Adult animals should not be disturbed unless circumstances arise where they are obviously injured or killed by discharge exposure or some unnatural cause. The finder may be asked to carry out instructions provided by the NMFS to collect specimens or take other measures to ensure that evidence intrinsic to the specimen is preserved.

RGC 10, Limitations on New Bank Stabilization Within the Salish Sea

The length of new bank stabilization within waters of the U.S., including new bank stabilization associated with maintenance activities that would expand previously authorized armoring length, cannot exceed 50 linear feet within the Salish Sea under any NWP.

RGC 11, Effects to Forage Fish Spawning Beaches, Drift Cells, and Feeder Bluffs)
No NWP activity can:

a. cause more than minimal adverse effects to forage fish spawning beaches or drift cells; or

b. prevent the functioning of feeder bluffs, including more than minimal adverse effects to sediment recruitment, transport, or deposition.

This regional general condition applies to all NWP activities within the Salish Sea. Information regarding the location of forage fish spawning beaches is available on the Washington Department of Fish and Wildlife's (WDFW) Forage Fish Spawning Map at https://wdfw.maps.arcgis.com/home/webmap/viewer.html?webmap=19b8f74e2d41470cbd80b1af8dedd6b3. Information regarding the location and movement of drift cells, shoreline stability, and coastal landforms, to include feeder bluffs, is available at the Washington State Department of Ecology's Coastal Atlas Map website: https://apps.ecology.wa.gov/coastalatlasmap. These maps are resources that can be used to help identify the location of forage fish spawning beaches, drift cells, and feeder bluffs; they are not a substitute for site-specific data. Information about forage fish, their spawning habitats, and spawning behavior are available through the WDFW. Additional information about the importance of these species as prey species for Endangered Species Act listed salmonids can be found on the National Marine Fisheries Service website.

RGC 12, Bank Stabilization Design Considerations
Bank stabilization activities, including maintenance activities, shall utilize living shorelines, vegetative stabilization, bioengineering, including but not limited to large woody material with intact root wads, and other soft bank stabilization approaches to the maximum practicable extent before considering hard bank stabilization methods such as bulkheads and rock revetments.

RGC 13, PCNs for Activities in Areas Where There May Be Treaty-Reserved Tribal Rights
To ensure compliance with General Condition 17, Tribal Rights, a pre-construction notification (PCN) is required for all NWPs associated with structures or fills in areas where Tribes have retained via treaty the right to fish in their usual and accustomed grounds and stations.

RGC 14, Maintenance of Existing Bank Stabilization Structures and Fills
(Applicable to NWP 3, Maintenance Activities) Maintenance of existing bank stabilization structures that expand the existing structure's footprint or dimensions either waterward, vertically, or linearly along the shoreline within the geographic jurisdiction of the U.S. Army Corps of Engineers are not eligible for NWP 3.

D. SEATTLE DISTRICT REGIONAL SPECIFIC CONDITIONS FOR THIS NWP:

NWP 23 Specific Regional Condition:
1. A pre-construction notification (PCN) must be submitted to the district engineer prior to commencing the activity (see NWP general condition 32). The PCN must include a statement or form bearing the signature of an official of the Federal agency that issued the categorical exclusion, or of an official with delegated authority from that Federal agency verifying the proposed work is categorically excluded.

E. 401 WATER QUALITY CERTIFICATION: Depending on the geographic region of the work authorized by this verification, the appropriate 401 certifying authority has made the following determinations:

Washington Department of Ecology (Ecology) (Projects in all areas except as described for the other certifying agencies listed below): General and Specific WQC Conditions

A. State General Conditions for all Nationwide Permits

In addition to all of the U.S. Army Corps of Engineers' (Corps) national and Seattle District'sregional permit conditions, the following state general Water Quality Certification (WQC) conditions **apply to all NWPs whether granted or granted with conditions** in Washington where Ecology is the certifying authority.

Due to the lack of site specific information on the discharge types, quantities, and specific locations, as well as the condition of receiving waters and the quantity of waters (including wetlands) that may be lost, Ecology may need to review the project if one of the following stategeneral conditions is triggered.

This case-by-case review may be required, and additional information regarding the project and associated discharges may be needed, to verify that the proposed project would comply with state water quality requirements and if an individual WQC is required or if the project meets this programmatic WQC.

1. **In-water construction activities**. Ecology WQC review is required for projects or activities authorized under NWPs where the project proponent has indicated on the Joint Aquatic Resource Permit Application (JARPA) question 9e that the project or activity will not meet State water quality standards, or has provided information indicating that the project or activity will cause, or may be likely to cause or contributeto an exceedance of a State water quality standard (Chapter 173-201A WAC) or sediment management standard (Chapter 173-204 WAC).

Note: In-water activities include any activity within a jurisdictional wetland and/orwaters.

2. **Projects or Activities Discharging to Impaired Waters**. Ecology WQC review is required for projects or activities that will occur in a 303(d) listed segment of a waterbody or upstream of a listed segment and may result in further exceedances of the specific listedparameter to determine if the project meets this programmatic WQC or will require individual WQC.

To determine if your project or activity is in a 303(d) listed segment of a waterbody, visitEcology's Water Quality Assessment webpage for maps and search tools.

3. **Aquatic resources requiring special protection**. Certain aquatic resources are unique and difficult-to-replace components of the aquatic environment in Washington. Activities that would affect these resources must be avoided to the greatest extent practicable. Compensating for adverse impacts to high value aquatic resources is typically difficult, prohibitively expensive, and may not be possible in some landscapesettings.

Ecology WQC review is required for projects or activities in areas identified below to determine if the project meets this programmatic WQC or will require individual WQC.

a. Activities in or affecting the following aquatic resources:
    i. Wetlands with special characteristics (as defined in the Washington State Wetland Rating Systems for western and eastern Washington, Ecology Publications #14-06-029 and #14-06-030):
        - Estuarine wetlands.
        - Wetlands of High Conservation Value.
        - Bogs.
        - Old-growth forested wetlands and mature forested wetlands.
        - Wetlands in coastal lagoons.
        - Wetlands in dunal systems along the Washington coast.
        - Vernal pools.

- Alkali wetlands.

ii. Fens, aspen-dominated wetlands, camas prairie wetlands.

iii. Category I wetlands.

iv. Category II wetlands with a habitat score ≥ 8 points.

b. Activities in or resulting in a loss of eelgrass (Zostera marina) beds.

This state general condition does not apply to the following NWPs:
NWP 20 – Response Operations for Oil and Hazardous Substances
NWP 32 – Completed Enforcement Actions
NWP 48 – Commercial Shellfish Mariculture Activities

4. **Loss of More than 300 Linear Feet of Streambed.** For any project that results in the lossof more than 300 linear feet of streambed Ecology WQC review is required to determineif the project meets this programmatic WQC or will require individual WQC.

5. **Temporary Fills.** For any project or activity with temporary fill in wetlands or other waters for more than six months Ecology WQC review is required to determine if theproject meets this programmatic WQC or will require individual WQC.

6. **Mitigation.** Project proponents are required to show that they have followed the mitigation sequence and have first avoided and minimized impacts to aquatic resourceswherever practicable. For projects requiring Ecology WQC review or an individual WQC with unavoidable impacts to aquatics resources, a mitigation plan must be provided.

a. Wetland mitigation plans submitted for Ecology review and approval shall be based on the most current guidance provided in Wetland Mitigation in Washington State, Parts 1 and 2 (available on Ecology's website) and shall, at aminimum, include the following:

i. A description of the measures taken to avoid and minimize impacts to wetlands and other waters of the U.S.

ii. The nature of the proposed impacts (i.e., acreage of wetlands and functions lost or degraded).

iii. The rationale for the mitigation site that was selected.

iv. The goals and objectives of the compensatory mitigation project.

v. How the mitigation project will be accomplished, including construction sequencing, best management practices to protect water quality, proposed performance standards for measuring success and the proposed buffer widths.

vi. How it will be maintained and monitored to assess progress toward goals and objectives. Monitoring will generally be required for a minimum of five years. For forested and scrub-shrub wetlands, 10 years of monitoring will often be necessary.

vii. How the compensatory mitigation site will be legally protected for the long

term.

Refer to Wetland Mitigation in Washington State – Part 2: Developing Mitigation Plans (Ecology Publication #06-06-011b) and Selecting Wetland Mitigation Sites Using a Watershed Approach (Ecology Publications #09-06-032 (Western Washington) and #10-06-007 (Eastern Washington)) for guidance on selecting suitable mitigation sites and developing mitigation plans.

Ecology encourages the use of alternative mitigation approaches, includingcredit/debit methodology, advance mitigation, and other programmatic approaches such as mitigation banks and in-lieu fee programs. If you are interested in proposing use of an alternative mitigation approach, consult with the appropriate Ecology regional staff person. Information on alternative mitigation approaches is available on Ecology's website.

b. Mitigation for other aquatic resource impacts will be determined on a case-by-case basis.

7. **Stormwater Pollution Prevention**. All projects involving land disturbance or impervious surfaces must implement stormwater pollution prevention or control measures to avoiddischarge of pollutants in stormwater runoff to waters.

   a. For land disturbances during construction, the applicant must obtain and implement permits (e.g., Construction Stormwater General Permit) where required and follow Ecology's current stormwater manual.

   b. Following construction, prevention or treatment of on-going stormwater runofffrom impervious surfaces shall be provided.

Ecology's Stormwater Management and Design Manuals and stormwater permitinformation are available on Ecology's website.

8. **Application**. For projects or activities that will require Ecology WQC review, or anindividual WQC, project proponents must provide Ecology with a JARPA or the equivalent information, along with the documentation provided to the Corps, as described in national general condition 32, Pre-Construction Notification (PCN), including, where applicable:

   a. A description of the project, including site plans, project purpose, direct and indirect adverse environmental effects the project discharge(s) would cause, best management practices (BMPs), and proposed means to monitor the discharge(s).

   b. List of all federal, state or local agency authorizations required to be used for anypart of the proposed project or any related activity.

   c. Drawings indicating the OHWM, delineation of special aquatic sites, and other waters of the state. Wetland delineations must be prepared in accordance with thecurrent method required by the Corps and shall include Ecology's Wetland Rating form. Wetland Rating forms are subject to review and verification by Ecology staff.

      Guidance for determining the OHWM is available on Ecology's website.

   d. A statement describing how the mitigation requirement will be satisfied. A conceptual or detailed mitigation or restoration plan may be submitted. See stategeneral condition 5.

   e. Other applicable requirements of Corps NWP general condition 32, Corps regional conditions, or notification conditions of the applicable NWP.

Ecology **grants with conditions Water Quality Certification** (WQC) for this NWP provided that Ecology individual WQC review is not required per the state general conditions (see above) and the following conditions:

Ecology Section 401 Water Quality Certification – Granted with conditions. Ecologyindividual WQC is required for projects or activities authorized under this NWP if:

1. The project or activity has fill impacts to waters greater than ½ acre.

Environmental Protection Agency (EPA) (on Tribal Lands where Tribes Do Not Have Treatment in a Similar Manner as a State and Lands with Exclusive Federal Jurisdiction in Washington):

On behalf of the 28 tribes that do not have treatment in a similar manner as a state and for exclusive federal jurisdiction lands located within the state of Washington, EPA Region 10 has determined that CWA Section 401 WQC for the following proposed NWPs is granted with conditions. EPA Region 10 has determined that any discharge authorized under the following proposed NWPs will comply with water quality requirements, as defined at 40 C.F.R. § 121.1(n), subject to the following conditions pursuant to CWA Section 401(d).

General Conditions:

EPA General Condition 1 – Aquatic Resources of Special Concern

Activities resulting in a point source discharge in the following types of aquatic resources of special concern shall request an individual project-specific CWA Section 401 WQC: mature forested wetlands; bogs, fens and other peatlands; vernal pools; aspen-dominated wetlands; alkali wetlands; camas prairie wetlands; wetlands in dunal systems along the Oregon or Washington Coast; riffle-pool complexes of streams; marine or estuarine mud-flats; salt marshes; marine waters with native eelgrass or kelp beds; or marine nearshore forage fish habitat. To identify whether a project would occur in any of these aquatic resources of special concern, project proponents shall use existing and available information to identify the location and type of resources, including using the U.S. Fish and Wildlife Service's online digital National Wetland Inventory maps, identifying project location on topographical maps, and/or providing on-site determinations as required by the Corps. When a project requires a Pre-Construction Notification (PCN) to the Corps, project proponents shall work with the Corps to identify whether the project is in any of these specific aquatic resources of special concern.

EPA General Condition 2 – Soil Erosion and Sediment Controls

Turbidity shall not exceed background turbidity by more than 50 Nephelometric Turbidity Units (NTU) above background instantaneously or more than 25 NTU above background for more than ten consecutive days.[8] Projects or activities that are expected to exceed these levels require an individual project-specific CWA Section 401 WQC.

The turbidity standard shall be met at the following distances from the discharge:

Wetted Stream Width at Discharge Point	**Approximate Downstream Point to Sample to Determine Compliance**
Up to 30 feet	50 feet
>30 to 100 feet	100 feet
>100 feet to 200 feet	200 feet
>200 feet	300 feet
Lake, Pond, Reservoir	Lesser of 100 feet or maximum surface distance

For Marine Water	Point of Compliance for Temporary Area of Mixing
Estuaries or Marine Waters	Radius of 150 feet from the activity causing the turbidity exceedance

Measures to prevent and/or reduce turbidity shall be implemented and monitored prior to, during, and after construction. Turbidity monitoring shall be done at the point of compliance within 24 hours of a precipitation event of 0.25 inches or greater. During monitoring and maintenance, if turbidity limits are exceeded or if measures are identified as ineffective, then additional measures shall be taken to come into compliance and EPA shall be notified within 48 hours of the exceedance or measure failure.

EPA General Condition 3 - Compliance with Stormwater Pollution Prevention and the National Pollutant Discharge Elimination System Permit Provisions

For land disturbances during construction that 1) disturb one or more acres of land, or 2) will disturb less than one acre of land but are part of a common plan of development or sale that will ultimately disturb one or more acres of land, the permittee shall obtain and implement Construction Stormwater General Permit requirements,[9] including:

1. The permittee shall develop a Stormwater Pollution Prevention Plan (SWPPP)[10] and submit it to EPA Region 10 and appropriate Corps District; and
2. Following construction, prevention or treatment of ongoing stormwater runoff from impervious surfaces that includes soil infiltration shall be implemented.

EPA General Condition 4 – Projects or Activities Discharging to Impaired Waters

Projects or activities are not authorized under the NWPs if the project will involve point source discharges into an active channel (e.g., flowing or open waters) of a water of the U.S. listed as impaired under CWA Section 303(d) and/or if the waterbody has an approved Total Maximum Daily Load (TMDL) and the discharge may result in further exceedance of a specific parameter (e.g., total suspended solids, dissolved oxygen, temperature) for which the waterbody is listed or has an approved TMDL. The current lists of impaired waters of the U.S. under CWA Section 303(d) and waters of the U.S. for which a TMDL has been approved are available on EPA Region 10's web site at: https://www.epa.gov/tmdl/impaired-waters-and-tmdls-region-10.

EPA General Condition 5 – Notice to EPA

All project proponents shall provide notice to EPA Region 10 prior to commencing construction activities authorized by a NWP. This will provide EPA Region 10 with the opportunity to inspect the activity for the purposes of determining whether any discharge from the proposed project will violate this CWA Section 401 WQC. Where the Corps requires a PCN for an applicable NWP, the project proponent shall also provide the PCN to EPA Region 10. EPA Region 10 will provide written notification to the project proponent if the proposed project will violate the water quality certification of the NWP.

EPA General Condition 6 – Unsuitable Materials

The project proponent shall not use wood products treated with leachable chemical components (e.g., copper, arsenic, zinc, creosote, chromium, chloride, fluoride, pentachlorophenol), which result in a discharge to waters of the U.S., unless the wood products meet the following criteria:

1. Wood preservatives and their application shall be in compliance with EPA label requirements and criteria of approved EPA Registration Documents under the Federal Insecticide, Fungicide, and Rodenticide Act;
2. Use of chemically treated wood products shall follow the Western Wood Preservatives Institute (WWPI) guidelines and BMPs to minimize the preservative migrating from treated wood into the aquatic environment;

3. For new or replacement wood structures, the wood shall be sealed with non-toxic products such as water-based silica or soy-based water repellants or sealers to prevent or limit leaching. Acceptable alternatives to chemically treated wood include untreated wood, steel (painted, unpainted or coated with epoxy petroleum compound or plastic), concrete and plastic lumber; and
4. All removal of chemically treated wood products (including pilings) shall follow the most recent "EPA Region 10 Best Management Practices for Piling Removal and Placement in Washington State."

EPA NWP Specific Conditions:
This NWP is conditionally certified, subject to the general conditions above, except that an individual project-specific WQC is required when the project will have:

1. Greater than 1/10 acre of impacts to waters of the U.S.; or
2. Greater than 300 linear feet of impacts to waters of the U.S.

Specific Tribes with Certifying Authority (Projects in Specific Tribal Areas):
WQC was issued by the Swinomish Indian Tribal Community. WQC was waived by the Confederated Tribes of the Chehalis Reservation and Colville Indian Reservation, Kalispel Tribe of Indians, Port Gamble S'Klallam Tribe, Quinault Indian Nation, and the Spokane Tribe of Indians. WQC was denied by the Lummi Nation, Makah Tribe, Puyallup Tribe of Indians, and the Tulalip Tribes; therefore, individual WQC is required from these tribes.

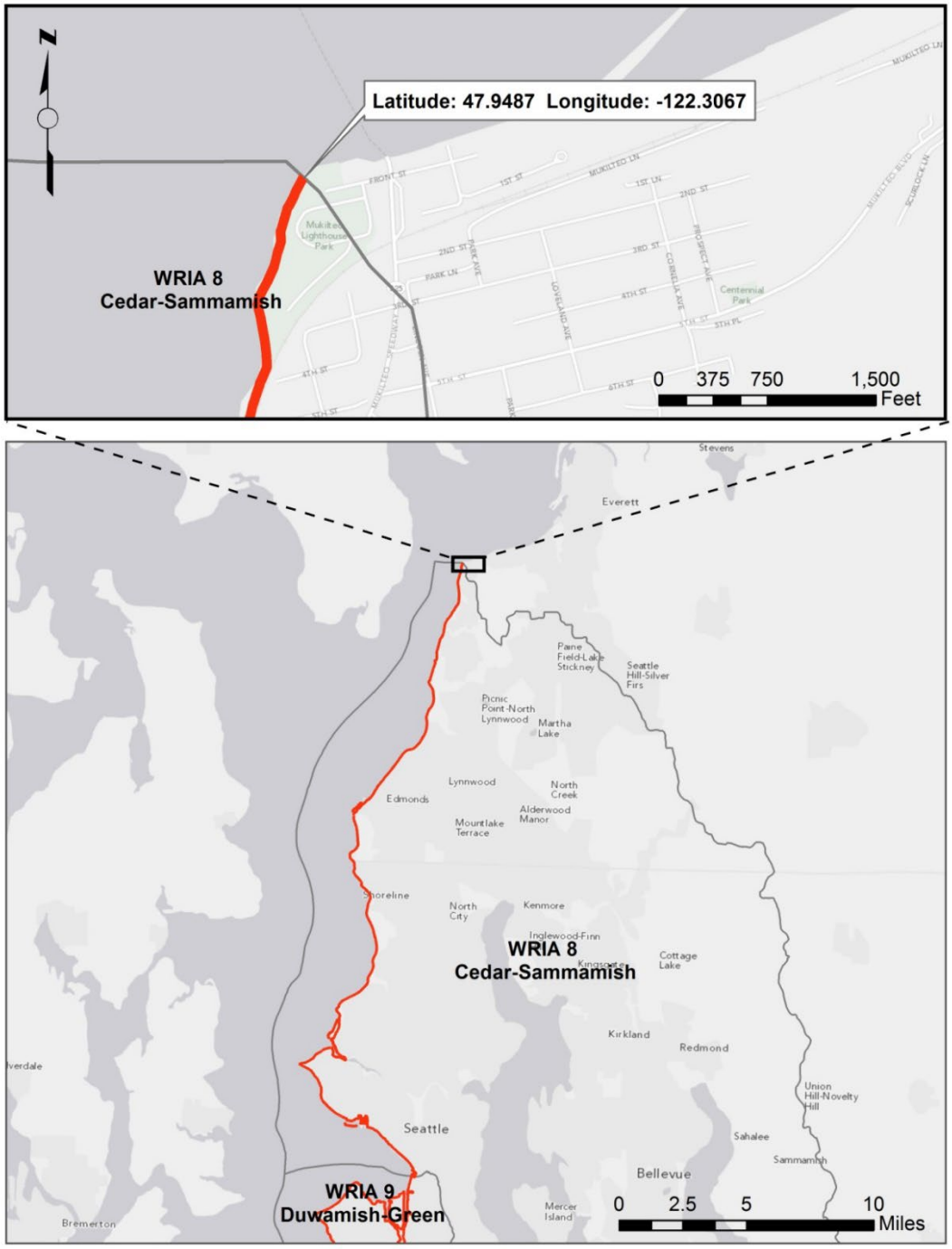
F. COASTAL ZONE MANAGEMENT ACT (CZMA) CONSISTENCY RESPONSE FOR THIS NWP:

Ecology's determination is that they concur with conditions that this NWP is consistent with CZMA.

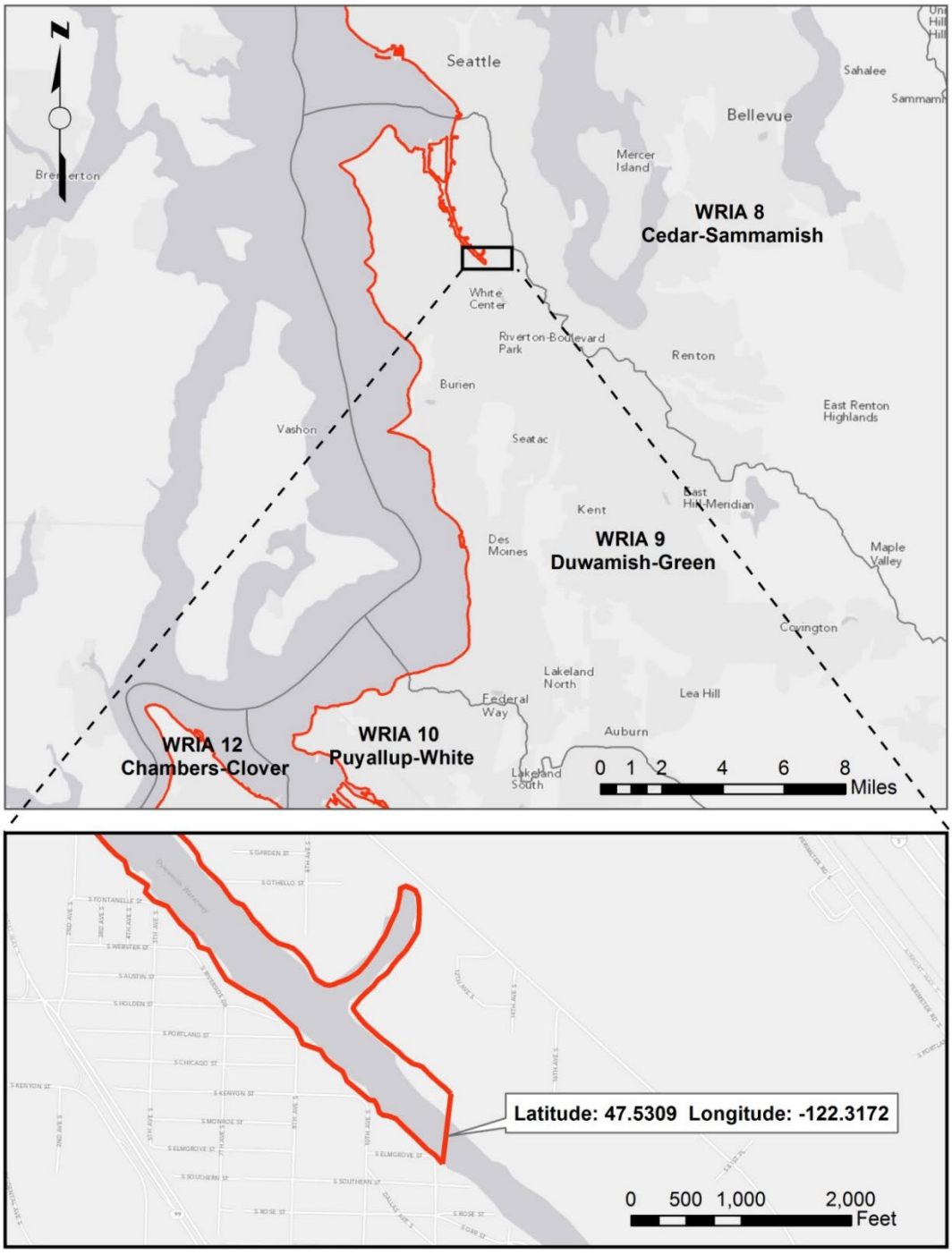
CZM Federal Consistency Response – Concur with Conditions.

1. A CZM Federal Consistency Decision is required for projects or activities under this NWP if a State 401 Water Quality Certification is required.

Seattle District Regional General Conditions - Figures
Figure 1: RGC 3 - WRIAs 8, 9, 10, 11, and 12
a. WRIA 8



b. WRIA 9


N
Seattle
Bellevue
Sahalee
Mercer Island
Bremerton
WRIA 8
Cedar-Sammamish
White Center
Riverton-Boulevard Park
Renton
Burien
East Renton Highlands
Vashon
Seatac
East Hill-Meridian
Kent
Des Moines
WRIA 9
Duwamish-Green
Maple Valley
Covington
Lakeland North
Lea Hill
Federal Way
Auburn
WRIA 12
Chambers-Clover
WRIA 10
Puyallup-White
Lakeland South
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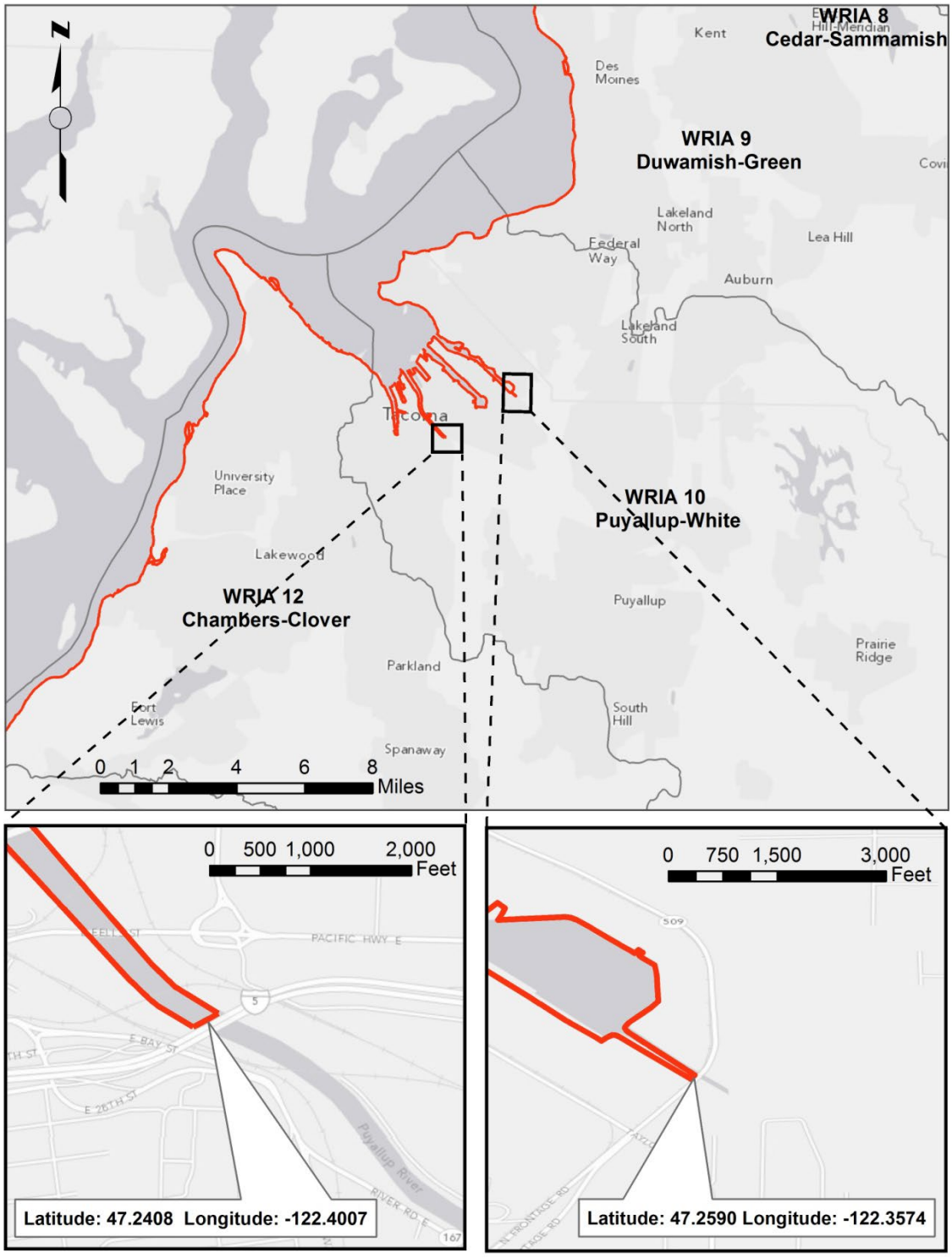
Miles
Latitude: 47.5309 Longitude: -122.3172
0 500 1,000 2,000
Feet

c. WRIA 10


WRIA 8
Cedar-Sammamish
WRIA 9
Duwamish-Green
WRIA 10
Puyallup-White
WRIA 12
Chambers-Clover
Kent
Des Moines
Federal Way
Lakeland North
Lea Hill
Auburn
Lakeland South
Tacoma
University Place
Lakewood
Puyallup
Parkland
Prairie Ridge
South Hill
Spanaway
Fort Lewis
0 1 2 4 6 8 Miles
0 500 1,000 2,000 Feet
PACIFIC HWY E
E BAY ST
E 26TH ST
Puyallup River
RIVER RD E
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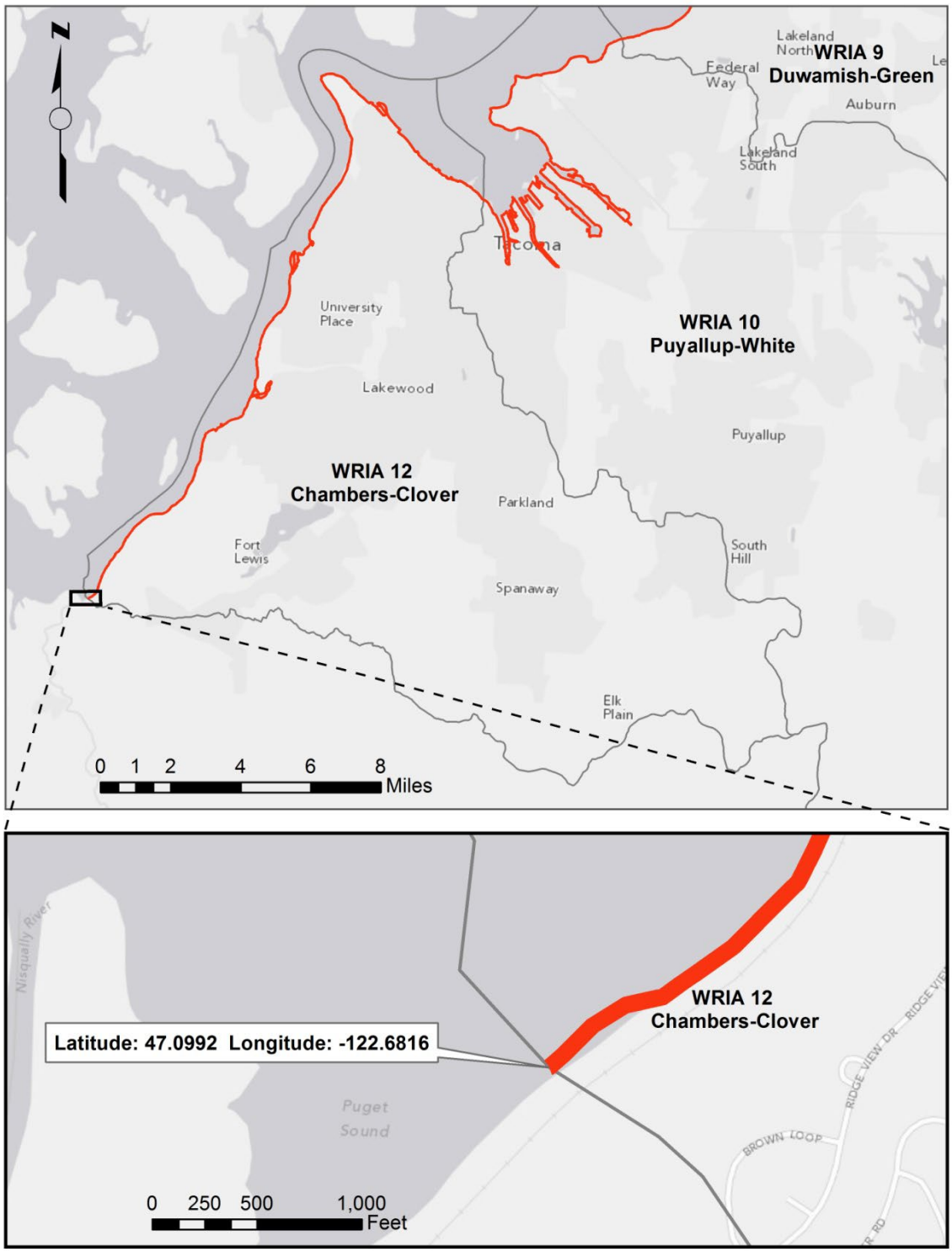
0 750 1,500 3,000 Feet
Latitude: 47.2590 Longitude: -122.3574

d. WRIA 12


N
Lakeland North
WRIA 9
Duwamish-Green
Federal Way
Auburn
Lakeland South
Tacoma
University Place
WRIA 10
Puyallup-White
Lakewood
Puyallup
WRIA 12
Chambers-Clover
Parkland
Fort Lewis
South Hill
Spanaway
Elk Plain
0 1 2 4 6 8
Miles
Nisqually River
WRIA 12
Chambers-Clover
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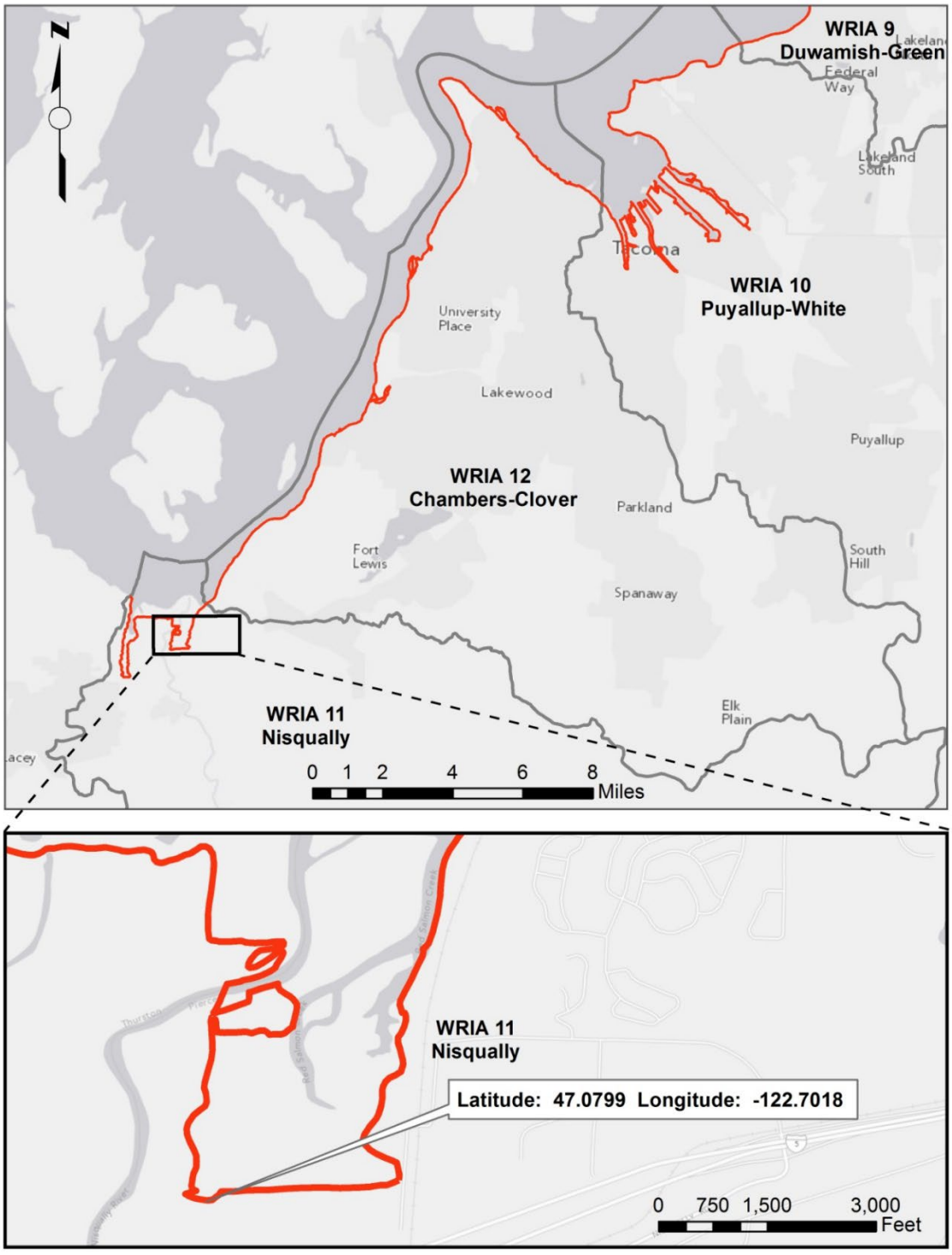
Puget Sound
BROWN LOOP
RIDGE VIEW DR
0 250 500 1,000
Feet

e. WRIA 11


WRIA 9
Duwamish-Green
Federal Way
Lakeland South
Tacoma
WRIA 10
Puyallup-White
University Place
Lakewood
Puyallup
WRIA 12
Chambers-Clover
Parkland
Fort Lewis
South Hill
Spanaway
Elk Plain
Lacey
WRIA 11
Nisqually
0 1 2 4 6 8
Miles
WRIA 11
Nisqually
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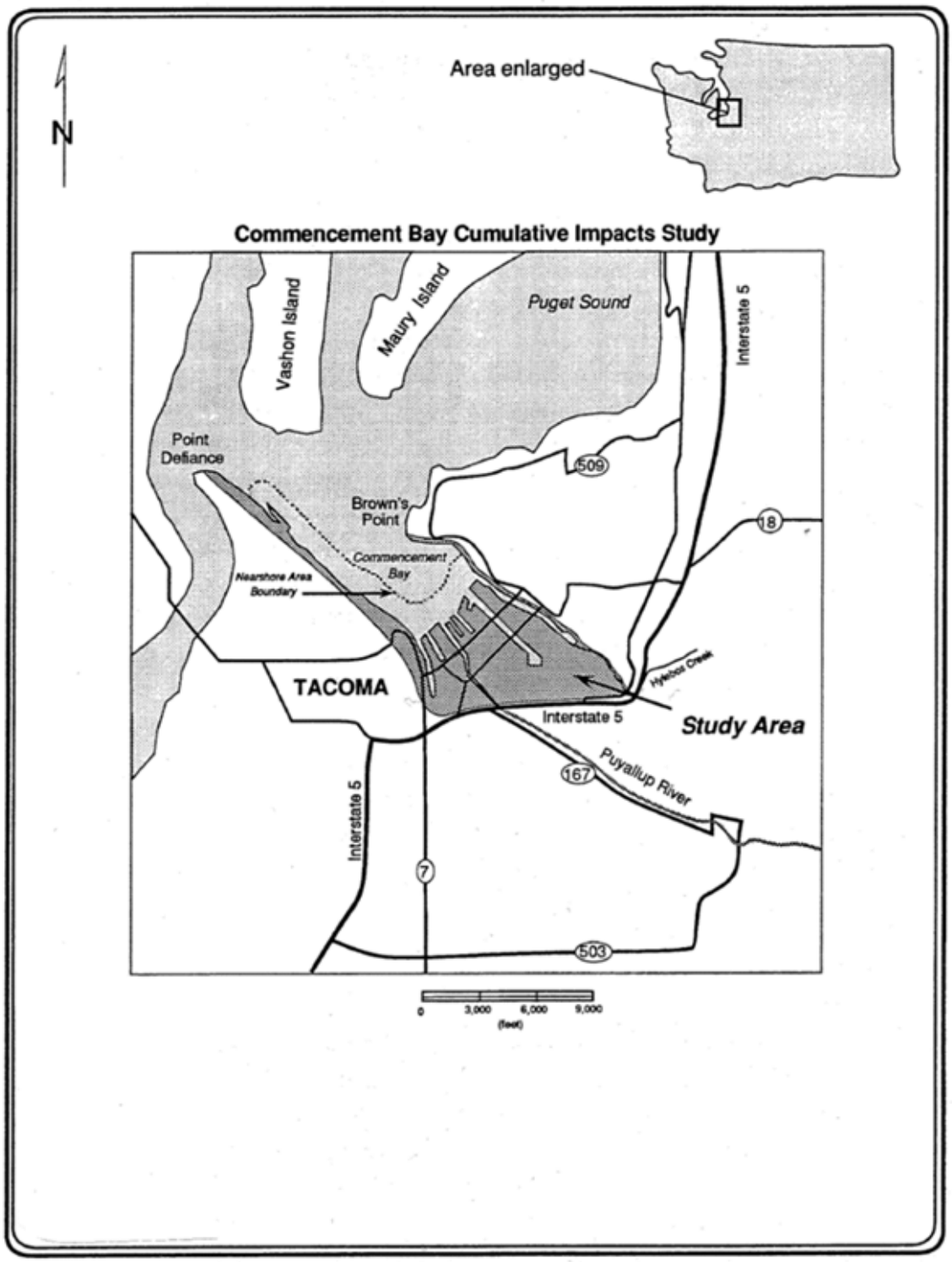
0 750 1,500 3,000
Feet

Figure 2. RGC 4 - Commencement Bay Study Area



Community Development Department
Director: Lauren Prentice
310 W. Poplar Street, Suite 200 | Walla Walla, WA 99362
Main: commdev@co.walla-walla.wa.us | 509-524-2610
https://www.co.walla-walla.wa.us/government/community_development/index.php

NOTICE OF DECISION

Date of Notice:	6/17/2025
File Number:	SHR24-08
Type of Application:	Shoreline, Substantial Development Permit
Applicant:	WW County Public Works
Date of Decision:	6/17/2025
Decision:	**Approved with Conditions**

Pursuant to Walla Walla County Code (WWCC) 14.09.090(F), enclosed is the Hearing Examiner's decision from the 5/12/2025 agenda. This decision shall be effective on the date of this notice (WWCC 14.09.090.H). Affected property owner(s) may request a change in valuation for property tax purposes notwithstanding any program of revaluation (WWCC 14.090.090(F)(6)).

APPLICATION FILE
The application file is available for inspection electronically or in person; please contact the assigned planner, Don Sims, Associate Planner, at 509-524-2610 or planning@wwcowa.gov during public office hours (10 AM to 3 PM Monday through Friday) to make arrangements to access the file(s).

APPEAL
This decision will be considered final if no appeals are filed within the allowed time frame described in WWCC Chapter 14.11, Appeals. WWCC 14.11.060 allows for the applicant or party of record to seek reconsideration of the final decision. An appeal must be submitted to the Community Development Department (CDD) within ten (10) days of this notice. If no reconsideration request is submitted by this date, the decision will be final.

The following must be submitted to the CDD by **5 PM on 6/27/2025** to planning@wwcowa.gov or to 310 W. Poplar Street, Suite 200, Walla Walla, WA 99362:

A. Appeal or Reconsideration of Decision Application
B. $1,751 Fee payable by cash, check made out to Walla Walla County, or credit/debit card. (includes a $5 Application Fee and 3% Technology Fee)
C. Written Statement identifying:
    1. The decision being appealed;
    2. The name and address of the appellant and their interest in the matter;
    3. The specific reasons why the appellant believes the decision to be wrong, including identification of each finding of fact, each conclusion, and each condition or action ordered which the appellant alleges is erroneous. The reconsideration request must be based on one of the following grounds: (1) A material error of law was made; (2) a material error or

4. omission of material fact was made; (3) new material information is presented that was not knowable at the time of hearing. The appellant shall bear the burden of proving the decision was wrong; and
5. The specific desired outcome or changes to the decision.

Pursuant to WWCC 14.11.020 and 14.11.040, **after/if** a reconsideration request has been considered, the Hearing Examiner's decision may be appealed to the Walla Walla County Superior Court under the Land Use Petition Act (LUPA), Revised Code of Washington (RCW) 36.70C. A LUPA petition must be submitted to the Walla Walla County Superior Court within twenty one (21) days of issuance of the final decision (or reconsideration) per RCW 36.70C.040(3), unless another time period is established by state law.

Enc. SHR24-08 Hearing Examiner's Decision, dated 6/17/2025

Before Hearing Examiner
Gary N. McLean

BEFORE THE HEARING EXAMINER
FOR WALLA WALLA COUNTY

Application for a Shoreline Substantial Development Permit submitted by **WALLA WALLA COUNTY DEPARTMENT OF PUBLIC WORKS,** Applicant *(Proposal to remove and replace the Wallula Avenue Bridge crossing Mill Creek, at the intersection of Old Highway 12 and Wallula Avenue, west of the Walla Walla City limits, in the Rural Residential and Rural Conservancy Shoreline Environment, all in unincorporated Walla Walla County)*	**File No. SHR 24-008** **FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION APPROVING SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT**

I. SUMMARY OF DECISION.

The pending application for a Shoreline Substantial Development Permit to authorize removal and replacement of the Wallula Avenue Bridge crossing Mill Creek meets applicable state and County Shoreline regulations and is therefore approved, subject to conditions.

II. RECORD.

All exhibits entered into evidence as part of the record, and an audio recording of the public hearing, are maintained by the County, and may be examined or reviewed by contacting the County's public records officer. The Record includes the Staff Report prepared by the County's Associate Planner, Don Sims, with a lengthy collection of application materials, consultant reports, written comments, and other items reviewed by Staff before issuing their recommendation of approval. A copy of the Staff Report and most exhibits listed below were consolidated into a single .pdf "project file" with 579 pages. References to portions of key records may include citations to digital (.pdf) page numbers where the item appears in the consolidated project file.

Exhibits

[NOTE: Items marked with "" were submitted as part of the application materials.[1]]*

1. Staff Report, dated April 30, 2025 (.pdf pages 1-9)
2. * SEPA Checklist, SHR24-08/SEPA24-20, dated 9/23/2024
3. * JARPA Form, SHR24-08, dated 12/10/2024 and 11/13/2024
4. * Critical Areas Report, prepared by David Evans and Associates, dated 11/2024
5. * Biological Assessment, prepared by David Evans and Associates, Inc., dated 11/2024
6. * Hydraulic Report, prepared by David and Associates, Inc., dated 8/15/2024
7. * Geotechnical Engineering Evaluation, prepared by GeoEngineers, dated 3/5/2024
8. * Preliminary bridge building plans, dated 3/21/2024
9. * Cultural Resources Report, prepared by Anderson Environmental Consulting LLC, dated 3/27/2024
10. Notice of Application with Optional Determination of Non-Significance, dated 1/18/2025 and Certificate of Publishing
11. Final SEPA Determination of Mitigated Non-Significance, dated 4/25/2025, and SEPA Staff Evaluation Report.
12. * Walla Walla County Environmental Application form, dated 11/6/2024
13. Notice of Public Hearing, published 4/29/2025, Certificate of Mailing/Publishing, dated 4/29/2025
14. Agency Comment, State of Washington Department of Ecology, dated 1/30/2025
15. Agency Comment, State of Washington Department of Archaeology and Historic Preservation, dated 1/31/2025
16. Response to Agency comments, David Evans and Associates, dated 3/19/2025

[1] Application Materials are identified and described on page 2 of the Staff Report, and marked with an "*" on this list.

Testimony:

The following persons provided testimony under oath during the open-record public hearing held on May 12, 2025:

1. Don Sims, Associate Planner and primary Staff reviewer for the pending application, appeared for the Department, summarized the Staff Report; highlighted key exhibits that were provided as part of the application materials; noted that the Cultural Resources Report recommends an on-site archaeologist be present during ground disturbance work and that additional study may be needed if the 'staging site' for construction items is outside the study area addressed in the report. (Proposed Condition No. 4 is meant to address this situation).

2. David Witthaus, with David Evans and Associates' Spokane Office, the applicant's project manager for this matter, led the applicant's hearing presentation, summarized how the bridge is old, aging, built about 1947, with abutment and piers in the creek's regular flow channel so debris can collect and contribute to flooding problems in the surrounding area. Described how major flood events occurred in 1953, 1996, 2019 and 2020, causing damage to the bridge structure, and resulting in a shift of the creek's alignment which moved onto private property. The replacement bridge is a local priority, received full funding, about $4.8 million of federal funds awarded by WSDOT. The replacement bridge will be in the same location, but will be about 6-feet taller than old bridge, improving creek flow conditions and hopefully reducing flood problems. The project also includes partial realignment of Mill Creek, moving it back to where it was before the 2020 flood events.

3. Gray Rand, with DEA, Senior Biologist, provided description of design features, log revetment on left side, adding details to some project elements summarized by Mr. Witthaus; prepared and signed JARPA form for this project, included in the record as Ex. 3.

4. Alex Zitterkopf, Project Manager with Walla Walla County Public Works, summarized anticipated schedule for project work, similar to timeline for 5-Mile Road Bridge project, hoping both projects will move forward in 2026 after right of way acquisition process is complete.

5. Jamie Serrano, Permit Technician for the County, confirmed that no one submitted any appeals, of the SEPA threshold determination, or other Shoreline permits recently issued by the County for bridge projects along Mill Creek.

During the public hearing, no one submitted any written comments or hearing testimony questioning or opposing the requested Shoreline Permit.

III. FINDINGS OF FACT.

Based on the record, and following consideration of all the evidence, testimony, codes, policies, regulations, and other information included therein, the undersigned issues the following findings of fact:

1. All statements of fact included in previous or following sections of this Decision that are deemed to be findings of fact are incorporated by reference into this section as findings of fact issued by the Hearing Examiner. Captions used in these findings should not be read or construed to alter the full meaning and effect of any finding, wherever found in this Decision.

2. Staff confirmed that all notices required for this matter were provided in accord with applicable county and state regulations, and that limited written comments received from public agencies were considered and addressed in the Staff Report. *(Staff Report, pages 2-3; Exs. 10, 11, and 13; Testimony of Mr. Sims).*

Background, Project Location, Project Description.

3. The Walla Walla County Public Works Department ("Public Works") is the applicant in this matter, seeking approval of a Shoreline Substantial Development Permit needed to authorize replacement of the Wallula Avenue Bridge and related infrastructure where it crosses Mill Creek, a regulated shoreline area in unincorporated Walla Walla County.

4. Mill Creek, with a drainage area of 114 square miles, is a tributary of the Walla Walla River, and flows from the Blue Mountains through the City of Walla Walla (as a flood control channel) to the Walla Walla River. In the 1940s, after enduring several large floods, the U.S. Army Corps of Engineers (USACE) constructed the Mill Creek Flood Control Project on approximately 7 miles of the stream through the City, of which two miles are a concrete-lined flume through downtown. This Wallula Avenue Bridge project area is located approximately 2.3 miles downstream of the Flood Control Project on the lower reaches of the stream. *(Ex. 5, Biological Assessment, on .pdf page 180).*

5. Mill Creek was the focal point for historic settlement in the Walla Walla area. The Walla Walla River was used by anadromous species including spring chinook salmon. The environmental diversity of the project area was the basis for the subsistence and settlement patterns of the Cayuse, Umatilla, and Walla Walla native American tribes who inhabited the area, as described and discussed in more detail in the Cultural Resources Report prepared for this project. *(Ex. 9, Cultural Resources Report, on .pdf page 525).*

6. This is one of several old bridge replacement projects in the County, for which similar Shoreline permits were issued by the Hearing Examiner in the last few months, none of which were appealed to the Shorelines Hearings Board.

7. East of the bridge, the property is zoned Rural Residential 5, and west of the bridge, property is zoned Agriculture Residential 10. The project falls in the Rural Residential and Rural Conservancy Shoreline Environment designations *(see Staff Report, pages 1 and 2),* all in unincorporated Walla Walla County.

8. Just like the Five Mile Road Bridge and Seven Mile Road Bridge Replacement Projects, recently granted separate Shoreline Permits by the Hearing Examiner, the existing Wallula Avenue bridge structure does not meet current bridge design standards. The existing bridge includes mid-channel piers or other design features that constrict the flow of Mill Creek, which prevents the bridge from effectively conveying flood flows of water. The new bridge will be constructed to current Washington State Department of Transportation (WSDOT) roadway design standards and will comply with County floodplain requirements.

9. Existing conditions of the Wallula Bridge are failing and becoming detrimental to stream habitat in Mill Creek. Scour is the major issue. During a high-water event in 2020, the upstream left bank wingwall was undermined and thrust out of position leaving the wingwall hanging by the steel reinforcement. The out of plane movement of the wingwall has caused concrete to spall, leaving exposed bent and rusted reinforcement. The downstream right bank wingwall was also undermined and settled approximately 2 inches causing large spalls with exposed bent and rusting reinforcement. *(Ex. 5, Biological Assessment, Purpose and Need description for Project, on .pdf pages 168 and 169)*.

10. The Wallula Bridge was assigned a sufficiency rating of 38.94 based on a 2021 bridge inspection. Deficiencies noted in the bridge inspection report included concrete spalling, exposed rusting of longitudinal bars, and scour. The bridge is experiencing advanced scour broadly throughout the substructure and is in need of replacement. *(Id.)*.

Existing Conditions

11. The Wallula Bridge on Wallula Avenue over Mill Creek is an 80-foot-long two-span structure constructed in 1947. The bridge is 26 feet wide, curb-to-curb, supporting two travel lanes and minimal shoulders. Flood events in 2020, 2019, 1996, and 1953 caused significant damage to the bridge and washed out the southern approach roadway behind the abutment. Damage has included loss of a downstream wingwall, repeated scour, loss of riprap, roadway flooding, and flooding along private property upstream of the bridge. The County has repeatedly repaired the structure and roadway following these events. *(See Existing Conditions as summarized in Ex. 5, on .pdf page 170).*

12. Debris also catches on four mid-stream center piers, which exacerbates hydraulic issues. Repairs have included replacing the wing wall, replacing riprap, reconstructing the roadway, and mitigating scour by pouring additional concrete at the base of the curtain wall. One of the primary goals of the Wallula Bridge replacement project is to complete environmental work, right-of-way (ROW) acquisition, and Plans, Specifications, and Estimates (PS&E) early enough to allow obligation of construction funding by the end of 2026. *(See Existing Conditions as summarized in Ex. 5, on .pdf page 170).*

Proposed Bridge Replacement, scope of work

13. The proposed bridge will generally maintain the existing roadway and overwater footprint as the existing bridge with adjustments made to accommodate a higher bridge profile, wider clear zone, and hydraulic opening for Mill Creek. The proposed work will require removing the entire existing bridge superstructure, the substructure, and center piers to a minimum depth of 3 feet below finished grade. The bridge superstructure will be placed on new abutment foundations offset by approximately 20 feet behind the existing abutments to increase the hydraulic opening to 72 feet. The resulting span will be approximately 120 feet. *(See Proposed Bridge Replacement summary in Ex. 5, on .pdf page 170).*

14. The superstructure alternative has an estimated design life of 75-years, provided that preventative maintenance is performed. Each alternative uses precast elements. This structure will use the Washington State Department of Transportation (WSDOT) precast prestressed concrete wide flange deck girders (WFDG). For the preliminary design, five WF53DG girders at approximately 6 foot – 9 3/8 inch spacing will carry the design loads. The girder depth is 4 foot – 5 inches. With a 3-inch asphalt wear surface the overall superstructure depth is 4 foot – 8 inches. The bridge section will include two 11-foot lanes, two 5-foot shoulders and two 1-foot – 3.75- inch barriers, resulting in an overall width of 34 feet – 7.5 inches. *(See Proposed Bridge Replacement summary in Ex. 5, on .pdf pages 170-171).*

15. In addition to the replacement of the bridge, the County will be conducting channel reshaping and streambank stabilization along, under, and upstream of the bridge. The channel upstream of the bridge shifted eastward between April 2020 and April 2023, according to Google satellite imagery. This lateral migration resulted in a significant loss of land for the adjacent landowner and allowed the stream to flank the eastern bridge abutment, washing out the eastern approach roadway and downstream wingwall. Additionally, the 2020 flood deposited a major load of coarse sediment (gravels and cobbles) directly upstream of the crossing, forming a gravel bar that is relatively resistant to erosion in comparison to the fine loess soils comprising the eastern streambank. As a response to this excess sediment supply within the reach upstream of the bridge, the channel has straightened, reducing sinuosity in order to increase sediment transport capacity. Consequently, the degree of channel braiding upstream of the crossing has decreased, and the channel is more confined within a singular main channel, increasing the depth and velocity of flow, which will likely result in additional erosion along the eastern streambank. *(See Proposed Bridge Replacement summary in Ex. 5, on .pdf pages 170-171).*

16. In response to these flood-related erosion events, the channel will be regraded in the vicinity of the structure to match the channel geometry upstream and downstream of the crossing to reduce channel constriction. Additionally, the channel will be realigned to its original location prior to the 2020 flood, to improve conveyance capacity and reduce erosion potential along the left bank upstream of the crossing. Upstream of the crossing, the left bank,

which has been eroded to a vertical cut-bank during the 2020 flood, will be laid back and stabilized with habitat enhancing features. *(See Proposed Bridge Replacement summary in Ex. 5, on .pdf pages 170-171).*

17. Approximately 575 feet of channel grading is proposed to re-establish a desirable channel shape through the increased bridge opening and relocate the channel away from the eroding streambank and closer to its pre-2020 alignment. The proposed channel grading extends about 85 feet downstream and 400 feet upstream of the existing structure. The proposed channel grading will guide the creek through the center of the structure instead of becoming entrained against the abutment face, as it is under existing conditions. *(See Proposed Bridge Replacement summary in Ex. 5, on .pdf pages 170-171).*

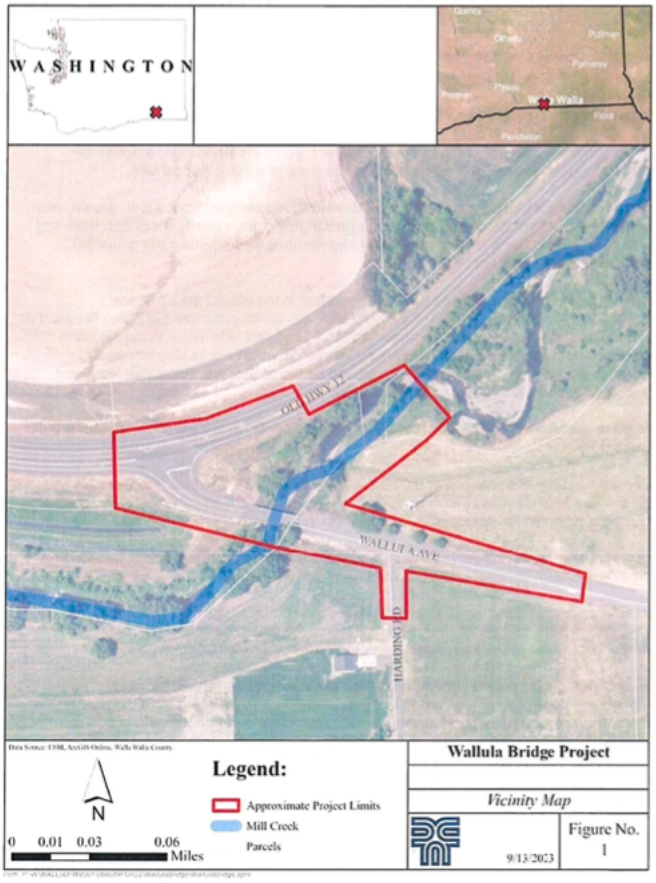
18. Downstream of the crossing, the existing channel is confined into a narrow single thread channel. The channel grading has been minimized to the extent practicable to allow for a smooth transition to match the existing channel. There will be minimal modifications to the channel banks downstream of the crossing; simply what is required to install the bridge abutments, bridge scour countermeasures, and associated restoration. *(See Proposed Bridge Replacement summary in Ex. 5, on .pdf pages 170-171).*

19. The bank northeast of the Wallula Bridge crossing has vertical cut-banks along the eastern streambank upstream of the bridge. To stabilize the eastern streambank, this project proposes a revetment composed of alluvial material excavated from the gravel deposit upstream of the bridge. This will provide some horizontal separation between the erosive power of the main channel and the erosion prone loess soils along the eastern channel boundary. The revetment will employ several techniques to increase bank stability and improve ecological function, including bank shaping and planting, logs with rootwads embedded into the channel bank, stone toe protection, and a livestock exclusion fence which will help to establish a riparian forest buffer. *(Id.).*

20. Large woody material (LWM) structures will be placed along the bank to increase roughness, and slow velocities, thus reducing the risk of erosion. LWM consists of logs larger than 6 feet in length and greater than 6 inches in diameter at breast height (DBH), often with rootwads attached. *(Id.).*

21. It is anticipated that the roadway will be closed during construction and a detour will be used to route traffic around the construction site. Specific construction elements, including anticipated construction sequence, excavation and fill, vegetation removal, in-water work, and the need for pile driving are discussed in more detail in the application materials, including the Biological Assessment, included in the Record as Ex. 5. *(Id.).*

22. The project location is marked on the following map illustrations that are included as part of the record:



(Ex. 2, SEPA Checklist, on .pdf page 12 of 579).

Basis for Shoreline Substantial Development Permit.

23. Table 6-1 – the "Shoreline Use or Modification Table" section applicable to "Transportation and Parking" projects (like the applicant's new public road bridge proposal) in the County's Shoreline Master Program (SMP) – shows that "New Bridges" in the Rural Conservancy and Rural Residential Shoreline Environment designations (where the applicant's project is located) requires a Shoreline Substantial Develop Permit or exemption. There is no dispute that the applicant's proposed bridge project lies well within County's shoreline jurisdiction that applies to properties along Mill Creek. A screenshot of the Shoreline Use and Modification Table that applies to this project is provided below:

WALLA WALLA COUNTY SMP

Walla Walla County Shoreline Use or Modification Key: P = Shoreline Substantial Development Permit or Exemption C = Shoreline Conditional Use Permit X = Prohibited N/A = Not Applicable	Natural	Rural Conservancy	Rural Residential
Transportation and Parking			
Transportation Facilities			
Expansion of Existing Facilities	C	C	C
New Access Roads Serving Permitted Uses	C	P	P
New Highways, Freeways, Arterials & Collectors	C	P	P
New Bridges	C	P	P

(Screenshot from Walla Walla County Shoreline Master Program, portion of Table 6-1, on page 50).

24. While the County's Shoreline Master Program expressly provides that "[a]ll existing uses and modifications are eligible for a Shoreline Exemption if the proposed activity meets the criteria for one of the exempt activities listed in WAC 173-27-040"[2], there is no dispute that this project is not exempt from state and County shoreline permit requirements, so it requires a Shoreline Substantial Development Permit. *(SMP, Table 6-1, page 50, as shown above).* The applicant estimates that their project costs will be approximately $4,825,000. *(Ex. 3, on .pdf page 33, fair market value of project).* Simply put, the location of the project and its projected cost, make it ineligible for an exemption that sometimes applies to smaller proposals in the shoreline area. The current dollar threshold to qualify for an exemption from shoreline permit requirements is $8,504.00. *(See WSR-22-11-036, setting threshold as of July 1, 2022).* The dollar amount is adjusted for inflation by the Office of Financial Management every five years. *(WAC 173-27-040(2)(a)).*

Criteria for approval of a Shoreline Substantial Development Permit.

25. As discussed in the Staff Report and this Decision, the criteria for approval of a shoreline substantial development permit are found in Section 7.7.A-E of the County's Shoreline Master Program, at pages 80-81.

Consideration of Critical Areas is integrated with the underlying Shoreline Permit Process.

[2] See Walla Walla Shoreline Master Program, Sec. 6.1, on page 46.

26. As provided in the "Permit Processing" section of the County's Critical Areas Ordinance, codified at WWCC 18.08.060(B), *"[i]f a project requires another permitting action by the county that requires a public hearing, consideration of critical areas will be integrated with the underlying permitting process."* The Shoreline Permit addressed in this Decision fully integrates consideration of applicable Critical Areas code provisions, as explained in the Staff Report and this Decision.

Jurisdiction of Hearing Examiner:

27. The County Code vests the Hearing Examiner with authority to hear and issue decisions on applications for Shoreline Substantial Development Permits. See *WWCC 2.50.070(A)(3); 14.09.020(C), and 14.09.025, Table 14-1*.

Burden of Proof:

28. In each proceeding, the Applicant shall have the burden of proof to show compliance with applicable laws and regulations of Washington State and Walla Walla County. *HEx Rule 9.8(a); WWCC 14.03.010.*

Public notices and SEPA review.

29. The unrebutted Staff Report and supporting exhibits establish that applicable County notice requirements were satisfied for this shoreline permit application, with public notices inviting comments regarding the pending application issued, mailed, and published, and posted on the County's website. *(Staff Report, pages 2-3; Exs. 10, 11, 13).* No one submitted written comments questioning or opposing the pending application. The Examiner finds that the application materials, generated by qualified professionals in a number of fields relevant to the pending bridge project, establish that the pending Shoreline permit satisfies all applicable review criteria and merits approval, subject to conditions.

30. After reviewing the application materials and responses to comments provided by the applicant team, the SEPA checklist prepared for this project, and relevant environmental information, the County's SEPA Responsible Official issued her SEPA Mitigated Determination of Non-Significance (MDNS) for the applicant's proposal on April 25, 2025. *(Ex. 11, SEPA MDNS).*

31. The County's public notice issued for the MDNS included a specific advisory noting that WWCC 18.04.170 allows for such threshold determination to be appealed no later than fourteen days from the date of issuance, which was April 25th. *(See Ex. 11, SEPA MDNS, on page 3, appeal rights explained in final paragraphs beneath signature of the County's SEPA Responsible Official).*

32. No one – including without limitation state or local agencies, local tribes, neighboring businesses or local residents – appealed the SEPA MDNS issued for the applicants' proposal. Accordingly, the MDNS stands as issued for purposes of considering this Shoreline Permit application.

33. During the open record public hearing conducted for this Shoreline Permit, no state or federal agency representative, and no individual, group, or entity submitted any written comments or offered any testimony that would question the SEPA MDNS issued for this proposal, and no one provided any environmental information that would warrant further SEPA review for the applicant's proposal.

Shoreline Variance is not required.

34. The Examiner takes official notice of previously-approved County bridge replacement projects which span regulated waterways and also involved potential impacts on adjacent shoreline and critical areas, requiring a Shoreline Substantial Development Permit (SSDP), as listed in the same part of the County's SMP that applies to this bridge project. *(See Hearing Examiner Decision issued on May 6, 2025, under File No. SHR 23-005, for the Seven Mile Road Bridge replacement project; Decision issued in April of 2025, under File No. SHR 24-05, for the Five Mile Road Bridge replacement project; and Decision issued in March of 2023, under File No. SHR 22-001, approving Shoreline Substantial Development Permit for the Dell Sharpe Bridge replacement project over the Touchet River – all with the same applicant, Walla Walla County Public Works and applying same part of the County's SMP listing type of Shoreline permit required for Transportation Facilities, like 'New Bridges', at Table 6-1).* None of these prior Decisions were appealed to the Shorelines Hearings Board, by the Department of Ecology or any other party with standing to do so, and the County Commissioners did not vote to amend the County's Shoreline Master Program to change how new bridge projects are processed, so such circumstances serve as precedent for how a similar shoreline project should be processed under the same Shoreline Master Program.

35. Since at least 2023, the County Commission has not taken action to amend relevant codes to correct any mistake or erroneous interpretation they might have observed by Staff or the Examiner when applying Shoreline Codes addressing the type of Shoreline permit required to authorize a bridge replacement project. A basic rule of statutory construction is that a long-standing interpretation given to a statute or ordinance by officials charged with its administration is highly persuasive with regard to legislative intent in enacting the statute or ordinance and, consequently, the meaning of the statute or ordinance.[3]

[3] 6 McQuillin Mun. Corp. § 20:45 (3d ed.)(citations omitted).

36. A legislative body, including a County Council, is presumed to be familiar with its prior enactments and official interpretations of same.[4] And, where a legislative body leaves an enactment unchanged in the face of a decision interpreting or applying such enactment, courts can conclude that if the legislative body wanted to change terms of its enactment it would have expressly amended relevant language to do so rather than leave it unchanged.[5]

37. In this matter, the Examiner notes that the County's legislative body has never amended the County's Shoreline Master Program (SMP) after the Department and the Hearing Examiner repeatedly interpreted the SMP to process bridge replacement projects as requiring a Shoreline Substantial Development Permit, the Hearing Examiner can conclude that decision-makers with authority over such issue did not intend to change the Department's longstanding interpretation.

No net loss can be achieved through compliance with, and implementation of, Mitigation measures.

38. Perhaps of most importance to the public's interest in achieving environmental and shoreline protection goals and policies found in State and County SEPA and Shoreline regulations, this record includes a preponderance of evidence to establish that the project, as conditioned and mitigated, can be built and maintained in a manner that will result in no net loss of shoreline or other ecological functions and values. *(See Ex. 4, Critical Areas Report, and Mitigation measures).*

39. In fact, qualified professionals explain that the project will have a net ecological benefit to the shoreline functions of Mill Creek by long term improvements to riparian habitat, floodplain connectivity (due to wider hydraulic opening of the bridge), aquatic refugia, and large-woody-material density. *(Ex. 4, Critical Areas Report, on .pdf page 89).*

40. The conditions of approval for this Shoreline permit mandate compliance with the mitigation measures and strategies prepared by qualified professionals for this project. Through such measures, the project satisfies applicable shoreline and critical areas protection regulations, including without limitation those found in: WWCC Ch. 18.08; and the County's Shoreline Master Program ("SMP"), at Sec. 5.1, on pages 35-37, captioned "Ecological and Critical Areas Protection", and Appendix A of the County's SMP, re: Critical Areas in Shoreline Jurisdiction.

The application satisfies applicable approval criteria and merits approval, with conditions.

41. To receive approval for a Shoreline Substantial Development Permit, this bridge

[4] *Leonard v. City of Bothell*, 87 Wash. 2d 847, 853 (1976); *State v. George,* 161 Wash. 2d 203, 211, 164 P.3d 506, 510 (2007); *State v. Ose,* 156 Wash. 2d 140, 148 (2005).
[5] *Friends of Snoqualmie Valley v. King Cnty. Boundary Review Bd.,* 118 Wash. 2d 488, 496-97 (1992).

replacement project must demonstrate compliance with the criteria for approval of a shoreline substantial development permit found in Section 7.7 of the County's Shoreline Master Program, on pages 80-81, which reads as follows:

> **7.7 Shoreline Substantial Development Permits**
>
> A. A shoreline Substantial Development Permit shall be required for all development of shorelines, unless the proposals is specifically exempt per Section 7.4 (Exemption from Permit Requirements) or is not subject to the SMP per Section 1.3.3 (Applicability). Shoreline Substantial Development Permit Applications shall be processed consistent with this SMP and WWCC Chapter 14.07 (Project Permit Application Process) and Chapter 14.09 (Project Permit Classification and Review Process).
>
> B. A substantial development permit shall be granted only when the development proposed is consistent with:
>
> 1. The policies and procedures of the SMA;
> 2. The provisions of WAC 173-27; and
> 3. This SMP.
>
> C. The County may attach conditions to the approval of permits as necessary to assure consistency of the project with the SMA and this SMP.
>
> D. Nothing shall interfere with the County's ability to require compliance with all other applicable plans and laws.
>
> E. Construction and activities authorized by a Shoreline Substantial Development Permit are subject to the time limitations of WAC 173-27-090.

42. Additional Shoreline Policies and Regulations for Transportation projects are found in Section 6.21 of the SMP, on pages 76-77. All of these policies and regulations are among the provisions of the SMP that any application for a Shoreline Substantial Development Permit must satisfy under approval criteria SMP Sec. 7.7.B.3, provided above. The Staff Report, and application materials, include a credible and unrebutted explanation and assessment of how this application, subject to appropriate conditions, can satisfy all applicable Shoreline Policies and Regulations. *(Staff Report, pages 3-7; Exs. 3, 4, 5, 6, 8, 9 and 12).*

43. No one presented any evidence, via written comments or during testimony at the public hearing, that would rebut or question the credible application materials, qualified expert reports, environmental documentation, and the like that are all included as part of the record for this matter, and all of which demonstrate how the bridge replacement project is necessary, and how it has been designed or can be conditioned to comply with all applicable county shoreline and critical area regulations. *(Staff Report, all findings and analysis, including without limitation discussion and analysis of Critical Areas issues; Testimony of*

Mr. Sims; Ex. 11, unchallenged Final SEPA MDNS; Ex. 4, Critical Areas Report, Ex. 5, Biological Assessment).

44. Conditions of Approval are included as part of this Shoreline Permit, mandating compliance with best management practices detailed in unrebutted environmental reports prepared by qualified professionals that are included as part of the record.

45. Based on an unrebutted preponderance of evidence in the record, the Examiner finds and concludes that, as conditioned, the Wallula Avenue Bridge Project satisfies all of the approval criteria for the requested Shoreline Substantial Development Permit, including without limitation those found in Sec. 7.7 of the Walla Walla County Shoreline Master Program, and special Shoreline Policies and Regulations for Transportation Projects found in Sec. 6.21 of the SMP. *(See Staff Report, analysis on pages 3-7).* Findings explaining how the Project also satisfies applicable County Critical Areas regulations are provided above in this Decision, as well as in the Staff Report, including without limitation the analysis provided in the applicant's Critical Areas Report, included in the record as *Ex. 4*.

46. Except as modified in this Decision, all Findings, analysis, and statements of fact contained in the Staff Report, and the applicant's Critical Areas Report *(Ex. 4)*, are incorporated herein by reference as Findings of the undersigned hearing examiner.

47. Under authority granted in County codes and the Shoreline Master Program, and based on evidence included in the record, the Examiner has included conditions of approval as part of this Decision, to assure consistency of the applicants' project with the Shoreline Management Act and the County's Shoreline Master Program.

IV. CONCLUSIONS OF LAW.

1. As explained above, the record, particularly the Staff Report and recommendation of approval, includes a preponderance of evidence to establish that the pending permit application, subject to appropriate conditions, satisfies all applicable decision criteria specified in the County's code and shoreline master program.

2. As explained in the Findings of Fact, the applicant has satisfied its burden of proof, to demonstrate that its proposal complies with, or can be conditioned to comply with, all applicable approval criteria for a Shoreline Substantial Development Permit and Critical Areas review associated with such permit.

3. Any finding or other statement contained in this Decision that is deemed to be a Conclusion of Law is hereby adopted as such and incorporated by reference.

V. DECISION.

Based upon the preceding Findings of Fact and Conclusions of Law, evidence presented through the course of the open record hearing, all materials contained in the contents of the record, site visits, and the examiner's online review of aerial maps and images of the project site and surrounding area, the undersigned Examiner APPROVES the Shoreline Substantial Development Permit for the Wallula Avenue Bridge Project, all as described in the application materials, the Staff Report, and exhibits, for File No. SHR 24-008, subject to the following Conditions of Approval. The terms applicant and permittee should be read to mean the same thing.

CONDITIONS OF APPROVAL

1. As set forth in WAC 173-27-190 and the Walla Walla County SMP (Section 7.5(F)), construction pursuant to the permit may not begin and is not authorized until twenty-one days from the date of filing as defined in RCW 90.58.140(6) and WAC 173-27-130, or until all review proceedings initiated within twenty-one days from the date of such filing have terminated.

2. The Permittee shall comply with all professional report conclusions and recommendations (expressly including, without limitation, all Mitigation measures as described in Ex. 5 the Critical Areas Report, best management practices (BMPs), construction details, and the like) submitted in connection with this Shoreline Permit review and any associated approvals issued by the County for this Project, as approved, referenced, relied upon, and/or modified by the County.

3. Before construction, the Permittee must obtain any other associated permit(s) or approvals required by the County or any other governmental agency or regulatory authority with jurisdiction over a particular aspect of the project. Any conditions of approval or requirements imposed as part of such permits or approvals shall be hereby incorporated as Conditions of Approval for the Permit.

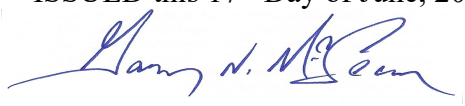
4. The Permittee must comply with and implement mitigation measures provided in the SEPA Mitigated Determination of Non-Significance issued for this project (included in the record as Ex. 11), and recommendations provided in the Cultural Resources Report (Ex. 9), including without limitation: a) having a professional archaeology monitor on the work site for all ground-disturbing work; b) completing an additional or supplemental cultural resource assessment for the yet-to-be-selected construction staging area, if such staging area is to be located outside the area studied in the current Cultural Resources Report, and to implement additional BMPs or mitigation measures included in any supplemental report; and c) ensure that a copy of the Inadvertent Discovery Plan (IDP) prepared for this project by qualified cultural resources consultants, is maintained on the project site at all times during the construction process. Permittee and all contractors shall fully comply with and implement the IDP, especially during ground disturbance work

5. As provided in WWCC Section 14.13.110, at any time during the life of the permit, the Community Development Director may ask the Hearing Examiner to revoke the permit if the project is not in compliance with any of the conditions of approval and/or required permits.

6. Future changes in operation, plans, or additions will require an amendment, approved by the County's Hearing Examiner, to the shoreline substantial development permit pursuant to WWCC Section 14.03.050.

- End of Conditions.

ISSUED this 17th Day of June, 2025



Gary N. McLean
Hearing Examiner

FINALITY OF DECISION, NOTICE OF RIGHTS TO SEEK RECONSIDERATION OR APPEAL

As provided in WWCC 2.50.070(B), *the decision of the hearing examiner on all matters is final and conclusive, unless appealed.*

WWCC 2.50.120, captioned "Reconsideration", provides that: *An applicant or party of record to a hearing examiner's public hearing may seek reconsideration only of a final decision by filing a written request for reconsideration with the community development director within ten days of the final decision. The request shall comply with Section 14.11.030 of this code. The hearing examiner shall consider the request at the next regularly scheduled meeting, without public comment or argument by the party filing the request. If the request is denied, the previous action shall become final as of the date of the decision on the request for reconsideration. If the request is granted, the hearing examiner may immediately revise and reissue its decision or may call for argument in accordance with the procedures for closed record appeals. Reconsideration should be granted only when an obvious legal error has occurred or a material factual issue has been overlooked that would change the previous decision.*

Before becoming effective, shoreline permits may be subject to review and approval by the Washington Department of Ecology, pursuant to RCW 90.58.140 or WAC 173-27-130.

Depending on the subject matter, this decision may be appealable to the Walla Walla County Superior Court or to the Washington State Shorelines Hearings Board.

NOTE: The Notice provided on this page is only a short summary, and is not a complete explanation of fees, deadlines, and other filing requirements applicable to appeals. State law provides short deadlines and strict procedures for appeals and failure to timely comply with filing and service requirements may result in dismissal of any appeal. See RCW 36.70C and RCW 90.58. Persons seeking to file an appeal are encouraged to promptly review appeal deadlines and procedural requirements and confer with advisors of their choosing, possibly including a private attorney.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
West Coast Region
1201 NE Lloyd Boulevard, Suite 1100
PORTLAND, OR 97232-1274

https://doi.org/10.25923/zn37-g890

September 25, 2025

Refer to NMFS No: WCRO-2025-00588

Ralph J. Rizzo
Division Administrator
Federal Highway Administration
Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, WA 98501-1284

Re: Endangered Species Act Section 7(a)(2) Condensed Biological Opinion for the Wallula Avenue Bridge Replacement, Walla Walla Subbasin (HUC 1707010202; 46.054186, -118.430948), Walla Walla County, Washington

Dear Mr. Rizzo:

Thank you for your letter of February 6, 2025, requesting initiation of consultation with NOAA's National Marine Fisheries Service (NMFS) pursuant to section 7 of the Endangered Species Act of 1973 (ESA) (16 U.S.C. 1531 et seq.) for the Wallula Avenue Bridge Replacement. The Federal Highway Administration (FHWA) proposes to replace the deficient Wallula Avenue Bridge over Mill Creek in Walla Walla County. Your request, including information submitted subsequent to that request, qualified for our expedited review and analysis because it met our screening criteria and contained all required information on, and analysis of, your proposed action and its potential effects to listed species and designated critical habitat.

Consultation History

The FHWA submitted a consultation initiation package, including a Biological Assessment (BA) (FHWA 2025), to NMFS on February 6, 2025. We reviewed the initiation package and sent an email to the FHWA on March 11, 2025, requesting the appendices for the BA (FHWA 2025). We also sent a request for additional information on March 14, 2025, regarding work area isolation, bridge scour protection measures, and the fish bypass channel. The FHWA submitted the appendices and response to the additional information requested (David Evans and Associates inc. (DEA) 2025) on May 20, 2025. NMFS initiated consultation on May 20, 2025.

We reviewed the FHWA's consultation request and related initiation package. Where relevant, we have adopted the information and analyses you have provided and/or referenced but only after our independent, science-based evaluation confirmed they meet our regulatory and scientific standards. In our biological opinion included below, we indicate what parts of your documents we have incorporated by reference, and where we are incorporating that information.

Updates to the regulations governing interagency consultation (50 CFR part 402) were effective on May 6, 2024 (89 FR 24268). We are applying the updated regulations to this consultation. The 2024 regulatory changes, like those from 2019, were intended to improve and clarify the consultation process, and, with one exception from 2024 (offsetting reasonable and prudent measures), were not intended to result in changes to the Services' existing practice in implementing section 7(a)(2) of the ESA (89 FR 24268; 84 FR 45015). We have considered the prior rules and affirm that the substantive analysis and conclusions articulated in this biological opinion and incidental take statement would not have been any different under the 2019 regulations or pre-2019 regulations.

As described in Section 2 (Project Description) of the BA (FHWA 2025), and additional submitted information (DEA 2025), which we incorporate by reference here, the FHWA proposes to fund Walla Walla County to replace the existing bridge over Mill Creek with a new, wider full-span bridge structure placed on new abutments and piers outside of the active channel. Project construction includes:

- Implementing Best Management Practices (BMP; pages 13-14);
- Work area isolation and fish salvage following protocols outlined by NMFS (2000) and Washington Department of Transportation (2023);
- Constructing a temporary fish bypass channel to maintain fish passage;
- Removing approximately 13,000 square feet of vegetation, dominated by weeds, grass, and invasive species, within the 100-foot riparian buffer;
- Removing the existing bridge superstructure, substructure, and in-water center piers;
- Constructing the new bridge, and approach road widening, which will increase pollution generating impervious surface (PGIS) by 10,000 square feet;
- Installing and burying scour protection rock along 120 linear feet of each streambank under the new bridge;
- Grading 575 feet of channel to relocate Mill Creek away from the eroding left streambank;
- Shaping the left bank, and installing large woody material (LWM) with root wads embedded in the streambank;
- Relocating approximately 1,400 cubic yards of large rock and boulders from the area of grading to provide ballast for LWM;
- Installing 500 cubic yards of rounded revetment rock along approximately 350 linear feet at the toe of the reestablished left bank; and
- Site restoration including reseeding, and planting 17,500 square feet with a combination of native shrubs and trees.

The project is expected to take 5 months to complete. In-water work and work below the ordinary high-water mark (OHWM) will occur during the Washington Department of Fish and Wildlife approved work window of July 15-October 15, which corresponds with seasonal low-flows. We considered, under the ESA, whether the proposed action would cause any other activities and determined that it would not.

BIOLOGICAL OPINION

We examined the status of each species that would be adversely affected by the proposed action to inform the description of the species' "reproduction, numbers, or distribution" as described in 50 CFR 402.02. We also examined the condition of critical habitat throughout the designated area and discuss the function of the physical or biological features essential to the conservation of the species that create the conservation value of that habitat.

Rangewide Status of the Species and Critical Habitat

Section 5 (Description of Listed Species and Critical Habitat) of the BA includes descriptions of Middle Columbia River (MCR) steelhead and their critical habitat in the action area, which is adopted here. NMFS' status of the species update for MCR steelhead is available on the NOAA Fisheries website at ESA Section 7 Consultations on West Coast | NOAA Fisheries and incorporated by reference. NMFS also incorporates by reference the 2022 5-Year Review: Summary & Evaluation of Middle Columbia River Steelhead (NMFS 2022) and the Recovery Plan for Middle Columbia River Steelhead Distinct Population Segment (NMFS 2009).

Action Area

"Action area" means all areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action (50 CFR 402.02). A description of the action area is included in Section 3 of the BA (FHWA 2025), which is adopted here. As described in the BA, the action area includes up to 350 downstream of the bridge footprint, the expected extent of downstream regrading and subsequent travel of suspended sediment; and up to 350 feet above the bridge footprint, the upstream extent of large wood installation and stream isolation.

Environmental Baseline

The "environmental baseline" refers to the condition of the listed species or its designated critical habitat in the action area, without the consequences to the listed species or designated critical habitat caused by the proposed action. The environmental baseline includes the past and present impacts of all federal, state, or private actions and other human activities in the action area, the anticipated impacts of all proposed federal projects in the action area that have already undergone formal or early section 7 consultations, and the impact of State or private actions which are contemporaneous with the consultation in process. The impacts to listed species or designated critical habitat from federal agency activities or existing federal agency facilities that are not within the agency's discretion to modify are part of the environmental baseline (50 CFR 402.02).

The environmental baseline, and species and habitat use, are described in Section 4 of the BA (FHWA 2025), which is adopted here. Mill Creek is regulated to prevent flood events and to provide irrigation water for the City of Walla Walla and surrounding agricultural areas. Diversions from the stream and its tributaries occur during the summer, reducing flow and increasing stream temperatures. Summer water temperatures in the action area exceed Washington Department of Ecology standards (WDOE 2002). Four concrete piers which support

the existing bridge are located in the stream channel. These four piers affect the hydrology of Mill Creek, affect the distribution of substrates, and create areas of scour within the thalweg of the stream. The bank northeast of the Wallula Bridge crossing has vertical cut-banks.

Mill Creek in the action area is designated critical habitat, and supports spawning, rearing, and migration of juveniles and adults from the Walla Walla population of MCR steelhead. The Walla Walla population is at moderate risk for abundance/productivity and spatial structure/diversity, and considered maintained. This population is part of the Umatilla/Walla Walla major population group (MPG). Recovery criteria requires either the Walla Walla or Touchet population to meet viability criteria (Ford 2022). The Walla Walla River population is much closer to reaching viable status than the Touchet River population. The action area provides physical and biological features (PBFs) of critical habitat for spawning, rearing, and migration, though the ability of critical habitat in the action area to support recovery of MCR steelhead is primarily limited by decreased instream flow and high summer water temperatures.

Effects of the Action

Under the ESA, "effects of the action" are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action.

Most adult steelhead migration occurs January-June, peaking in March and April (Mahoney et al. 2011, 2012). Steelhead spawning in the action area occurs April through June, with incubation occurring through mid-July. Juvenile rearing in the action area occurs year-round. Juvenile MCR steelhead migration downstream can occur year-round, with most occurring March through June. Another peak occurs in November as some juvenile steelhead move downstream to rear in the Lower Walla Walla River before migrating to the mainstem Columbia River (Mendel et al. 2014).

The project is expected to take 5 months to complete (April-October 2026). Because the in-water work window is July 15-October 15, avoids peak migration periods for adult and juvenile MCR steelhead, and overlaps with low streamflow and high-water temperatures, NMFS expects that a very small number of juvenile and no adult MCR steelhead will be present in the action area during in-water work. We also expect that emergence from all redds present in the action area will be complete.

<u>Effects on Middle Columbia River Steelhead</u>

An assessment of the effects of the proposed action is provided in Section 6 of the BA (FHWA 2025), and additional information submitted May 20, 2025 (DEA 2025), and adopted here (50 CFR 402.14(h)(3)). The temporary and long-term effects of this proposed action on MCR steelhead as identified by the FHWA in the BA, and the submitted additional information, are:

1. **Effect of in-water work area isolation on MCR steelhead**
   a. Disruption of normal behaviors of a few juvenile MCR steelhead, including avoiding the construction zone, caused by excavator, crane, or backhoe end attachments entering the stream channel.
   b. Temporary changes of behavior of a few juvenile MCR steelhead from work area isolation and dewatering blocking access to up to 36,510 square feet for three months (July 15-October 15).
   c. Severe stress, injury, and mortality of few juvenile MCR steelhead residing within the gravel interstices of channel bottom substrates during dewatering.

2. **Effect of fish salvage on MCR steelhead** – Harassment, injury, and mortality of a few juvenile MCR steelhead during fish salvage in up to 36,510 square feet.

3. **Effect of turbidity on MCR steelhead** – Intermittent changes of behavior and avoidance of the project area of few juvenile MCR steelhead, in 700 linear feet of Mill Creek, from minor and short term increases in turbidity caused by in-water construction activities (work area isolation, fish salvage, installation of LWM, installation of the fish bypass channel, regrading of the stream channel, installation and burying of scour protection rock, demolition of the existing bridge including mid-channel pier removal, and construction of the replacement bridge).

The FHWA also determined that the potential long-term beneficial effects to MCR steelhead are:

1. Removal of the four in-water piers permanently benefitting migrating adult and juvenile MCR steelhead, and spawning adults, through eliminating artificial obstructions, improving river hydraulics, and by providing additional area for spawning; and

2. Installation of LWM and riparian planting providing long-term benefits to rearing and migrating juvenile and adult MCR steelhead through creating natural cover, increasing habitat complexity, and creating refuge areas.

<u>Effects on Middle Columbia River Steelhead Critical Habitat</u>

The potential negative effects to PBFs of MCR steelhead critical habitat identified by the FHWA are:

1. **Water Quality, Turbidity –** Intermittent and short-term increases in the amount of suspended sediment and turbidity downstream from in-water work (work area isolation, fish salvage, installation of LWM, installation of the fish bypass channel, regrading of the stream channel, installation and burying of scour protection rock, demolition of the existing bridge including mid-channel pier removal, and construction of the replacement bridge) could adversely affect water quality in 700 linear feet of Mill Creek (from 350 feet above the bridge to 350 feet below the bridge) July 15-October 15.

2. **Water Quality, Stormwater -** The proposed bridge replacement and access road widening will increase PGIS by approximately 10,000 square feet, but stormwater will be

routed to drainage ditches where infiltration and dispersion will take place. No dischargers of stormwater during or after completion of the project will occur directly to Mill Creek.

3. **Substrate** –Temporary stream impacts will occur over an area of approximately 38,460 square feet (0.88 acres) through:
   a. Isolating and dewatering three in-water work areas (up to 36,510 square feet), to;
      i. Regrade 25,500 square feet of channel over approximately 575 linear feet of stream, which includes the installed fish bypass channel, to shift the existing thalweg from the left bank, which causes a substantial degree of erosion, to the middle of the stream;
      ii. Place LWM along 300 linear feet of streambank (6,010 square feet); and
      iii. Remove the four center piers (5,000 square feet).
   b. Excavation of a 6 to 10-foot wide and 400-feet long fish bypass channel along the right bank, located in the area that will be regraded;
   c. Removal of large rocks and boulders from the regraded channel to provide ballast for LWM; and
   d. Placement and burying of scour protection rock (1,950 square feet) along approximately 110 feet of streambank on both sides of the creek.

4. **Natural Cover, Riparian Vegetation -** Temporary impacts to the riparian zone will occur over 13,000 square feet, in highly disturbed roadside vegetation dominated by weeds, grasses, and invasive species.

5. **Forage -** Loss of forage could occur through work area isolation and dewatering of approximately 36,510 square feet, from mid-July through mid-April. Full recovery will likely occur 5-6 months after completion of in-water work (approximately mid-April).

6. **Free of Artificial Obstruction –** During project construction, access up to 36,510 square feet of isolated in-water work areas will be blocked July 15-October 15. However, upstream, and downstream passage will be maintained through the temporary fish bypass channel.

The potential long-term beneficial effects to PBFs of MCR steelhead critical habitat identified by the FHWA are:

1. **Substrate** – Long term benefits to substrate will occur from:
   a. Placement of LWM along the left bank to stabilize it, and to decrease sediment inputs and sediment deposition in spawning gravel;
   b. Removal of 240 square feet of in-stream piers; and
   c. Widening the hydraulic opening to 72 feet, which will benefit recruitment and distribution of substrates.

2. **Natural Cover, Riparian Vegetation -** The 13,000 square feet of impacted riparian area will be reseeded, and approximately 17,500 square feet will be planted with native trees and bushes, resulting in long-term beneficial effects to riparian vegetation and natural cover.

3. **Natural Cover, LWM -** Placement of LWM along the left bank will further stabilize it and decrease sediment inputs and sediment deposition in spawning gravel. Placement of LWD will also provide additional habitat complexity along approximately 300 feet of the stream.

4. **Free of Artificial Obstruction** - Removal of the four existing instream piers (240 square feet) will improve Mill Creek hydraulics and provide long-term benefits to migrating MCR steelhead.

NMFS has evaluated the effects section in the BA and additional submitted information, and after our independent, science-based evaluation, determined that the additional information and analysis provided below is needed to complete our effects on critical habitat analysis.

Water Quality. NMFS expects minor leaks and spills of petroleum-based fluids from operation of equipment in and adjacent to Mill Creek from April through October, that will be contained on site due to the implementation of the proposed BMPs. Therefore, NMFS expects a small, negative effect to the water quality PBF during project construction.

Forage. NMFS expects a minor beneficial effect on the forage PBF from removal of in-water piers (240 square feet), reseeding, and planting of native trees and shrubs as they grow and mature.

Cumulative Effects

"Cumulative effects" are those effects of future state or private activities, not involving federal activities, that are reasonably certain to occur within the action area of the federal action subject to consultation (50 CFR 402.02 and 402.17(a)). Future federal actions that are unrelated to the proposed action is not considered in this section because they require separate consultation pursuant to section 7 of the ESA.

The presence and continued use of Wallula Avenue, adjacent agriculture, and irrigation withdrawals will likely continue to exert an influence on the quality of freshwater habitat in the action area. Therefore, we expect effects to MCR steelhead to remain about the same. NMFS is not aware of any specific future non-federal activities within the action area that would cause greater effects to MCR steelhead or their designated critical habitat than presently occur. Therefore, NMFS expects the cumulative effects of future State and private activities will continue to have a negative effect on ESA-listed MCR steelhead and their critical habitat.

Integration and Synthesis

The Integration and Synthesis section is the final step in our assessment of the risk posed to species and critical habitat as a result of implementing the proposed action. In this section, we add the effects of the action to the environmental baseline and the cumulative effects, taking into account the status of the species and critical habitat, to formulate the agency's biological opinion as to whether the proposed action is likely to: (1) reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing its numbers, reproduction, or distribution; or (2) appreciably diminish the value of designated or proposed critical habitat as a whole for the conservation of the species.

Species

Adults and juveniles from the Walla Walla population of MCR steelhead use the action area as a migration corridor. Adult steelhead spawn in the action area, and juveniles rear year-round in the action area. NMFS recently reaffirmed that MCR steelhead have not achieved viable status and are at a continuing risk of extinction (NMFS 2022). Major threats include, but are not limited to: climate change, regulation of the Columbia River, and impairment of tributary habitat. Middle Columbia River steelhead are listed as threatened under the ESA. The Walla Walla population is considered maintained, with moderate risk ratings for abundance/productivity and spatial structure/diversity. Recovery criteria requires either the Walla Walla or Touchet population to meet viability criteria (Ford 2022). Under current conditions, the Walla Walla population is much closer to reaching viable status than the Touchet River population. The cumulative effects of state and private actions within the action area are anticipated to continue to have negative effects on MCR steelhead.

The proposed action is expected to result in harm, harassment, injury, or death of juveniles from the Walla Walla population of MCR steelhead within the action area from:

1. Behavioral changes, stress, and mortality of a few juveniles through work area isolation (excavator, crane, or backhoe end attachments entering the stream channel; dewatering; and exclusion from habitat) in up to 36,510 square feet for three months (July 15-October 15).

2. Harassment, injury, and death of a few juvenile MCR steelhead through fish salvage in up to 36,510 square feet.

3. Intermittent changes of behavior of few juvenile MCR steelhead within 700 linear feet of Mill Creek due to minor and short-term increases in turbidity caused by in-water construction activities.

The proposed action is also expected to result in long-term beneficial effects to MCR steelhead from:

1. Removal of the four in-water piers eliminating artificial obstructions, improving river hydraulics, and providing additional area for spawning; and

2. Installation of LWM and riparian planting creating natural cover, increasing habitat complexity, and creating refuge areas.

NMFS has determined that the loss of a few juvenile steelhead from the Walla Walla population of MCR steelhead during project O&M is not substantial enough to appreciably alter the abundance, productivity, spatial structure, or diversity of the Walla Walla population. Because the viable salmonid population criteria for the population will be maintained, we do not expect a change in the status of the MPG as a consequence of the proposed action. Thus, it is NMFS' opinion that when the effects of the action and cumulative effects are added to the environmental baseline, and in light of the status of the species, the effects of the action will not cause reductions in reproduction, numbers, or distribution that would reasonably be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of MCR steelhead.

Critical Habitat

Critical habitat in the action area is degraded due to low flows from water withdrawals, high summer water temperatures, bank erosion, and four in-channel concrete piers affecting the hydrology and sediment transport of Mill Creek.

The proposed action will temporarily reduce the function of critical habitat PBFs in the action area for:

1. Water quality through intermittent and short-term increases in turbidity in 700 feet of Mill Creek from July 15-October 15.

2. Water quality through chemical contamination from minor leaks and spills of petroleum-based fluids (not more than ounces) from operation of heavy equipment for 5 months, that will be contained on site due to the implementation of the proposed BMPs.

3. Substrate in approximately 36,510 square feet due to in-water construction activities.

4. Natural cover from removal of riparian vegetation in 13,000 square feet until planted riparian vegetation is established and maturing;

5. Forage July 15-mid-April through work area isolation and dewatering in up to 36,510 square feet. We expect full recovery in 5-6 months after completion of in-waterwork.

6. Free of artificial obstruction from installation of block nets and other materials, and dewatering, to isolate in-water work areas (36,510 square feet).

The proposed action will provide long term benefits to the function of critical habitat PBFs in the action area for:

1. Substrate through stabilization of the left bank, removal of 240 square feet of in-stream piers, and widening of the hydraulic opening;

2. Natural cover through planting riparian vegetation in 17,500 square feet, and installation of LWM along 300 feet of streambank;

3. Forage by removing 240 square feet of in-water piers, reseeding, and planting of native trees and shrubs as they grow and mature; and

4. Free of artificial obstruction by removing four in-water piers.

Based on our analysis that considers the current status of PBFs, adverse effects from the proposed action will cause intermittent, temporary, and localized declines in the quality and function of the water quality, substrate, natural cover, forage, and free of artificial obstruction PBFs. We also expect the proposed action to result in permanent improvements to the substrate, natural cover, forage, and free of artificial obstruction PBFs. Because of the small scale and extent of the effects to PBFs, we do not expect a reduction in the conservation value of critical habitat in the action area. As we scale up from the action area to the designation area of critical habitat for MCR steelhead, the proposed action is not expected to appreciably reduce the conservation value of the designated critical habitat.

Conclusion

After reviewing and analyzing the current status of the listed species and critical habitat, the environmental baseline within the action area, the effects of the proposed action, the effects of other activities caused by the proposed action, and cumulative effects, it is NMFS' biological opinion that the proposed action is not likely to jeopardize the continued existence of MCR steelhead, or destroy or adversely modify their designated critical habitat.

INCIDENTAL TAKE STATEMENT

Section 9 of the ESA and federal regulations pursuant to section 4(d) of the ESA prohibit the take of endangered and threatened species, respectively, without a special exemption. "Take" is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. "Harm" is further defined by regulation to include significant habitat modification or degradation that actually kills or injures fish or wildlife by significantly impairing essential behavioral patterns, including breeding, spawning, rearing, migrating, feeding, or sheltering (50 CFR 222.102). "Harass" is further defined by guidance as to "create the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering." "Incidental take" is defined by regulation as takings that result from, but are not the purpose of, carrying out an otherwise lawful activity conducted by the federal agency or applicant (50 CFR 402.02). Section 7(b)(4) and section 7(o)(2) provide that taking that is

incidental to an otherwise lawful agency action is not considered to be prohibited taking under the ESA if that action is performed in compliance with the terms and conditions of this incidental take statement (ITS).

Amount or Extent of Take

In the biological opinion, NMFS determined that incidental take of juveniles from the Walla Walla population of MCR steelhead is reasonably certain to occur as follows:

Incidental Take due to Work Area Isolation

NMFS expects the proposed action will result in harm and harassment of juvenile MCR steelhead from work area isolation through the presence of in-water equipment (excavator, crane, or backhoe end attachments), blocking access to habitat, and dewatering. Work area isolation will cause behavioral changes of a few juvenile MCR steelhead through excavator, crane, or backhoe end attachments entering the stream channel, and from exclusion from up to 36,510 square feet of habitat for 3 months (July 15-October 15). Dewatering will cause stress and mortality of few juvenile MCR steelhead residing within the gravel interstices of channel bottom substrates. It is not possible to determine the number of fish that will alter their behaviors, or be stressed or killed, because of the range of responses that individual fish will have, and because the numbers of fish present at any time is highly variable. Therefore, NMFS uses a surrogate for incidental take caused by work area isolation (heavy equipment attachments working in the stream channel, exclusion from habitat, and dewatering). The surrogates are the areal extent of stream isolated, and the duration of isolation. These surrogates are causally linked to the take pathways because the scale of the effect is related to the amount and duration of habitat isolated and dewatered. Thus, the extent of take will be exceeded if more than 36,510 square feet of stream channel is isolated for more than 3 months (July 15-October 15). While these surrogates are coextensive with the proposed action, they function as effective reinitiation triggers because the areal extent and duration of work area isolation can easily be monitored, and the FHWA is obligated to notify NMFS and stop all activities if the extent of take is exceeded.

Incidental Take due to Fish Salvage

NMFS anticipates the proposed action will result in capture, injury, and death of juvenile MCR steelhead as a result of fish salvage within the 36,510 square foot isolated work area. It is not possible to determine the number of fish injured and killed by fish salvage because of the range of responses that individual fish will have, and because the numbers of fish present at any time is highly variable. Therefore, NMFS uses a surrogate for incidental take caused by fish salvage. The surrogate is the areal extent of fish salvage. The surrogate is causally linked to the take pathways because the scale of the effect is related to the area of fish salvage. Thus, the extent of take will be exceeded if fish salvage occurs in more than 36,510 square feet. While this surrogate is coextensive with the proposed action, it functions as an effective reinitiation trigger because the area of fish salvage can easily be monitored, and the FHWA is obligated to notify NMFS and stop all activities if the extent of take is exceeded.

Incidental Take due to Turbidity

NMFS anticipates the proposed action will result in harm of juveniles by increasing turbidity from in-water construction activities (work area isolation, fish salvage, installation of LWM, installation of the fish bypass channel, regrading of the stream channel, installation and burying of scour protection rock, demolition of the existing bridge including mid-channel pier removal, and construction of the replacement bridge). Take in the form of harm caused by the temporary increases in turbidity will be manifested in altered behaviors, including avoidance of the area. We expect turbidity plumes to occur no further than 350 feet upstream and 350 feet downstream of the bridge, and persist for no more than a few minutes to a few hours. It is not possible to determine the number of fish harmed by the turbidity plumes because of the range of responses that individual fish will have, and because the numbers of fish present at any time is highly variable. Therefore, NMFS uses a surrogate for incidental take caused by the turbidity. The surrogate is the areal extent of the turbidity plume. The surrogate is causally linked to the take pathways because the scale of the effect is related to the size of the turbidity plume. Thus, the extent of take will be exceeded if turbidity plumes occur further than 350 feet upstream and 350 feet below the bridge. While this surrogate is coextensive with the proposed action, it functions as an effective reinitiation trigger because turbidity plumes will be monitored and reported daily, and the FHWA is obligated to notify NMFS and stop all activities if the extent of take is exceeded.

Effect of the Take

In the biological opinion, NMFS determined that the amount or extent of anticipated take, coupled with other effects of the proposed action, is not likely to result in jeopardy to MCR steelhead, or destruction or adverse modification of their critical habitat.

Reasonable and Prudent Measures

"Reasonable and prudent measures" (RPM) refer to those actions the Director considers necessary or appropriate to minimize the impact of the incidental take on the species (50 CFR 402.02).

The FHWA shall:

1. Track, monitor, and report on the proposed action to ensure that the project is implemented as proposed, and the amount and extent of take is not exceeded.

NMFS believes that full application of conservation measures included as part of the proposed action, together with the use of the RPM and terms and conditions described below, are necessary and appropriate to minimize the likelihood of incidental take of listed species due to completion of the proposed action.

Terms and Conditions

To be exempt from the prohibitions of section 9 of the ESA, the federal action agency must comply (or must ensure that any applicant complies) with the following terms and conditions. The FHWA or any applicant has a continuing duty to monitor the impacts of incidental take and must report the progress of the action and its impact on the species as specified in this ITS (50 CFR 402.14). If the entity to whom a term and condition is directed does not comply with the following terms and conditions, protective coverage for the proposed action would likely lapse.

1. The following terms and conditions implement RPM 1.

    a. Track and monitor project construction to ensure that the conservation measures are meeting the objective of minimizing take.
    b. Conduct turbidity monitoring as follows:
        i. Daily, every 4 hours during daylight hours, while in-water work is conducted.
        ii. Observations shall occur daily before, during, and after commencement of in-water work and compared to observable sediment load upstream of the action area.
        iii. Measure or observe background turbidity levels at an undisturbed site approximately 100 feet upstream of the project area.
        iv. Measure or observe turbidity levels approximately 300 feet from any in-water work activities, or within any visible turbidity plume.
    c. Submit a completion of project report to NMFS no later than two months after project completion. The completion report shall include, at a minimum, the following:
        i. Starting and ending dates for work completed, with in-water work period specified.
        ii. Dimensions of the fish bypass channel.
        iii. Amount of daily flow in the fish bypass channel.
        iv. Summary and details of turbidity monitoring.
        v. Any daily observed sediment plume within the 700-foot action area during the in-water construction period.
        vi. A summary of pollution and erosion control inspection results, including results of implementing required conservation measures, and including a description of any erosion control failure, contaminant release, and efforts to correct such incidences.
        vii. Start and end dates, locations, size/area, and methodology of work area isolations.
        viii. Dates, locations, size/area, and methodology of fish salvages.
        ix. Number of juvenile steelhead captured and released without injury during fish salvage.
        x. Location and condition of juvenile steelhead released.
        xi. Any incidence of injury or mortality of steelhead.
        xii. Dates, locations, methodology, and areal extent of work area isolation.
        xiii. Number, species, and area of riparian plantings.

xiv. Reference to NMFS consultation number WCRO-2025-00588.

d. All reports will be sent to: crbo.consultationrequest.wcr@noaa.gov
e. If the amount or extent of take is exceeded, stop project activities, and notify NMFS immediately.

Reinitiation of Consultation

Under 50 CFR 402.16(a): "Reinitiation of consultation is required and shall be requested by the federal agency where discretionary federal involvement or control over the action has been retained or is authorized by law and: (1) If the amount or extent of taking specified in the incidental take statement is exceeded; (2) If new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (3) If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the biological opinion or written concurrence; or (4) If a new species is listed or critical habitat designated that may be affected by the identified action."

This letter underwent pre-dissemination review using standards for utility, integrity, and objectivity in compliance with applicable guidelines issued under the Data Quality Act (section 515 of the Treasury and General Government Appropriations Act for Fiscal Year 2001, Public Law 106-554). The biological opinion will be available through NOAA Institutional Repository https://repository.library.noaa.gov/welcome. A complete record of this consultation is on file at NMFS' Columbia Basin Branch.

Please direct questions regarding this letter to Colleen Fagan, Columbia Basin Branch, at 541-962-8512 or colleen.fagan@noaa.gov.

Sincerely,

Nancy L Munn

Nancy L. Munn, Ph.D.
Assistant Regional Administrator
Interior Columbia Basin Office

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Washington Ecological Services
1009 College St. SE, Suite 215
Lacey, Washington 98503

In Reply Refer to:
FWS/R1/2024-0110258

December 31, 2025

Yamilee Volcy, Acting Division Administrator
Attention: William Witucki
Federal Highway Administration – Washington Division
711 Capitol Way South, Suite 501
Olympia, Washington 98501

Dear Ms. Volcy:

Subject: Wallula Avenue Bridge Replacement, Walla Walla County

This letter is in response to your February 6, 2025, request for consultation to address the proposed Wallula Avenue Bridge Replacement project located in Walla Walla County (County), and its effects on bull trout (*Salvelinus confluentus*) and designated bull trout critical habitat. It is our understanding that this request has been submitted by the Washington State Department of Transportation (WSDOT), Highways and Local Programs Division, serving as the designated non-federal representative, on behalf of the Federal Highway Administration (FHWA).

We received your letter and Biological Assessment providing information in support of "may affect, likely to adversely affect" determinations, on February 6, 2025. Upon review of the proposed action and potential effects, the U.S. Fish and Wildlife Service (USFWS) advised that the FHWA reconsider the effects determinations for bull trout and designated bull trout critical habitat. After further coordination with the WSDOT and FHWA, the FHWA made revised "may affect, not likely to adversely affect" determinations and requested informal consultation in an email dated September 15, 2025.

Specifically, you requested informal consultation pursuant to section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq*.) (ESA) for the following federally listed species and designated critical habitat: bull trout and designated bull trout critical habitat.

The FHWA has determined that the action will have "no effect" on additional listed species and designated critical habitat that are known to occur in the County. The determination of "no effect" to listed resources rests with the action agency. The USFWS has no regulatory or statutory authority for concurring with "no effect" determinations, and no consultation with the USFWS is required. We recommend that the action agency document their analysis on effects to listed species and maintain that documentation as part of the project file.

Based on the information you provided, best available science, and complete and successful implementation of agreed-upon conservation measures, we concur with your determination that the effects of the proposed action "may affect, but is not likely to adversely affect" bull trout, and designated bull trout critical habitat.

PROJECT DESCRIPTION

FHWA, WSDOT, and County propose to replace the existing bridge along Wallula Avenue with a new wider and longer bridge, reshape approximately 575 feet (ft) of the Mill Creek channel, and stabilize the upstream bank with a revetment. The project will remove the existing 80-ft long by 26-ft wide bridge, existing mid-channel piers, and existing bridge abutments. Pier columns and abutment piles will be removed down to two ft below the existing grade. Existing footings will be left in place because they are buried 10 to 12 ft below the stream channel and removing the entire substructure would require extensive excavation. The finished streambed grade under the bridge will consist of redistributed gravel from upstream of the bridge that was deposited by a 2020 flooding event. This material is meant to be erodible to contribute to sediment continuity within the system.

The replacement structure will be a 120-ft long, 34-ft wide concrete girder full-span bridge, fully supported by new concrete abutments and piers composed of steel pipe piling driven landward of the ordinary high-water mark (OHWM) of Mill Creek. The proposed bridge will generally maintain the existing roadway and overwater footprint as the existing bridge with adjustments made to accommodate a higher bridge profile (proposed design will meet the minimum requirement of 3 ft above the 100-year flood elevation), wider clear zone, and wider hydraulic opening for Mill Creek. Approximately 1,200 cubic yards of scour protection rock will be installed around the new abutments over an area of approximately 2,000 ft^2 and 120 linear ft of streambank; approximately 44 percent of the scour rock will be placed waterward of OHWM and will be buried with native material. Only approximately 20% of the scour rock nearest the OWHM line will be exposed to flows.

The channel up- and downstream of the bridge will be realigned to its original location before it avulsed in a flood event in 2020, and the bank upstream of the bridge will be stabilized with a new revetment composed of native alluvial material and large woody material with rootwads. Approximately 1,400 cubic yards of gravel that were deposited during the 2020 flooding event will be redistributed to the upstream left bank to fill the voids within the proposed revetment and to relocate the channel away from the eroding streambank. The proposed gravel redistribution and channel grading will extend about 85 ft downstream and 400 ft upstream of the existing bridge structure. The proposed channel grading will guide the creek through the center of the

bridge instead of becoming entrained against the abutment face and the left bank, as it is under existing conditions.

A log and rock revetment will be installed on the left bank of Mill Creek approximately 350 ft upstream of the bridge site to stabilize an area of active erosion. The revetment will consist of approximately 60 pieces of large woody debris (LWD) stabilized by large, rounded revetment rock placed waterward of the OHWM. Approximately 10,000 ft^2 of streambed will be isolated to construct the revetment. In addition, a 6 to 10-ft wide channel along the right bank may be excavated to allow fish to move up and downstream during construction. Block nets will be positioned at the upstream and downstream end of the gravel bar to prevent fish from accessing the area until the migration channel has been completed. Erosion control mats, plantings, and a livestock exclusion fence will be installed in the upper bank area of the revetment to promote long-term bank stability.

Approximately 0.30 acre of mostly disturbed roadside vegetation will be cleared and grubbed for site access and construction. All temporarily disturbed areas will be restored with a native grass mix and approximately 0.40 acre of streambank area will be enhanced with a combination of native shrubs and trees. Enhancement will occur mostly upstream of the bridge on the left bank where approximately 300 linear ft of the streambank will be improved with native plantings and large woody debris.

Work waterward of the OHWM and within isolated areas will include removal of the existing bridge structures and in-water piers, installation of scour protections around the new abutments, and modification of the stream channel upstream (400 ft) and downstream (85 ft) of the bridge. A total of approximately 0.76 acre (~33,460 ft^2) of Mill Creek waterward of the OHWM will be isolated and dewatered at three locations for the bridge demolition, log revetment installation, and stream gravel redistribution area. To minimize risks for protected fish species, all in-water work will occur within the approved in-water work window (July 15 to October 15). Fish salvage activities will be conducted according to best practices described in the WSDOT *Fish Exclusion – Protocol and Standards* (WSDOT 2023) and electrofishing equipment will only be used after other fish salvage methods have been successful in removing and excluding fish. Should site conditions change during project construction, the sandbag cofferdam/revetments will be adjusted, and fish herding in newly isolated areas will occur as needed.

Approximately 0.59 acre of existing pollution-generating impervious surface (PGIS) will be replaced and approximately 0.23 acre of new PGIS will be constructed, for a total of approximately 0.82 acre of post-construction PGIS. The new bridge will have a concrete parapet on both sides to convey stormwater runoff to ditches and drainage basins for infiltration and dispersion at the ends of the bridge. All stormwater runoff from the project post-construction is anticipated to be fully infiltrated by native soils along the roadway gravel and vegetated shoulders and no direct release of stormwater into streams is anticipated to occur.

Project construction is anticipated to take approximately five months (approximately 153 working days) from April to October, with work below the OHWM of Mill Creek occurring during the approved in-water work window of July 15 to October 15. Construction access and staging for this project will take place on existing roadway along Wallula Avenue and a traffic

detour along existing roads will be in place. Best management practices, temporary erosion and sediment control measures, and a Spill Prevention Control Countermeasures plan will be implemented for the duration of construction. Clearing will be minimized to the extent possible and areas affected temporarily will be restored with native vegetation following construction.

The FHWA, WSDOT, and County have assessed potential delayed consequences (and/or indirect effects), including effects resulting from potential changes to the pattern or rate of land use conversion, development, and re-development (BA, pp. 43-44). The proposed action will expand an existing facility (i.e., widen the bridge), and will improve existing levels of service. However, the FHWA, WSDOT, and County find that no building moratorium is in effect, no land use changes are tied by permit condition to the proposed project, no development plans are contingent on a 'build' or 'no build' outcome, and no land use changes are likely to occur as a result of implementing the proposed project.

Sufficient information has been provided to determine the effects of the proposed action and to conclude whether or not it would adversely affect federally listed species and/or designated critical habitat. Our concurrence is based on the information provided by the action agency, best available science, and complete and successful implementation of the agreed-upon conservation measures.

EFFECTS ON BULL TROUT

Exposures are extremely unlikely (therefore effects are discountable) to bull trout because of the following:

Mill Creek is a tributary of the Walla Walla River and resides in the Walla Walla River Core Area. Mill Creek is designated foraging, migration, and overwintering habitat for bull trout. Generally, in Mill Creek, bull trout migrations occur during the fall, winter, and spring months. When water levels return to summer base flows, and water temperatures elevate, bull trout seek refuge in pools with adequate cover and groundwater influence or retreat upstream to find more tolerable habitat conditions (Barrows et al. 2016, p. 61). We anticipate that bull trout will not be present in the action area due to high water temperatures within Mill Creek during the proposed in-water work window. Due to lack of bull trout in the area and timing of the project (i.e., summer months), the USFWS concludes that the effects on bull trout resulting from the action will be discountable.

EFFECTS ON DESGINATED BULL TROUT CRITICAL HABITAT

The final revised rule designating bull trout critical habitat (75 FR 63898 [October 18, 2010]) identifies nine Primary Constituent Elements (PCEs) essential for the conservation of the species. The 2010 designation of critical habitat for bull trout uses the term PCE. The new critical habitat regulations (81 FR 7214) replace this term with physical or biological features (PBFs). This shift in terminology does not change the approach used in conducting our analyses, whether the original designation identified PCEs, PBFs, or essential features. In this letter, the term PCE is synonymous with PBF or essential features of critical habitat. As previously

described, Mill Creek is designated bull trout critical habitat. The following PBFs are present in the action area:

PBF 2: *Migration habitats with minimal physical, biological, or water quality impediments between spawning, rearing, overwintering, and freshwater and marine foraging habitats, including but not limited to permanent, partial, intermittent, or seasonal barriers.*

> The proposed action will result in temporary impacts to migration habitat and introduce water quality impediments (i.e., temporary elevated turbidity and sedimentation). However, these activities will occur during the time of year when we do not expect bull trout to be present in or migrating through the action area, and sediment plumes are likely to be short in duration and expected to settle quickly. Migration habitat will not be permanently altered, destroyed, or degraded. Instead, the USFWS expects that the proposed action will have limited beneficial effects over the long term due to the larger hydraulic opening of the new bridge and the installation of LWD along the streambank. Therefore, we expect insignificant effects to the function of PBF 2.

PBF 3: *An abundant food base, including terrestrial organisms of riparian origin, aquatic macroinvertebrates, and forage fish.*

> The proposed action will not have measurable adverse effects on this PBF. The action may temporarily reduce the food base via a small reduction of prey resources. However, the impacts will be temporary, and components of the project design (e.g., planted and restored native vegetation, installation of LWD) serve to avoid and reduce these impacts. Therefore, we expect insignificant effects to the function of PBF 3.

PBF 4: *Complex river, stream, lake, reservoir, and marine shoreline aquatic environments and processes that establish and maintain these aquatic environments, with features such as large wood, side channels, pools, undercut banks, and substrates, to provide a variety of depths, gradients, velocities, and structure.*

> The action will remove in-stream concrete bridge footings, widen the hydraulic opening (thereby improving movement/transport of bedload and large wood), install a revetment with LWD, and plant and restore native riparian vegetation. These activities will improve conditions for bull trout and their prey by restoring the streambank with LWD and native plants that will provide shade and detrital inputs, and by allowing for natural wood recruitment and appropriate hydraulic flow through the area. Scour protection rock will be placed waterward of the OWHM along the bank slope to protect the abutments but will be predominantly buried with redistributed alluvium streambed material from the site. Burying the scour protection with native material would result in insignificant effects to this PBF because most of the scour rock will not be exposed to normal flows and the native material will naturally deposit and reallocate. Therefore, the proposed action will have beneficial long-term effects on the function of PBF 4.

PBF 8: *Sufficient water quality and quantity such that normal reproduction, growth, and survival are not inhibited.*

> Water quality will be affected by short-term turbidity and increased impervious surface from constructed roadway. Project actions that disturb soils along the stream bank and stream bed can lead to sediment inputs into the river or cause increased turbidity. Sediment control measures will be implemented during construction to minimize sediment loss from the riverbank and instream turbidity. Suspended sediment will occur in short duration and is expected to settle quickly. The proposed project will also permanently increase the amount of PGIS in the action area, resulting in additional road runoff and associated contaminants. All stormwater runoff is anticipated to be fully infiltrated into gravel shoulders and vegetated areas, and no direct release of stormwater into the creek is anticipated. Therefore, we expect insignificant effects to the function of PBF 8.

Based on the lack of anticipated significant effects to the PBFs, the effect of the proposed action to designated bull trout critical habitat is expected to be insignificant.

CONCLUSION

This concludes consultation pursuant to the regulations implementing the ESA. Our review and concurrence with your effect determination is based on the implementation of the action as described. It is the responsibility of the Federal action agency to ensure that the actions they authorize or carry out are in compliance with the regulatory permit and ESA. If a permittee or the Federal action agency deviates from the measures outlined in a permit or project description, the Federal action agency has an obligation to reinitiate consultation and comply with section 7(d).

This action should be re-analyzed and re-initiation may be necessary if 1) new information reveals effects of the action that may affect listed species or critical habitat in a manner, or to an extent, not considered in this consultation, 2) if the action is subsequently modified in a manner that causes an effect to a listed species or critical habitat that was not considered in this consultation, and/or 3) a new species is listed or critical habitat is designated that may be affected by this action.

This letter constitutes a complete response by the USFWS to your request for informal consultation. A complete record of this consultation is on file at the Washington Fish and Wildlife Office, in Lacey, Washington. If you have any questions, or if we can be of further assistance, please contact Jennifer Lang at jennifer_lang@fws.gov or Ryan McReynolds at ryan_mcreynolds@fws.gov.

Sincerely,

for Brad Thompson, State Supervisor
Washington Fish and Wildlife Office

cc:
FHWA, Olympia, WA (C. Callahan)
WSDOT, Local Programs, Olympia, WA (H. Purdom)

References

Barrows MG, DR Anglin, PM Sankovich, JM Hudson, RC Koch, JJ Skalicky, DA Wills and BP Silver. 2016. Use of the Mainstem Columbia and Lower Snake Rivers by Migratory Bull Trout: Data Synthesis and Analyses, Final Report. Vancouver, WA: U.S. Fish and Wildlife Service.

Washington State Department of Transportation (WSDOT). 2023. Fish Exclusion – Protocols and Standards. WSDOT, Olympia, Washington.

PLAN AND PROCEDURES FOR THE UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES AND HUMAN SKELETAL REMAINS

Wallula Bridge Replacement PROJECT, Walla Walla County COUNTY WASHINGTON

1. INTRODUCTION

The Walla Walla County plans to construct the Wallula Bridge Replacement project. The purpose of this project is to replace the existing bridge with a new safer bridge. The following Unanticipated Discovery Plan (UDP) outlines procedures to follow, in accordance with state and federal laws, if archaeological materials or human remains are discovered.

2. RECOGNIZING CULTURAL RESOURCES

A cultural resource discovery could be prehistoric or historic. Examples include:

- An accumulation of shell, burned rocks, or other food related materials
- Bones or small pieces of bone,
- An area of charcoal or very dark stained soil with artifacts,
- Stone tools or waste flakes (i.e. an arrowhead, or stone chips),
- Clusters of tin cans or bottles, logging or agricultural equipment that appears to be older than 50 years,
- Buried railroad tracks, decking, or other industrial materials.

When in doubt, assume the material is a cultural resource.

3. ON-SITE RESPONSIBILITIES

STEP 1: STOP WORK. If any Walla Walla County employee, contractor or subcontractor believes that he or she has uncovered any cultural resource at any point in the project, all work adjacent to the discovery must stop. The discovery location should not be left unsecured at any time.

STEP 2: NOTIFY MONITOR. If there is an archaeological monitor for the project, notify that person. If there is a monitoring plan in place, the monitor will follow its provisions.

STEP 3: NOTIFY PROJECT MANAGEMENT AND WSDOT LOCAL PROGRAMS OFFICE. Contact the Walla Walla County Project Manager and the Local Programs Archaeologist:

Walla Walla County
Project Manager:
Name Xander Culver
Number 509-524-2710.
email xculver@wwcowa.gov

Locals Programs Archaeologist:
Trent de Boer
360-705-7879
deboert@wsdot.wa.gov

The Local Programs Archaeologist will make all other calls and notifications.

If human remains are encountered, treat them with dignity and respect at all times. Cover the remains with a tarp or other materials (not soil or rocks) for temporary protection in place and to shield them from being photographed. Do not call 911 or speak with the media.

4. FURTHER CONTACTS AND CONSULTATION

A. Project Manager's Responsibilities:

- Protect Find: The Project Manager is responsible for taking appropriate steps to protect the discovery site. All work will stop in an area adequate to provide for the total security, protection, and integrity of the resource. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. Work in the immediate area will not resume until treatment of the discovery has been completed following provisions for treating archaeological/cultural material as set forth in this document.

- Direct Construction Elsewhere On-site: The Project Manager may direct construction away from cultural resources to work in other areas prior to contacting the concerned parties.

- Contact Local Programs Archaeologist: If the Local Programs Archaeologist has not yet been contacted, the Project Manager will do so.

B. Local Programs Archaeologist Responsibilities:

- Identify Find: The Local Programs Archaeologist will ensure that a qualified individual examines the find to determine if it is archaeological.

    - If it is determined not archaeological, work may proceed with no further delay.

    - If it is determined to be archaeological, the Local Programs Archaeologist will continue with notification.

- If the find may be human remains or funerary objects, the Local Programs Archaeologist will ensure that a qualified individual examines the find. If it is determined to be human remains, the procedure described in Section 5 will be followed.

- Notify DAHP: The Local Programs Archaeologist will contact the involved federal agency(s) and the Department of Archaeology and Historic Preservation (DAHP).

- Notify Tribes: If the discovery may relate to Native American interests, the Local Programs Archaeologist will notify the affected Indian tribes.

Federal Agencies:

Federal Highway Administration
Name TBD
Area Engineer
Number
Email

Agency: Washington State Department of Transportation
Name Seth Walker, PE
Title SCR Region Local Program Engineer
Number 509-480-2505
Email seth.walker@wsdot.wa.gov

Department of Archaeology and Historic Preservation:

Dr. Allyson Brooks
Washington State Historic
Preservation Officer
360-586-3066

or
Dennis Wardlaw
Transportation Archaeologist
360-586-3085

Tribes consulted on this project are:

Tribe: Confederated Tribes of the Umatilla Indian Reservation
Name Carey Miller
Title Tribal Historic Preservation Officer
Number (541) 276-2447
Email careymiller@ctuir.org

Tribe:
Name
Title
Number
Email

Tribe: Yakama Nation
Name Kate Valdez
Title Tribal Historic Preservation Officer
Number 509-985-7596
Email kate@yakama.com

Tribe:
Name
Title
Number
Email

Tribe:
Name
Title
Number
Email

Tribe
Name
Title
Number
Email

5. SPECIAL PROCEDURES FOR THE DISCOVERY OF HUMAN SKELETAL MATERIAL

Any human skeletal remains, regardless of ethnic origin, will at all times be treated with dignity and respect.

If the project occurs on federal lands (e.g., National Forest or Park, military reservation) the provisions of the Native American Graves Protection and Repatriation Act of 1990 apply, and the responsible federal agency will follow its provisions. Note that state highways that cross federal lands are on an easement and are not owned by the state.

If the project occurs on non-federal lands, the Walla Walla County will comply with applicable state and federal laws, and the following procedure:

A. Notify Law Enforcement Agency or Coroner's Office:

In addition to the actions described in Sections 3 and 4, the Project Manager will immediately notify the local law enforcement agency or coroner's office.

The coroner (with assistance of law enforcement personnel) will determine if the remains are human, whether the discovery site constitutes a crime scene, and will notify DAHP.

Agency Number County Coroner: 509-524-2845

B. Participate in Consultation:

Per RCW 27.53.030, RCW 68.50, and RCW 68.60, DAHP will have jurisdiction over non-forensic human remains. The Local Programs Archaeologist will participate in consultation.

If ground disturbing activities encounter human skeletal remains during the course of construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance until the State provides notice to proceed. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

State Physical Anthropologist Guy Tasa (360) 586-3534

6. DOCUMENTATION OF ARCHAEOLOGICAL MATERIALS

Archaeological deposits discovered during construction will be assumed eligible for inclusion in the National Register of Historic Places under Criterion D.

The Local Programs Archaeologist will ensure the proper documentation and assessment of any discovered cultural resources in cooperation with the federal agency(s), DAHP, affected tribes, and a contracted consultant (if any).

All prehistoric and historic cultural material discovered during project construction will be recorded by a professional archaeologist on State of Washington cultural resource site or isolate form using standard techniques. Site overviews, features, and artifacts will be photographed; stratigraphic profiles and soil/sediment descriptions will be prepared for subsurface exposures. Discovery locations will be documented on scaled site plans and site location maps.

Cultural features, horizons and artifacts detected in buried sediments may require further evaluation using hand-dug test units. Units may be dug in controlled fashion to expose features, collect samples from undisturbed contexts, or interpret complex stratigraphy. A test excavation unit or small trench might also be used to determine if an intact occupation surface is present. Test units will be used only when necessary to gather information on the nature, extent, and integrity of subsurface cultural deposits to evaluate the site's significance. Excavations will be conducted using state-of-the-art techniques for controlling provenience.

Spatial information, depth of excavation levels, natural and cultural stratigraphy, presence or absence of cultural material, and depth to sterile soil, regolith, or bedrock will be recorded for each probe on a standard form. Test excavation units will be recorded on unit-level forms, which include plan maps for each excavated level, and material type, number, and vertical provenience (depth below surface and stratum association where applicable) for all artifacts recovered from the level. A stratigraphic profile will be drawn for at least one wall of each test excavation unit.

Sediments excavated for purposes of cultural resources investigation will be screened through 1/8-inch mesh, unless soil conditions warrant ¼-inch mesh.

All prehistoric and historic artifacts collected from the surface and from probes and excavation units will be analyzed, catalogued, and temporarily curated. Ultimate disposition of cultural materials will be determined in consultation with the federal agency(s), DAHP, and the affected tribes.

Within 90 days of concluding fieldwork, a technical report describing any and all monitoring and resultant archaeological excavations will be provided to the Project Manager, who will

forward the report to the Local Programs Archaeologist for review and delivery to the federal agency(s), SHPO, and the affected tribe(s).

If assessment activity exposes human remains (burials, isolated teeth, or bones), the process described in Section 7 below will be followed.

7. PROCEEDING WITH CONSTRUCTION

Project construction outside the discovery location may continue while documentation and assessment of the cultural resources proceed. The Local Programs Archaeologist must determine the boundaries of the discovery location. In consultation with DAHP and affected tribes, Project Manager and the Local Programs Archaeologist will determine the appropriate level of documentation and treatment of the resource. The federal agency(s) will make the final determinations about treatment and documentation.

Construction may continue at the discovery location only after the process outlined in this plan is followed and the Local Programs Archaeologist (and the federal agency(s)) determines that compliance with state and federal laws is complete.

Geotechnical Engineering Evaluation

Wallula Bridge Replacement
Walla Walla County, Washington

for
David Evans and Associates, Inc.

March 5, 2024

GeoEngineers
Earth Science + Technology

Geotechnical Engineering Evaluation

Wallula Bridge Replacement
Walla Walla County, Washington

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David Evans and Associates, Inc.

March 5, 2024

GeoEngineers

523 East Second Avenue
Spokane, Washington 99202
509.363.3125

Geotechnical Engineering Evaluation

Wallula Bridge Replacement
Walla Walla County, Washington

File No. 1453-005-00

March 5, 2024

Prepared for:

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908 North Howard Street, Suite 300
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03/05/2024

DRL:TAD:mce:lmm

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1.0 INTRODUCTION

1.1 Overview

This report presents the results of our geotechnical investigation and recommendations for the proposed Wallula Bridge replacement project located in Walla Walla County, Washington. The project is being designed by David Evans and Associates, Inc. (DEA) for Walla Walla County. The project involves replacement of the existing bridge, which carries Wallula Avenue over Mill Creek. The project site is located about 100 to 200 feet south of the intersection of Wallula Avenue and Old Highway 12. The approximate location of the proposed bridge is shown in the Vicinity Map, Figure 1.

Flood events in 1964, 1996 and 2020 damaged the bridge and washed out the eastern approach roadway behind the abutment. Additional damage included loss of a downstream wingwall, loss of riprap, roadway flooding, and flooding along private property upstream and downstream of the crossing. The center pier has exacerbated flooding effects. The project will include constructing a longer single-span bridge to improve hydraulic characteristics at the crossing, and to construct scour protection measures near the crossing. Grades near the bridge will be raised approximately 6½ feet, and the approaches will be widened approximately 6 feet to create a 32-foot-wide roadway section.

1.2 Existing Bridge

The existing two-span bridge was constructed in 1947 and is approximately 26 feet wide and 80 feet long. The bridge is supported on shallow spread foundations.

1.3 Proposed Bridge

The proposed replacement bridge will be about 119 feet long and located at approximately the same location as the existing bridge. The bridge will be a single-span structure and will include a west abutment and an east abutment. The bridge will be constructed with stub abutments.

The preliminary design information for the proposed bridge was provided by DEA and is presented in Table 1.

TABLE 1. PRELIMINARY WALLULA AVENUE REPLACEMENT BRIDGE DESIGN INFORMATION

Bridge Element	Description	
Number of Spans	1	
Approximate Total Bridge Length	125 feet back of pavement seat to back of pavement seat (119 feet span)	
Approximate Bridge Width	35 feet Out-to-Out	
Abutment Type	Stub Abutments on Piles	
Bottom of Pile Cap Elevation	West Abutment 704.75 East Abutment 702.50	
Estimated Foundation Loads [1] Abutments	**Service Limit State** 950 kips	**Strength Limit State** 1,420 kips

Note:

[1] Estimated foundation loads include both dead load and live load.

1.4 Scour Conditions

Based on information provided by DEA, we understand that scour mitigation will be provided for the proposed abutments. Therefore, design for scour conditions will not be required for the proposed replacement bridge.

1.5 Design Standards

Our geotechnical exploration program, analysis and recommendations are based on the following design standards and guidelines:

- American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) Bridge Design Specifications, Ninth Edition, 2020.
- Washington State Department of Transportation (WSDOT) Geotechnical Design Manual (GDM).

2.0 SCOPE OF SERVICES

Our services were completed in accordance with our agreement with DEA dated March 30, 2023. The purpose of our geotechnical engineering evaluation was to provide geotechnical recommendations for foundation design and construction, earthwork and stormwater infiltration design, based on subsurface exploration, laboratory testing and engineering analyses. Our specific scope of services included:

- Exploration of subsurface conditions by drilling borings:
    - Two borings, one near each end of the existing bridge.
    - Two borings near a proposed stormwater infiltration facility located northwest of the bridge.
- Conducting infiltration testing within the stormwater borings.
- Conducting geotechnical laboratory testing to assess selected physical and engineering characteristics of the soil encountered relative to the proposed construction.
- Providing applicable design and construction recommendations in LRFD format consistent with the current WSDOT Geotechnical Design Manual and AASHTO Bridge Design Manual, including:
    - Recommendations for site preparation and fill placement criteria.
    - Evaluation of the suitability of on-site soil for use as structural fill and subgrade preparation criteria.
    - An evaluation of the potential for abutment fill settlement and recommendations for mitigating such settlement, as appropriate.
    - Recommendations for the design of abutment walls, including lateral earth pressures.
    - Recommendations for the design and construction of foundations.
    - Geotechnical seismic design information, specifically code-based seismic site classification, and an evaluation of potential seismic hazards such as liquefaction.
    - Recommendations for the design of proposed stormwater infiltration facilities.

3.0 FIELD EXPLORATION AND LABORATORY TESTING

We explored subsurface conditions at the site on October 11 through 14, 2023 by drilling four borings (B-1 through B-4). The borings were completed using a truck-mounted, CME-75 hollow-stem auger dill rig under subcontract to GeoEngineers, Inc. (GeoEngineers). Borings B-1 and B-2 were drilled to depths in the range of about 81½ feet to 91½ below ground surface (bgs) to assess subsurface conditions at depth for design of bridge foundations. Borings B-3 and B-4 were drilled to depths of about 6½ feet bgs near a proposed stormwater swale facility to assess shallow soil conditions below the proposed swale and to allow for infiltration testing. The boring locations were selected based on site access constraints and overhead and underground utility conflicts. The approximate locations of our explorations are shown in the Site Plan, Figure 2.

We collected and returned representative soil samples from the borings to our laboratory for examination and testing. Detailed descriptions of our site exploration and laboratory testing programs along with exploration logs and laboratory test results are presented in Appendix A.

4.0 SITE CONDITIONS

4.1 Surface Conditions

The existing two-lane road is about 26 to 30 feet wide (approximately two, 11-foot-wide paved lanes with gravel shoulders) and near the bridge is supported on an approximate 3- to 10-foot tall approach embankment. The roadway alignment and bridge are oriented west-east with a slight grade down from west to east. Mill Creek is oriented with flow generally from northeast to southwest. The stream bank is incised about 5- to 10-feet from surrounding site grades. The approach embankments at the crossing are armored with riprap. The stream banks are covered with brush and trees. The surrounding ground is relatively level and is covered by a mixture of grass, weeds and agricultural fields. Several overhead power lines are located along the north side of the crossing and roadway.

4.2 Subsurface Conditions

4.2.1 Site Geology

The Washington State Department of Natural Resources (DNR) “Geologic Map of the College Place and Walla Walla 7.5-Minute Quadrangles, Walla Walla County, Washington and Umatilla County, Oregon” maps soil in the site vicinity as Quaternary Alluvium (Qa). This geologic unit consists of unconsolidated deposits of clay, silt, sand, and gravel found in and adjacent to stream channels. Materials were derived from loess (wind-blown soil along with flood deposits). In the Walla Walla area, these alluvial deposits are typically underlain by older (Miocene-Pliocene) conglomerate deposits (MPlcg). These deposits consist of variably cemented sand and gravel in a silty or clayey matrix. The gravel is predominantly basaltic in origin. The conglomerate deposit is differentiated from the younger alluvial deposit by the presence of predominantly basalt clasts, a silty/clayey matrix, and increased density and cementation.

4.2.2 Soil

In general, subsurface conditions were generally consistent with the geologic literature. For the purposes of this project, we categorized the subsurface soil encountered in the borings into four units based on engineering parameters, including: (1) Embankment Fill; (2) Upper Recent Alluvium; (3) Lower Recent Alluvium; and (4) Conglomerate (Gravel and Silt and Clay). We also developed a generalized subsurface

profile below the bridge site which represents our interpretation of the subsurface conditions encountered in the borings and our understanding of overall site geology. The subsurface profile is presented as Cross Section A-A', Figure 3.

Embankment Fill. At the location of B-2, we encountered fill to a depth of about 7 feet bgs. We also encountered fill at the location of B-4, which extended to a depth of about 4 feet bgs. The fill at B-2 consisted of soft brown silt with sand and occasional gravel. Standard penetration test (SPT) N-values of the two samples collected from the embankment fill were both 4. The fill at B-4 consisted of dense silty gravel with sand.

Upper Recent Alluvium. Below the fill in B-2 and B-4, and from the ground surface in B-1 and B-3, we encountered very soft to stiff silt with sand and gravel, and very loose to loose silty sand. The upper recent alluvium extended to depths of about 9½ to 13 feet bgs in B-1 and B-2, and to the depths explored in B-3 and B-4. SPT N-values from soil sampling attempts in the upper recent alluvium ranged from about 2 to 22 with an average of about 9.

Lower Recent Alluvium. The lower recent alluvium unit was encountered below the upper recent alluvium in both B-1 and B-2, and extended to depths of about 18 to 24 feet bgs. This unit consisted of loose to dense fine to coarse gravel with variable silt and sand. SPT N-values ranged from 7 to 36 with an average of about 20.

Conglomerate. Underlying the lower recent alluvium in both B-1 and B-2, we encountered interbedded layers of very dense gravel (Conglomerate – gravel) and stiff to hard silt and clay (Conglomerate – silt and clay) which we interpreted to comprise older conglomerate as described in the geologic literature. The conglomerate unit extended to the depths explored. Within the gravel layers, SPT N-values ranged from about 46 to 99 with an average of about 70. Within silt and clay layers, SPT N-values ranged from about 11 to 43 with an average of about 24.

4.2.3 Groundwater Conditions

We encountered groundwater during drilling in borings B-1 and B-2 at depths of about 12 to 13 feet bgs, respectively. A summary of the groundwater levels encountered in the borings at the time of drilling is summarized in Table 2. These groundwater levels are approximate. Groundwater elevations encountered during drilling might not represent actual static groundwater conditions due to disturbance during drilling. These discrepancies can be magnified when drilling through silt soils. We anticipate depth to groundwater will fluctuate seasonally and from year to year, likely influenced by water levels within Mill Creek. Therefore, we anticipate groundwater levels will be highest late winter through spring. Based on information provided by DEA, the ordinary high water elevation for the creek is approximately Elevation 696.7 feet.

TABLE 2. APPROXIMATE GROUNDWATER LEVELS AT TIME OF EXPLORATION

Exploration ID	Exploration Date	Approximate Depth to Groundwater (feet)[1]	Approximate Groundwater Elevation (feet)[1]
B-1	October 12, 2023	12	692.5
B-2	October 13, 2023	13	694.5

Note:

[1] Depths and elevations rounded to nearest ½ foot

4.3 Infiltration Testing

We conducted borehole infiltration tests within borings B-3 and B-4 on November 1, 2023. The infiltration tests were constructed to test the soil at the bottom of the boreholes.

The infiltration rate measured in B-3 (silty sand) was about 30 inches per hour (in/hr), while the infiltration rate measured in B-4 (silt) was about 2.5 in/hr. Recommendations for design infiltration rates for shallow stormwater ponds are presented in Section 5.5 Drainage and Erosion Control of this report. Detailed descriptions of infiltration testing and infiltration test results are presented in Appendix A.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Overview

Based on the results of our geotechnical engineering evaluation, it is our opinion that construction of the proposed replacement bridge is feasible from a geotechnical engineering standpoint. Some key geotechnical considerations for the project include:

- We recommend foundations consist of driven piles. In our opinion, piles likely represent the most efficient foundation option for the proposed replacement bridge given site subsurface conditions. Relatively loose/soft compressible soil unsuitable for support of shallow spread footings was encountered to depths of about 12½ to 13 feet below site grade. Additionally, while scour mitigation measures are planned to protect the proposed abutments, it is our opinion that piles should provide additional protection for the bridge from potential scour.
- Existing surficial soil generally consists predominantly of silt and silty sand and gravel. This soil is highly moisture sensitive and will be very difficult to adequately work or compact unless the moisture content is within about 3 percentage points of optimum at the time of earthwork. Site soil also will exhibit low shear strength, particularly when saturated, and is highly susceptible to erosion. For these reasons, we recommend project plans include importing granular structural fill to use as fill.
- Geologic hazards, such as fault rupture or liquefaction are not anticipated to impact the project and do not require special design or mitigation measures.

The key geotechnical information provided above is a summary for introductory purposes only. Recommended design foundation capacities, anticipated performance and construction considerations are presented in the following sections. If there are any revisions to the nature, design or location of the proposed structures relative to the current concept, then the recommendations presented in the following sections should be reviewed by GeoEngineers, and our recommendations modified, as necessary.

5.2 Seismic Design

5.2.1 Ground Motion Parameters

In accordance with Table 3.10.6-1 of the AASHTO LRFD Bridge Design Specifications, the site is considered a seismic performance zone 2. The Spectra sub-program in the WSDOT Bridgelink Version 7.0.5 software program was used to develop site acceleration coefficients. Seismic design is based on the expected ground motion at the project site that has a 7 percent probability of exceedance in a 75-year period (approximate 1,000-year return period).

Based on the results of our subsurface explorations and review of available geologic and historical information, the site designates as Site Class D. We recommend the seismic design parameters presented in Table 3 be used for design. Note that the seismic parameters are based on the AASHTO Bridge Design Specifications and the WSDOT Bridge Design Manual (BDM).

TABLE 3. SEISMIC PARAMETERS

AASHTO Seismic Parameter	Recommended Value
Site Class	D
PGA (bedrock)	0.112
S_s	0.246
S_1	0.071
F_{PGA}	1.576
Fa	1.600
Fv	2.400
Free-field Acceleration Coefficient (A_s)	0.176
Design Spectral Acceleration Coefficient at 0.2-Second Period (S_{DS})	0.394
Design Spectral Acceleration Coefficient at 1.0-second Period (S_{D1})	0.171

5.2.2 Faults and Ground Rupture

We reviewed the United States Geological Survey (USGS) online earthquake database relative to seismic history and faulting in the project vicinity. The nearest mapped Quaternary faults are several unnamed faults mapped about 7 miles east of the project site. Based on our observations and the site location with respect to the nearest known faults, it is our opinion the probability of damaging fault rupture on the site is low and does not warrant fault trenching or specific design considerations.

5.2.3 Liquefaction Potential

Liquefaction is a phenomenon where soils experience a rapid loss of internal strength as pore water pressures increase in response to strong ground shaking. The increased pore water pressure may temporarily meet or exceed soil overburden pressures to produce conditions that allow soil and water to flow, deform or erupt from the ground surface. Ground settlement, lateral spreading and/or sand boils may result from soil liquefaction. Structures supported on or within liquefied soils may suffer foundation settlement or lateral movement that can be damaging to the structure.

The evaluation of liquefaction potential is a complex procedure and is dependent on numerous site parameters, including soil grain size, soil density, site geometry, static stresses and the design ground acceleration. Liquefaction potential of the site was evaluated by comparing the earthquake-induced cyclic stress ratio (CSR) to the soils cyclic resistance ratio (CRR). We calculated the CSR profiles using a free-field Acceleration Coefficient (A_s) of 0.17g, determined from the USGS deaggregation for 7 percent in 75 years. An earthquake magnitude of 6.25 was used for our analysis based on results of deaggregation data from the USGS on-line Seismic Hazards. The CRR was calculated based correlations from SPT blow counts.

The analysis indicates that the site soils generally have an adequate factor of safety against liquefaction (greater than 1.2). Since the site soils have a low risk of liquefaction, it is our opinion that lateral spreading

risk is also low. In our opinion, seismic liquefaction and lateral spreading soil strength loss and soil movements do not need to be considered in design.

5.3 Foundations

5.3.1 General

Based on the results of the subsurface exploration program, in our opinion, the proposed replacement bridge may be supported on driven pile foundations. Feasible pile types include closed-end steel pipe piles and H-piles. In our opinion, the use of shallow spread footings would require overexcavation or the improvement of settlement sensitive soil, and setting foundation grade below scour depths, which would likely require either working in the wet or significant dewatering during construction. In our opinion, the use of piles to support the proposed replacement bridge is a more feasible foundation system from a constructability standpoint, and also offers additional resistance to potential scour compared to spread footings.

5.3.2 Soil Parameters

The soil parameters used in our analyses for the bridge foundations are summarized in Tables 4 and 5. These parameters are based on the conditions observed in the borings, geotechnical laboratory testing results and our professional judgment.

TABLE 4. ESTIMATED SOIL PARAMETERS—WEST ABUTMENT (BORING B-1)

Soil Unit	Elevation (feet)	Effective Unit Weight[1] (pcf)	Drained Strength		Undrained Shear Strength, S_u (psf)	LPILE Soil Model	Modulus, K (pci)	Strain, ε_{50}
			Friction Angle, ϕ	Cohesion, c (psf)				
Embankment Fill (proposed backfill behind abutment)	705 and higher	130	35°	0	--	--	--	--
Upper Recent Alluvium[2]	705 - 695	100/43	28	0	-	API Sand	20	-
Lower Recent Alluvium	695 - 686	58	35	0	-	API Sand	60	-
Conglomerate – Silt and Clay	686 - 672	48	-	-	3,000	Stiff Clay w/o free water	-	0.005
Conglomerate – Gravel	672 - 637	73	40	0	-	API Sand	150	-
Conglomerate – Stiff to Hard Silt	Deeper than 637	48	-	-	4,000	Stiff Clay w/o free water	-	0.004

Notes:

[1] Recommended design groundwater is 696.7 feet.

[2] Use 100 pcf above Elev. 696.7 and 43 pcf below Elev. 696.7.

TABLE 5. ESTIMATED SOIL PARAMETERS—EAST ABUTMENT (BORING B-2)

Soil Unit	Elevation (feet)	Effective Unit Weight[1] (pcf)	Drained Strength		Undrained Shear Strength, S_u (psf)	LPILE Soil Model	Modulus, K (pci)	Strain, ε_{50}
			Friction Angle, ϕ	Cohesion, c (psf)				
Fill (proposed backfill behind abutment)	702 and higher	130	35°	0	--	--	--	--
Embankment Fill (Existing)	702-700	100	30°	0	--	API Sand	20	--
Upper Recent Alluvium[2]	700 – 695	100/43	28	0	-	API Sand	20	-
Lower Recent Alluvium	695 - 683	58	35	0	-	API Sand	60	--
Conglomerate – Silt and Clay	683 - 678	48	-	-	3,000	Stiff Clay w/o free water	-	0.005
Conglomerate – Gravel	678 - 673	73	40	0	-	API Sand	150	-
Conglomerate – Silt and Clay	673 - 667	48	-	-	3,000	Stiff Clay w/o free water	-	0.005
Conglomerate – Gravel	667 - 658	73	40	0	-	API Sand	150	-
Conglomerate – Silt and Clay	658 - 650	48	-	-	3,000	Stiff Clay w/o free water	-	0.005
Conglomerate – Gravel	650 - 635	73	40	0	-	API Sand	150	-
Conglomerate – Stiff to Hard Silt	Deeper than 635	48	-	-	4,000	Stiff Clay w/o free water	-	0.004

Notes:

[1] Recommended design groundwater is 696.7 feet.

[2] Use 100 pcf above Elev. 696.7 and 43 pcf below Elev. 696.7.

5.3.3 Axial Resistance

We estimated axial side resistance and end bearing (tip) resistance of 12-, 14- and 18-inch-diameter closed-end steel pipe piles and HP 14x117 H-piles using procedures in Section 10.7.3.8.6 of the AASHTO *LRFD* Bridge Design Specifications. We used the Nordlund/Thurman method for cohesionless soil and the alpha method for cohesive soil.

Given that final site grades will be similar to existing site grades, we do not anticipate piles will be subjected to downdrag loads under static loading conditions. Our analyses also indicate site soil should not be

susceptible to liquefaction during the design seismic event. Therefore, piles also should not be subjected to downdrag loads during the extreme event.

The results of our nominal (unfactored) static axial resistance estimates are presented in Figures B-1 and B-2 in Appendix B. Our recommendations for maximum nominal (unfactored resistance) for each pile type also are included in Figures B-1 and B-2. Our analyses indicate that closed-end pipe piles will develop downward axial resistance predominantly in end bearing within the gravel portions of the conglomerate unit. H-piles will develop downward axial resistance via a combination of end bearing and side resistance, most of which will be developed within the gravel portions of the conglomerate unit. Therefore, reduction factors for group resistance are not necessary, in our opinion.

Axial resistance estimates presented in Figures B-1 and B-2 should be used for estimating purposes only. Static axial resistance methods use numerous simplifying assumptions or correlations based on limited data sets. Actual pile capacity should be determined in the field during driving based on bearing capacity curves developed using either the WSDOT driving formula or wave equation procedures. Given the limited number of piles anticipated for this project, it is our opinion that instrumentation of piles and use of a pile driving analyzer likely are not cost effective. Final pile lengths likely will vary from the static estimates presented in this report. If results of redriving are used, pile capacity should be determined using wave equation methods. The WSDOT driving equation is intended for use at end of driving conditions only, and not during redriving.

5.3.4 Uplift Resistance

Figures B-1 and B-2 can be used to estimate the nominal (uplift) resistance of driven piles.

5.3.5 Settlement

Based on the results of our analyses, we estimate that settlement of piles should be less than about 1 inch, provided the recommendations presented in this report are followed.

5.3.6 Resistance Factors

We recommend the resistance factors presented in Table 6 be used for design of driven piles.

TABLE 6. RESISTANCE FACTORS-DRIVEN PILES

Limit State	Resistance Factor		
	Bearing Resistance	Uplift	Lateral
Strength	0.55 [1] / 0.50 [2]	0.35 / 0.5 [3]	1.0
Service	1.0	NA	NA
Extreme	1.0	0.8	1.0

Notes:

[1] This value is based on use of the WSDOT driving formula at end of driving conditions only. This resistance factor does not apply to the beginning of redrive.

[2] This value is based on use of the wave equation analysis to estimate pile bearing resistance and establish driving criteria. The hammer performance must be field verified. This may be used for either end of driving or beginning of redrive.

[3] Uplift resistance for single pile, and for pile group, respectively.

A resistance factor of 0.55 may be used if the WSDOT driving formula presented in Section 6-05.3(12) of the WSDOT Standard Specifications is used to determine pile capacity in the field. A resistance factor of 0.50 may be used if wave equation analysis is conducted to determine pile bearing capacity in the field.

Refer to Section 6.5.4.2 of the AASHTO LRFD Bridge Design Specifications for strength limit state resistance factors for pile drivability analyses. Severe driving conditions should be assumed when selecting resistance factors.

5.3.7 Lateral Resistance of Piles

Response of piles required to resist lateral loads may be evaluated using p-y iterative methods using the numerical methods such as the computer program LPILE. Tables 4 and 5 present our recommended soil parameters for input into the LPILE program. The structural engineer should assess pile stresses based on the results of lateral and axial loading conditions to confirm adequate pile loading and sizing requirements.

5.3.8 Minimum Pile Penetration and Pile Spacing

Minimum pile penetration (or minimum pile tip elevations) should be determined in order to satisfy lateral and uplift criteria. Minimum penetration to satisfy settlement criteria should not be necessary. Center-to-center pile spacing should be at least 30 inches or 2.5 pile diameters (whichever is greater). If piles are spaced closer than 5 pile diameters, p-multipliers should be applied as necessary for evaluation of lateral loads to account for pile spacing following the guidelines in Section 10.7.2.4 of the AASHTO LRFD Bridge Design Specifications.

Minimum pile penetration to satisfy uplift and lateral resistance should be evaluated by the structural engineer. Based on our preliminary analyses, we anticipate minimum pile penetration of about 25 feet to 30 feet will be required to achieve “fixity,” which for the purposes of this report is the point where an increase in pile length does not result in additional deflection at the top of the pile (plus an additional 5 feet). Depth to fixity will depend on actual design loads and pile stiffness, i.e., whether pipe piles (if used) are backfilled with concrete and orientation of H-piles (if used).

5.3.9 Construction Considerations

Preliminarily, we recommend specifying a minimum wall thickness of 0.5 inches for pipe piles. Final minimum wall thickness criteria should be determined after pile type and size has been selected and loads have been developed, and a subsequent drivability analyses can be completed. We further recommend specifying that piles have a minimum 50 kips per square inch (ksi) yield strength. Pipe piles should be fitted with conical points. Pipe piles can either be left unfilled or filled with concrete to increase strength and stiffness. If left unfilled, axial resistance should be reduced by the uplift forces generated by the displaced pile volume located below the design groundwater level.

We recommend including a contingency for pre-drilling in the event that piles encounter refusal shallower than minimum penetration depth. Pre-drilling should be limited to the upper approximately 20 feet below the bottom of the pile cap.

The nearest residential home is about 280 feet south of the bridge. Based on simplified analyses, we estimate peak particle velocities at the home resulting from impact pile driving should be less than about 0.1 inch per second (in/sec). This is below the AASHTO threshold value of 0.5 in/sec for residential structures. Therefore, we anticipate that the nearest residential structure should not suffer

vibration-induced damage from pile driving. Initiation of a vibration monitoring program should not be necessary, in our opinion. However, it is likely that perceptible vibrations can be felt at the residence during driving. Therefore, we recommend notifying the nearest residences before beginning pile driving activities.

Due to the proximity of overhead power lines, coordination with the locate utility will likely be required, this could include temporarily or permanently relocating the overhead lines, shielding or temporarily de-energizing the lines during pile driving activities.

5.4 Abutment Lateral Earth Pressures and Backfill

Abutments should be backfilled with material meeting WSDOT Standard Specification 9-03.12(2) "Gravel Backfill for Walls." Fill material for the abutment wall backfill should be compacted in accordance with Section 2-09.3(1)E of the WSDOT Standard Specifications. Overcompaction of backfill adjacent to abutment walls should be avoided because increased compactive effort will result in lateral pressures higher than those provided in this report. Heavy compaction equipment or other construction loads should not be allowed within a distance of one-half the height of walls. Hand-operated or lightweight compaction equipment, such as a vibrating plate, should be utilized within a distance of 3 feet of walls.

The lateral earth pressure values for fill material are summarized in Table 7 below.

TABLE 7. LATERAL EARTH PRESSURES—EXISTING AND PROPOSED EMBANKMENT FILL

Parameter	Value [1]
	Horizontal Backslope
Backfill Unit Weight (γ)	130 pcf
Backfill Soil Friction Angle ($\emptyset$)	35°
Active Earth Pressure Coefficient (K_a)	0.27
At-Rest Earth Pressure Coefficient (K_o)	0.43
Passive Earth Pressure Coefficient (K_p)	3.69
Seismic Earth Pressure Coefficient (K_{Ae}) (Active Condition) [3]	0.32
Seismic Earth Pressure Coefficient (K_{oe}) (At-Rest Condition) [4]	0.53
Seismic Earth Pressure Coefficient (K_{pe})	6.56

Notes:

[1] All values are nominal (unfactored) and should be reduced based on anticipated wall movement per the chart below.

[2] GeoEngineers should be consulted to revise lateral earth pressure coefficient and equivalent fluid density values if back-slopes are planned.

[3] Based on a horizontal acceleration coefficient equal to half the peak ground acceleration (0.5 x A_s) and assumes that wall is allowed to move or translate during design seismic event.

[4] Based on a horizontal acceleration coefficient equal to the peak ground acceleration (As).

Active, static and seismic earth pressure coefficients should be used for walls that are free to rotate or translate. If wall movement will be less that about 0.001H (where H is the height of the abutment wall) under static conditions, then at-rest static earth pressures should be used for abutment wall design. For the abutments, H should be determined from the bottom of the pile cap to finished grade. Note that a lateral deflection of about 0.05H is required to develop full passive resistance. The passive pressure coefficients in Table 7 should be reduced for wall movements less than about 0.05H using the graph shown below.

Corresponding factors should be applied (multiplied) by the lateral earth pressures presented in Table 7 above. Alternatively, where a specific reduction in the full passive pressure is known, such as for the strength limit state passive resistance, where a resistance factor of 0.5 is used, the corresponding lateral deflection is anticipated to be between approximately 0.005H to 0.01H.

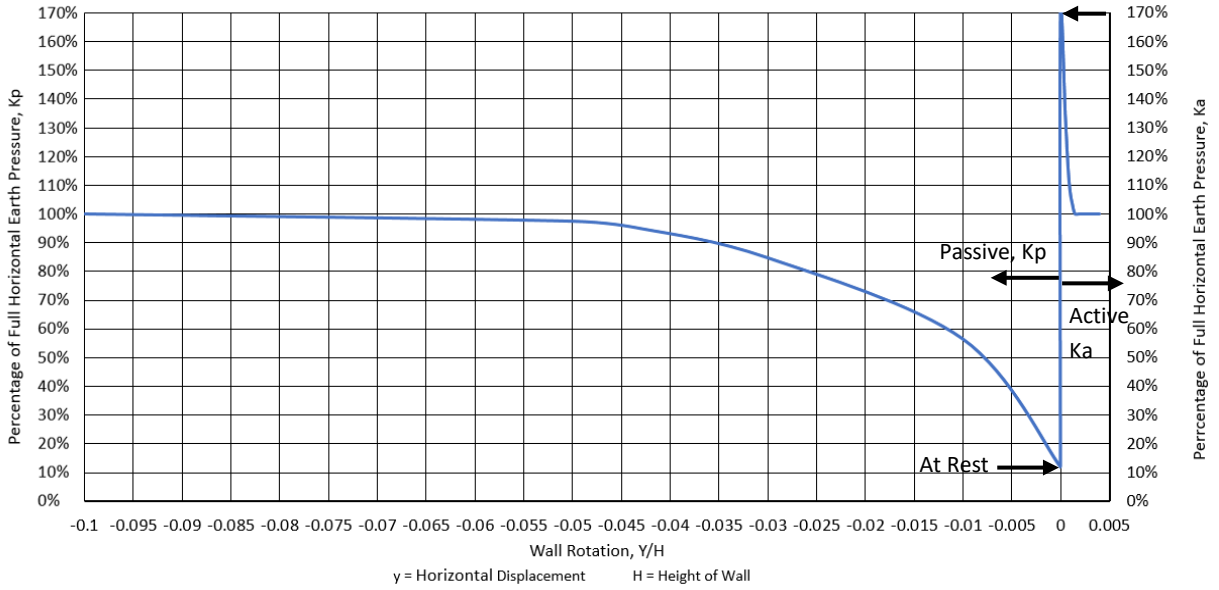

Chart 1. Recommended Lateral Earth Pressure Rotation Factors

In accordance with the AASHTO LRFD Bridge Design Specifications, Section A11.3.1, the combined effect of seismic and static lateral earth pressures can be calculated using a triangular earth pressure distribution. The effective equivalent fluid density can be calculated using the seismic earth pressure coefficient multiplied by the unit weight of the soil. The resultant force is applied at a point equal to H/3 above the bottom of the wall. This seismic earth pressures presented in Table 7 include both static and seismic portions. Therefore, static earth pressure should not be included separately. This seismic earth pressure is based on the Mononobe-Okabe method presented in the AASHTO LRFD Bridge Design Specifications.

If passive pressure is used for resistance, the passive resistance should be reduced by resistance factors of 0.5 (Strength), 1.0 (Service) and 1.0 (Extreme) in accordance with the AASHTO LRFD Bridge Design Specifications.

The lateral earth pressures assume the backfill soils are properly drained and do not include hydrostatic pressures that can develop if groundwater or surface water accumulates behind the retaining structures.

A traffic surcharge load should be included immediately behind the retaining structures in accordance with the AASHTO LRFD Bridge Design Specifications, Section 3.11.6.4. We recommend that a unit weight of 130 pcf and the appropriate (active or at-rest, depending on stiffness of the wall) lateral earth pressure coefficient presented in Table 7 be used to calculate the live load traffic surcharge (LS). Additional surcharge pressures resulting from loads applied at the ground surface should also be included in the design of the bridge abutment walls. Such earth pressures may be generated by surface surcharge loads, point loads, line loads and strip loads. Lateral surcharge pressures for uniform surface surcharge loads may be calculated by multiplying the uniform surcharge by the active or at-rest lateral earth coefficient

presented in Table 7. GeoEngineers should be consulted if other surface surcharge loads adjacent to the bridge abutment and walls are expected.

5.5 Drainage and Erosion Control

Drainage measures should be implemented to collect and divert surface runoff from the roadway to reduce potential saturation of the backfill material and sheet flow of surface water over abutment or wingwall faces. Discharge areas should be protected with spalls underlain by a geotextile meeting criteria for Permanent Erosion Control, Moderate Survivability, Class C.

Surficial silty site soil is highly susceptible to erosion. Appropriate temporary and permanent erosion control should be provided for ditches and canal slopes.

Results of our in-situ infiltration testing indicated variable infiltration rates for surficial site soil. Given the variability of site soils, we recommend using a design infiltration rate of 1 in/hr. This includes a safety factor of about 2.5 using the more conservative infiltration test result.

In review of Natural Resource Conservation Service (NRCS) Soil Survey information, the anticipated hydraulic conductivity for site soils ranges over several orders of magnitude. In general though, hydraulic conductivity of shallow soils are estimated to be between about 0.5 and 2 in/hr. Therefore, the design infiltration rate presented above falls within expected conductivity ranges for site soil.

5.6 Embankments and Earthwork

5.6.1 Settlement

We estimate settlement as a result of the fill placement to raise and widen the approaches should be less than about 1½ inches. Settlement should occur rapidly, essentially as loads are applied. Post-construction settlement should be minor.

5.6.2 Slope inclinations

Based on the review of proposed roadway cross sections near the proposed bridge abutments and the results of our explorations, we recommend embankment slopes be inclined at 2H:1V (horizontal to vertical) or flatter.

5.6.3 Earthwork

Earthwork should be conducted in accordance with the most recent edition of the WSDOT Standard Specifications.

Site soil is highly moisture sensitive. If site grading is performed during or following extended periods of rainfall or snow melt, the moisture content of the exposed soil could be significantly above optimum. This condition, if encountered, could delay grading by reducing equipment mobility and creating difficulties with respect to control of the soil moisture content during compaction. Typical remedial measures include disking and aerating the soil during dry weather, mixing the soil with dryer materials, removing and replacing the soil with an approved fill material, or mixing the soils with an approved hydrating agent such as a lime or cement product. GeoEngineers or experienced Walla Walla County personnel should be consulted before implementing remedial measures to observe the unstable subgrade condition and provide site-specific recommendations.

In our opinion, site soil is not suitable for reuse as abutment wall backfill or common borrow. We recommend excavated site soil be disposed of off-site. We recommend imported granular fill be used to backfill utility trenches below pavement, as backfill below and adjacent to bridge abutments, and as embankment fill. Recommendations for granular fill specifications for abutment backfill have been provided in previous sections of this report. Imported granular fill used to backfill utility trenches below pavements and as general embankment fill to establish final pavement subgrade elevations should consist of a sand or sand and gravel mixture with a maximum particle size of 6 inches and less than about 12 percent passing the U.S. No. 200 sieve. Material meeting WSDOT criteria for "Select Borrow" per 9-03.14(2) or "Aggregate for Gravel Base" per 9-03.10 generally meet these criteria.

We recommend placing a geotextile fabric meeting WSDOT criteria for "Separation" between on-site silty soil and imported granular soil below pavement grade. Separation fabric does not need to be placed between on-site soil and imported fill outside of paved areas.

6.0 LIMITATIONS

We have prepared this report for David Evans and Associates, Inc. for the Wallula Bridge replacement project in Walla Walla County, Washington. This report is not intended for use by others and the information contained herein is not applicable to other sites. Our report, conclusions and interpretations should not be construed as a warranty of the subsurface conditions.

If project conditions change from those assumed in this report, we recommend that we be retained to review our design, conclusions and recommendations and to determine whether they are still appropriate, or to provide supplemental information, as appropriate. When the design has been finalized, we recommend that the project design and specifications be reviewed by our firm to verify that our recommendations have been interpreted and implemented as intended.

The scope of our services does not include services related to construction safety precautions and our recommendations are not intended to direct the Contractor's methods, techniques, sequences or procedures, except as specifically described in our report for consideration in design.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the field of geotechnical engineering in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood. Pease refer to Appendix C for additional information regarding the use of this report.

7.0 REFERENCES

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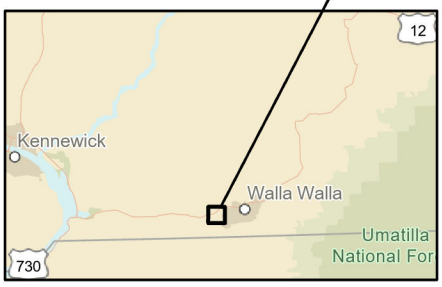
FIGURES

GeoEngineers



N

0 2,000

Feet

Source(s):
- ESRI

Coordinate System: NAD 1983 StatePlane Washington North FIPS 4601 Feet

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Vicinity Map

Wallula Bridge Replacement
Walla Walla County, Washington

GeoEngineers

Figure 1

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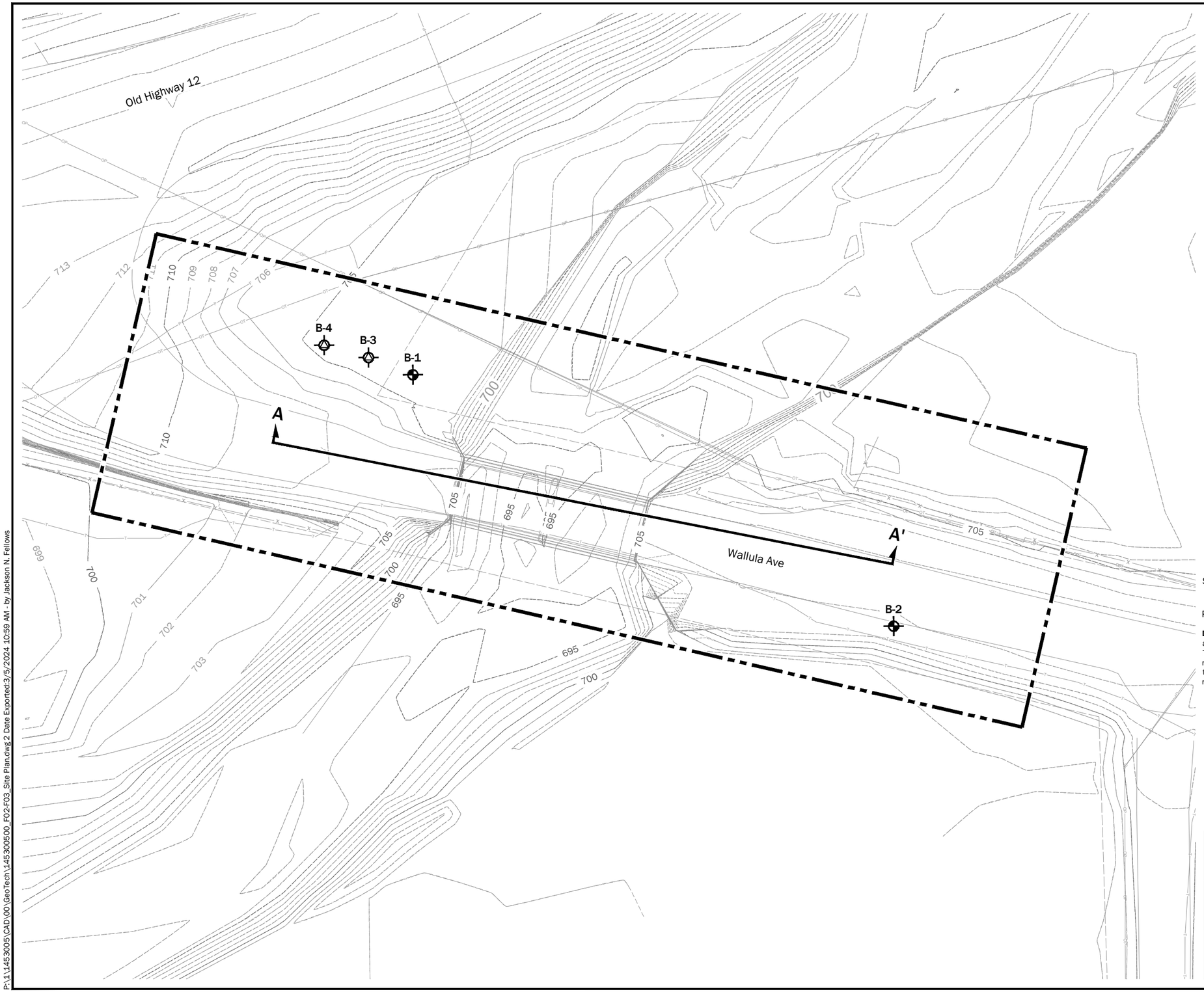

Legend

- Site Boundary
- B-1 Foundation Boring by GeoEngineers, Inc., 2023
- B-3 Stormwater Boring by GeoEngineers, Inc., 2023
- A A' Cross Section Location

Source(s):

- Survey from David Evans and Associates, dated 10/10/2023

Projection: WA State Plane, North Zone, NAD83, US Foot

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Site Plan

Wallula Bridge Replacement
Walla Walla County, Washington

GeoEngineers

Figure 2

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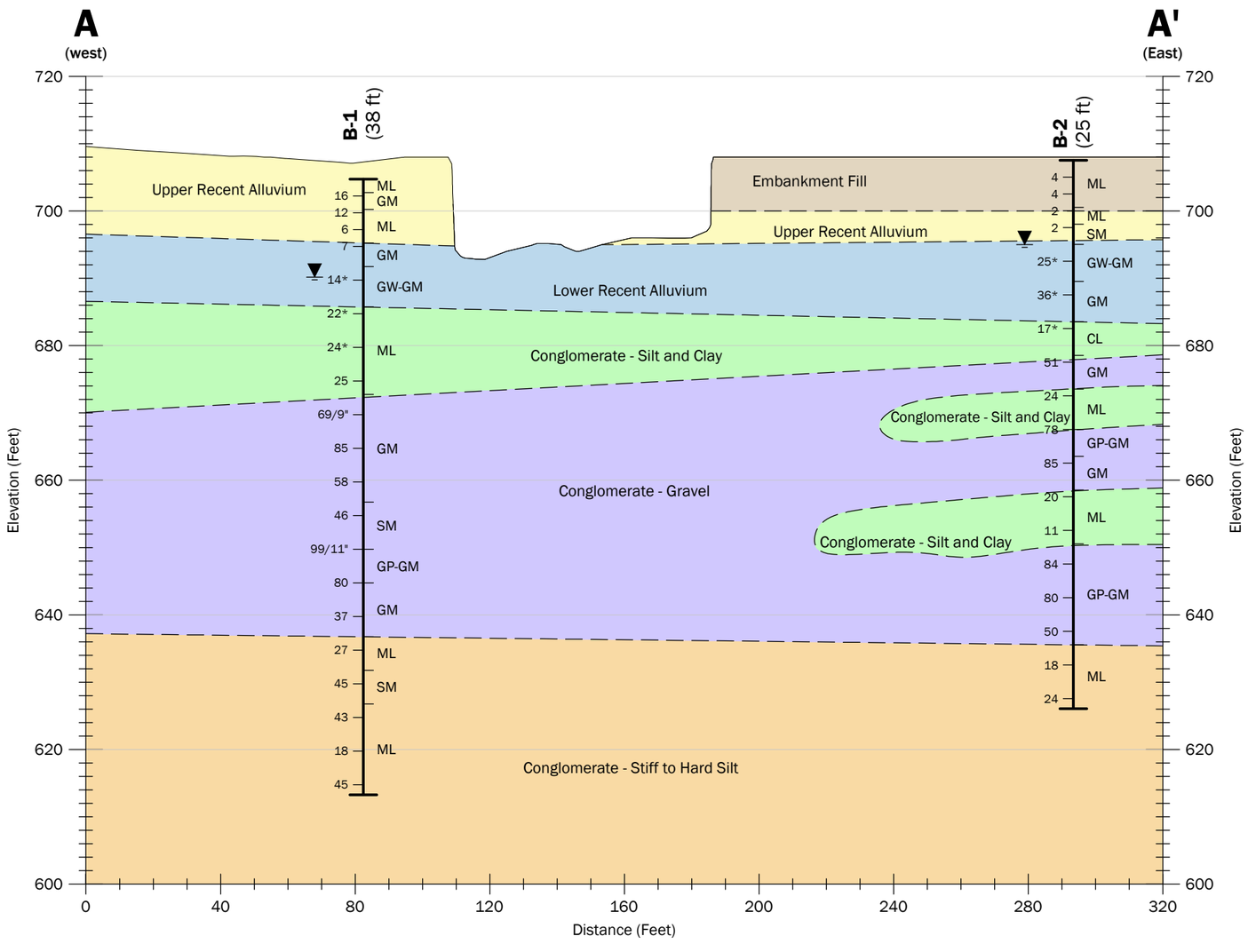

Legend

Boring ID (Offset)

Boring

Inferred Soil Contact

SM — Soil Classification

Groundwater Measured observed at time of Drilling

20 — Blow Count from Standard Split Spoon Sampler

20* — Blow Count from Large-Diameter Split Barrel Sampler Convertedd to Approximate STP N-Value

- Embankment Fill
- Upper Recent Alluvium
- Lower Recent Alluvium
- Conglomerate - Silt and Clay
- Conglomerate - Gravel
- Conglomerate - Stiff to Hard Silt

Note(s):

1. The subsurface conditions shown are based on interpolation between widely spaced explorations and should be considered approximate; actual subsurface conditions may vary from those shown.

Datum: NAVD88

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0 40
Horizontal Feet

0 20
Vertical Feet
Vertical Exaggeration = 2X

Cross Section A-A'

Wallula Bridge Replacement
Walla Walla County, Washington

GeoEngineers

Figure 3

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APPENDICES

GeoEngineers

APPENDIX A
Field Explorations and Geotechnical Laboratory Testing

APPENDIX A
FIELD EXPLORATIONS AND GEOTECHNICAL LABORATORY TESTING

General

We explored subsurface conditions at the site by drilling four borings (B-1 through B-4) from October 11 to October 14, 2023. Approximate boring locations are shown in the Site Plan, Figure 2. The boring explorations were advanced to depths of about 6½ feet to 91½ feet below existing ground surface using a truck-mounted, CME-75 hollow-stem auger drill under subcontract to GeoEngineers, Inc. (GeoEngineers).

General Soil Sampling Procedures

Samples of soil encountered in the borings were obtained at approximate 2½- to 5-foot-depth intervals using a 2-inch, outside-diameter standard split spoon sampler or 2.4-inch, inside-diameter, split barrel California sampler. The samplers were driven into the soil using a 140-pound automatic hammer, falling 30 inches on each blow. The number of blows required to drive the samplers each of three, 6-inch increments of penetration were recorded in the field. The sum of the blow counts for the last two, 6-inch increments of penetration, unless otherwise indicated, is reported on the boring logs. The blow counts for the standard split spoon sampler are reported as the N-value based on the Standard Penetration Test (SPT), which was completed in accordance with ASTM International (ASTM) D 1586. Approximate SPT N-values for the California sampler are also provided on the boring logs in the "Remarks" section at the respective sample depths. The conversion of non-standard penetration resistance to SPT N-values was made using the Lacroix-Horn Equation (ASTM-SPT-523, 1973).

The explorations were continuously monitored by an experienced representative from GeoEngineers who classified the soil encountered, maintained detailed logs of the explorations showing stratigraphic changes and other pertinent information and obtained representative soil samples. Soil encountered in the explorations was classified in general accordance with ASTM D 2488 (visual-manual procedure) and the classification chart listed in the Key to Exploration Logs, Figure A-1. Logs of the borings are presented in Logs of Borings, Figures A-2 through A-5. The logs are based on interpretation of the field and laboratory data and indicate the depth at which subsurface materials, or their characteristics change, although these changes might actually be gradual.

The final exploration locations were established in the field by taping from the existing bridge. Ground surface elevations were estimated based on location of the borings relative to topographic contour lines from the topographic survey provided by David Evans and Associates, Inc. (DEA). Exploration locations and elevations should be considered accurate to the degree implied by the method used.

Borehole Infiltration Testing

Borehole infiltration tests IT-1 and IT-2 were conducted in borings B-3 and B-4, respectively. The following procedures were used:

- A 2-inch-diameter polyvinyl (PVC) well casing was inserted into the borehole.
- The bottom 6 inches of the annulus between the PVC casing and sides of the borehole were backfilled with clean sand. Bentonite chips were then placed in the annulus to create a seal. The remainder of the borehole was then backfilled with site soil.

- Water was then introduced into the PVC casing from a portable water tank. The water was obtained from potable water source. During the initial 90 minute constant head test, flow rate into the casing was adjusted to maintain a head of about 2.75 to 3.1 feet within the casing. Flow rates were measured using an in-line flow meter.
- At the conclusion of the constant head portion of the test, falling head tests were performed by recording the water level within the casing vs. time. Water levels were recorded using an electronic water level indicator. At B-3, the water drained within 1 minute. At B-4, a second falling-head test was completed after the first falling head test. Both falling head tests produced similar results.

Infiltration test data are presented in Tables A-1 and A-2.

Geotechnical Laboratory Testing

Soil samples obtained from the borings were returned to our laboratory for further examination and testing. Representative soil samples were selected for laboratory tests to evaluate select characteristics of the site soil and to confirm or revise our field classifications. ASTM D 2487 (Classification of Soils for Engineering Purposes) was used to classify the select soil samples, based on laboratory tests results.

The test procedures were performed in general accordance with the applicable ASTM test procedures ("in general accordance" means certain local and common descriptive practices and methodologies have been followed). The geotechnical laboratory soil testing program is summarized in the table below.

SUMMARY OF GEOTECHNICAL LABORATORY TESTING

Standard Test Method for:	Test Method Designation	Total Tests Performed	Results Location
Laboratory Determination of Moisture and Density of Ring Samples	ASTM D 7263	5	Dry Density and moisture content presented in the applicable exploration logs at the respective sample depths.
Sieve Analysis	ASTM C136	5	Presented in Figures A-6 and A-7. Percent passing the No. 200 sieve and moisture content also presented on the boring logs at the respective sample depths.
Atterberg Limits Determination	ASTM D 4318	3	Presented in Figure A-8, and on the applicable exploration logs at the respective sample depths.
Determining the Amount of Material Finer than 75 µm (No. 200) Sieve in Soils by Washing	ASTM D 1140	6	Presented in the applicable exploration logs in the "Fines Content (%)" column.

Table A-1

Borehole Infiltration Test IT-1

Wallula Bridge Replacement

Walla Walla County, Washington

Time of Day	Elapsed Time[1] minutes	Flow Meter Reading gallons	Flow Rate gpm	Flow Rate ft^3/sec	Total Flow Volume gallons	Depth to Water[2] feet	Head[2] feet	Notes
13:56:00	0.0	1212.9						Static conditions - Flow begins
14:06:00	10.0	1222.1	0.92	2.05E-03	9.2	2.50	2.75	Begin constant-head test
14:16:00	20.0	1230.4	0.83	1.84E-03	17.5	2.50	2.75	
14:26:00	30.0	1239.9	0.96	2.13E-03	27.1	2.50	2.75	
14:36:00	40.0	1247.8	0.78	1.74E-03	34.9	2.50	2.75	
14:46:00	50.0	1256.2	0.85	1.89E-03	43.3	2.50	2.75	
14:56:00	60.0	1264.6	0.83	1.86E-03	51.7	2.50	2.75	
15:06:00	70.0	1270.7	0.62	1.37E-03	57.8	2.50	2.75	
15:16:00	80.0	1279.3	0.85	1.90E-03	66.4	2.50	2.75	
15:26:00	90.0	1288.9	0.97			2.50	2.75	Begin falling-head test
15:27:00	91.0					5.25	0.00	Hole dry, end falling-head test

Notes:

[1]Elapsed time referenced to beginning of test.

[2]Depth to water measured from the top of the piezometer. Top of piezometer casing 9 inches above ground surface.

[3]Head refers to induced head level within the piezometer.

Test performed by GeoEngineers on Nov 1, 2023.

Borehole Dimensions: Depth: 5.25 feet from top of casing to bottom of borehole; Diameter: Approximately 8 inches.

Table A-2

Borehole Infiltration Test IT-2

Wallula Bridge Replacement

Walla Walla County, Washington

Time of Day	Elapsed Time[1] minutes	Flow Meter Reading gallons	Flow Rate gpm	Flow Rate ft^3/sec	Total Flow Volume gallons	Depth to Water[2] feet	Head[2] feet	Notes
11:35:00	0.0	1203.0						Static conditions - Flow begins
11:45:00	10.0	1203.2	0.02	5.12E-05	0.2	2.50	3.10	Begin constant-head test
11:55:00	20.0	1203.5	0.03	6.68E-05	0.5	2.50	3.10	
12:05:00	30.0	1203.9	0.03	7.58E-05	0.9	2.50	3.10	
12:15:00	40.0	1204.1	0.03	5.57E-05	1.1	2.50	3.10	
12:25:00	50.0	1204.5	0.04	8.91E-05	1.5	2.50	3.10	
12:35:00	60.0	1204.8	0.02	5.35E-05	1.8	2.50	3.10	
12:45:00	70.0	1205.1	0.03	6.46E-05	2.0	2.50	3.10	
12:50:00	75.0	1205.4	0.07	1.60E-04	2.4	2.50	3.10	
13:05:00	90.0	1205.8	0.03	6.24E-05	2.8	2.50	3.10	Begin falling-head test
13:10:00	95.0					3.40	2.20	
13:15:00	100.0					4.35	1.25	
13:20:00	105.0					5.20	0.40	
13:25:00	110.0					5.60	0.00	Hole dry, end falling-head test
								Refill
13:33:00	0.0					2.50	3.10	Begin falling-head test 2
13:33:30	0.5					2.75	2.85	
13:34:00	1.0					2.90	2.70	
13:34:30	1.5					3.05	2.55	
13:35:00	2.0					3.20	2.40	
13:35:30	2.5					3.30	2.30	
13:36:00	3.0					3.45	2.15	
13:36:30	3.5					3.55	2.05	
13:37:00	4.0					3.70	1.90	
13:37:30	4.5					3.75	1.85	
13:38:00	5.0					3.90	1.70	
13:38:30	5.5					3.95	1.65	
13:39:00	6.0					4.05	1.55	
13:39:30	6.5					4.15	1.45	

Time of Day	Elapsed Time[1] minutes	Flow Meter Reading gallons	Flow Rate gpm	Flow Rate ft^3/sec	Total Flow Volume gallons	Depth to Water[2] feet	Head[2] feet	Notes
13:40:00	7.0					4.25	1.35	
13:40:30	7.5					4.30	1.30	
13:41:00	8.0					4.40	1.20	
13:41:30	8.5					4.50	1.10	
13:42:00	9.0					4.55	1.05	
13:42:30	9.5					4.65	0.95	
13:43:00	10.0					4.75	0.85	
13:43:30	10.5					4.80	0.80	
13:44:00	11.0					4.85	0.75	
13:44:30	11.5					4.95	0.65	
13:45:00	12.0					5.00	0.60	
13:45:30	12.5					5.10	0.50	
13:46:00	13.0					5.15	0.45	
13:46:30	13.5					5.20	0.40	
13:47:00	14.0					5.25	0.35	
13:47:30	14.5					5.35	0.25	
13:48:00	15.0					5.40	0.20	
13:48:30	15.5					5.45	0.15	
13:49:00	16.0					5.50	0.10	
13:49:30	16.5					5.60	0.00	
13:50:00	17.0					5.60	0.00	Hole dry, end falling-head test 2

Notes:

[1]Elapsed time referenced to beginning of test.

[2]Depth to water measured from the top of the piezometer. Top of piezometer casing 13 inches above ground surface.

[3]Head refers to induced head level within the piezometer.

Test performed by GeoEngineers on Nov. 1, 2023.

Borehole Dimensions: Depth: 5.6 feet from top of casing to bottom of borehole; Diameter: Approximately 8 inches.

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOLS GRAPH	SYMBOLS LETTER	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	CLEAN GRAVELS (LITTLE OR NO FINES)		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES
				GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES
	MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	GRAVELS WITH FINES (APPRECIABLE AMOUNT OF FINES)		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
				GC	CLAYEY GRAVELS, GRAVEL - SAND - CLAY MIXTURES
MORE THAN 50% RETAINED ON NO. 200 SIEVE	SAND AND SANDY SOILS	CLEAN SANDS (LITTLE OR NO FINES)		SW	WELL-GRADED SANDS, GRAVELLY SANDS
				SP	POORLY-GRADED SANDS, GRAVELLY SAND
	MORE THAN 50% OF COARSE FRACTION PASSING ON NO. 4 SIEVE	SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES)		SM	SILTY SANDS, SAND - SILT MIXTURES
				SC	CLAYEY SANDS, SAND - CLAY MIXTURES
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY
				CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
MORE THAN 50% PASSING NO. 200 SIEVE	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS
				CH	INORGANIC CLAYS OF HIGH PLASTICITY
				OH	ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY
HIGHLY ORGANIC SOILS				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

Sampler Symbol Descriptions

- Modified California Sampler (6-inch sleeve) or Dames & Moore
- Standard Penetration Test (SPT)
- Shelby tube
- Piston
- Direct-Push
- Bulk or grab
- Continuous Coring

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

ADDITIONAL MATERIAL SYMBOLS

SYMBOLS GRAPH	SYMBOLS LETTER	TYPICAL DESCRIPTIONS
	AC	Asphalt Concrete
	CC	Cement Concrete
	CR	Crushed Rock/ Quarry Spalls
	SOD	Sod/Forest Duff
	TS	Topsoil

Groundwater Contact

- Measured groundwater level in exploration, well, or piezometer
- Measured free product in well or piezometer

Graphic Log Contact

- Distinct contact between soil strata
- Approximate contact between soil strata

Material Description Contact

- Contact between geologic units
- Contact between soil of the same geologic unit

Laboratory / Field Tests

%F	Percent fines
%G	Percent gravel
AL	Atterberg limits
CA	Chemical analysis
CP	Laboratory compaction test
CS	Consolidation test
DD	Dry density
DS	Direct shear
HA	Hydrometer analysis
MC	Moisture content
MD	Moisture content and dry density
Mohs	Mohs hardness scale
OC	Organic content
PM	Permeability or hydraulic conductivity
PI	Plasticity index
PL	Point load test
PP	Pocket penetrometer
SA	Sieve analysis
TX	Triaxial compression
UC	Unconfined compression
UU	Unconsolidated undrained triaxial compression
VS	Vane shear

Sheen Classification

NS	No Visible Sheen
SS	Slight Sheen
MS	Moderate Sheen
HS	Heavy Sheen

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

Key to Exploration Logs

GeoEngineers

Figure A-1

Drilled Start 10/11/2023 End 10/12/2023	Total Depth (ft) 91.5	Logged By HEG Checked By DRL	Driller Haz-Tech Drilling	Drilling Method Hollow-stem Auger	
Surface Elevation (ft) 704.5 Vertical Datum NAVD88		Hammer Data Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment Truck-mounted CME-75	
Easting (X) 2165617 Northing (Y) 269808		System Datum WA State Plane South NAD83		See "Remarks" section for groundwater observed	

Notes:

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	0						ML	Dark brown silt with sand and gravel (medium stiff, moist)			
		7	16		1		GM	Brown silty fine to coarse gravel with sand (medium dense, moist)			
700	5	12	12		2		ML	Brown sandy silt with gravel (stiff, moist)			
		14	6		3 %F			Becomes medium stiff	24	61	
695	10	9	7		4		GM	Brown silty fine to coarse gravel with sand and occasional cobbles (loose, moist to wet)			
											Groundwater observed at approximately 12 feet below ground surface during drilling
690							GW-GM	Black fine to coarse gravel with silt, sand and occasional cobbles (medium dense, wet)			
	15	12	31		5 MD; SA				18	8	Approximate SPT N-value is 14; moist unit weight = 130 pcf
685							ML	Dark brown sandy silt with gravel (very stiff, wet)			
	20	7	50		6 MD; SA				31	60	Approximate SPT N-value is 22; moist unit weight = 89 pcf
680											
	25	0	55		7						Approximate SPT N-value is 24
675											
	30	18	25		8 %F				30	52	
							GM	Black silty fine to coarse gravel with sand (very dense, wet)			Hard drilling from 32 to 48 feet
670	35										

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on . Vertical approximated based on .

Log of Boring B-1

GeoEngineers

Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-2
Sheet 1 of 3

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	FIELD DATA: Blows/foot	FIELD DATA: Collected Sample	FIELD DATA: Sample Name Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	35	15	69/9"		9						
665											
	40	15	85		10						
660											
	45	17	58		11						
655							SM	Brown silty fine to coarse sand with gravel (dense, wet)			
	50	15	46		12 %F				33	49	
650											
	55	11	99/11"		13		GP-GM	Brown-black fine to coarse gravel with silt and sand (very dense, wet)			Auger grinding at 55 feet
645											
	60	14	80		14		GM	Brown-black silty fine to coarse gravel with sand (dense to very dense, wet)			
640											
	65	9	37		15						
635							ML	Brown sandy silt (very stiff, wet)			
	70	18	27		16						
630							SM	Brown silty fine sand (dense, wet)			
	75	18	45		17						

Log of Boring B-1 (continued)

GeoEngineers

Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-2
Sheet 2 of 3

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	FIELD DATA: Blows/foot	FIELD DATA: Collected Sample / Sample Name Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
						ML	Brown silt with sand (very stiff to hard, wet)			
625	80	18	43	18 %F				50	75	
620	85	18	18	19			Becomes very stiff, moist to dry			
615	90	18	45	20			Becomes hard			

Log of Boring B-1 (continued)

GeoEngineers

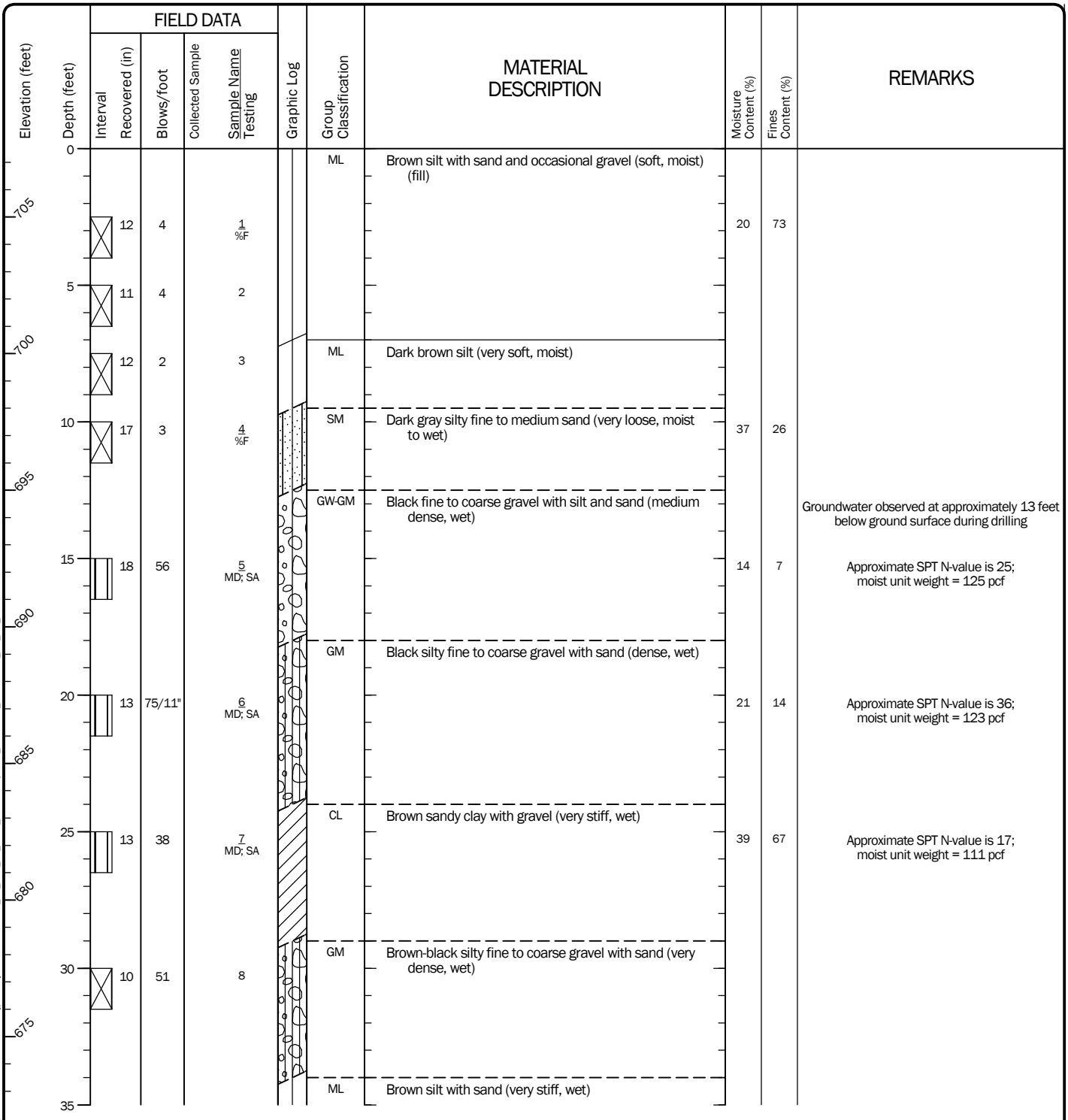
Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-2
Sheet 3 of 3

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Drilled Start 10/13/2023 End 10/13/2023	Total Depth (ft) 81.5	Logged By HEG Checked By DRL	Driller Haz-Tech Drilling	Drilling Method Hollow-stem Auger	
Surface Elevation (ft) 707.5 Vertical Datum NAVD88	Hammer Data Autohammer 140 (lbs) / 30 (in) Drop	Drilling Equipment Truck-mounted CME-75			
Easting (X) 2165812 Northing (Y) 269706	System Datum WA State Plane South NAD83	See "Remarks" section for groundwater observed			

Notes:



Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on . Vertical approximated based on .

Log of Boring B-2

GeoEngineers

Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-3
Sheet 1 of 3

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	FIELD DATA: Blows/foot	FIELD DATA: Collected Sample	FIELD DATA: Sample Name Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	35	18	24		9 %F; AL				42	80	AL (LL = 45, PI = 9)
670											
	40	12	78		10		GP-GM	Black fine to coarse gravel with silt and sand (very dense, wet)			Auger grinding from 40 to 49 feet
665											
							GM	Black and brown silty fine to coarse gravel (very dense, wet)			
	45	11	85		11						
660											
							ML	Brown silt (stiff to very stiff, wet)			
	50	17	20		12 %F; AL				35	90	AL (LL = 39, PI = 10)
655											
	55	18	11		13						
650							GP-GM	Brown-black fine to coarse gravel with silt and sand (very dense, wet)			Auger grinding starting at 57 feet
	60	11	84		14						
645											
	65	11	80		15						
640											
	70	9	50		16						
635							ML	Brown silt with sand (very stiff, wet)			
	75	18	18		17 %F				36	83	

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Log of Boring B-2 (continued)

GeoEngineers

Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-3
Sheet 2 of 3

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	FIELD DATA: Blows/foot	FIELD DATA: Collected Sample / Sample Name Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
630	80	17	24	18						

Log of Boring B-2 (continued)

GeoEngineers

Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-3
Sheet 3 of 3

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Drilled Start 10/14/2023 End 10/14/2023	Total Depth (ft) 6.5	Logged By HEG Checked By DRL	Driller Haz-Tech Drilling	Drilling Method Hollow-stem Auger	
Surface Elevation (ft) 705 Vertical Datum NAVD88		Hammer Data Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment Truck-mounted CME-75	
Easting (X) 2165599 Northing (Y) 269815		System Datum WA State Plane South NAD83		Groundwater not observed at time of exploration	

Notes:

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
705	0						SM	Brown silty fine to coarse gravel with sand and vegetation (medium dense, dry to moist)			
		6	15		1						
700	5	8	22		2		SM	Brown silty fine to coarse sand (medium dense, dry to moist)			

Infiltration test IT-1 performed in B-3 on November 1, 2023

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on . Vertical approximated based on .

Log of Boring B-3

GeoEngineers

Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-4
Sheet 1 of 1

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW

Drilled Start 10/14/2023 End 10/14/2023	Total Depth (ft) 6.5	Logged By HEG Checked By DRL	Driller Haz-Tech Drilling	Drilling Method Hollow-stem Auger	
Surface Elevation (ft) 705 Vertical Datum NAVD88		Hammer Data Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment Truck-mounted CME-75	
Easting (X) 2165581 Northing (Y) 269820		System Datum WA State Plane South NAD83		Groundwater not observed at time of exploration	

Notes:

Elevation (feet)	Depth (feet)	FIELD DATA: Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing	Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
700	0	17	31		1 %F		GM	Brown silty fine to coarse gravel with sand (dense, moist)	8	29	
	5	11	4		2		ML	Brown silt with sand (soft to medium stiff, moist)			

Infiltration test IT-2 performed in B-4 on November 1, 2023

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on . Vertical approximated based on .

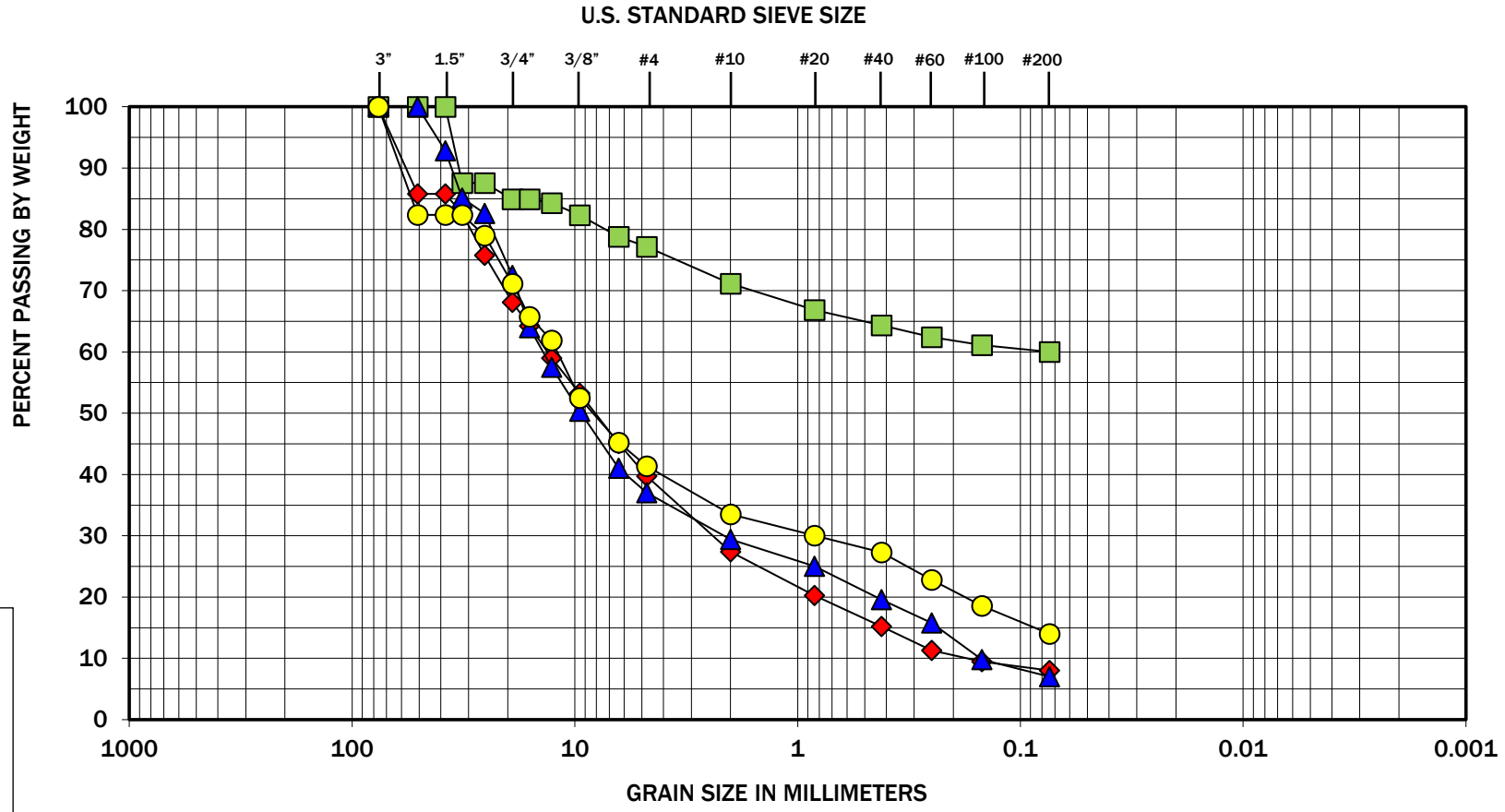
Log of Boring B-4

GeoEngineers

Project: Wallula Bridge Replacement
Project Location: Walla Walla County, Washington
Project Number: 1453-005-00

Figure A-5
Sheet 1 of 1

Date:3/5/24 Path:P:\1\1453005\GINT\1453005OO.GPJ DBLibrary/Library:GEOENGINEERS_DF_STD_US_JUNE_2017.GLB/GEI8_GEOTECH_STANDARD_%F_NO_GW



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	B-1	15 – 16.5	18	Fine to coarse gravel with silt (GW-GM)
■	B-1	20 – 21.5	31	Sandy silt with gravel (ML)
▲	B-2	15 – 16.5	14	Fine to coarse gravel with silt and sand (GW-GM)
●	B-2	20 – 21.5	21	Silty fine to coarse gravel with sand (GM)

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The grain size analysis results were obtained in general accordance with ASTM D 6913.

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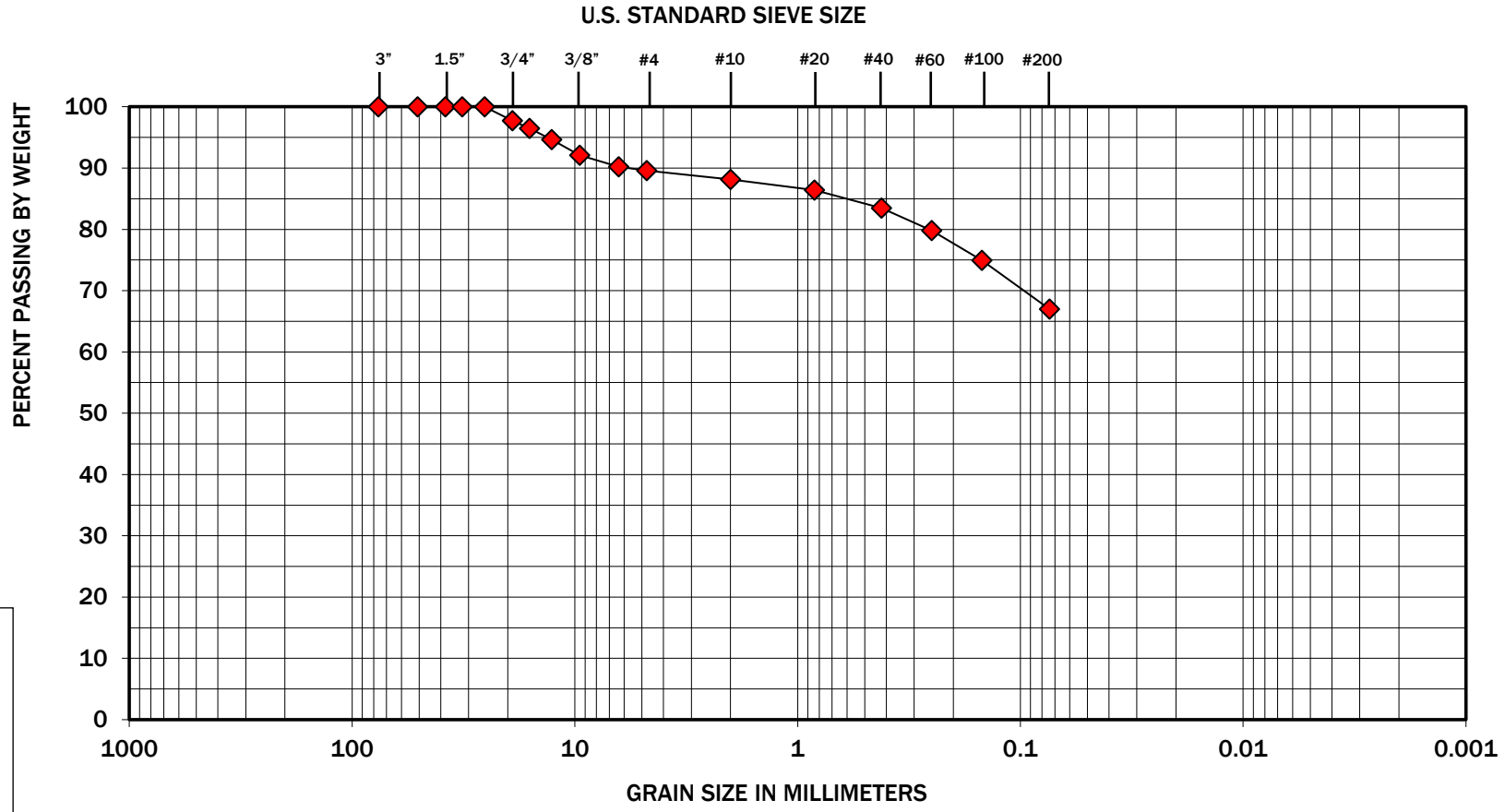
Figure A-6

Wallula Bridge Replacement
Walla Walla County, Washington

Sieve Analysis Results



COBBLES	GRAVEL		SAND			SILT OR CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

Symbol	Boring Number	Depth (feet)	Moisture (%)	Soil Description
◆	B-2	25 – 26.5	39	Sandy clay with gravel (CL)

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The grain size analysis results were obtained in general accordance with ASTM D 6913.

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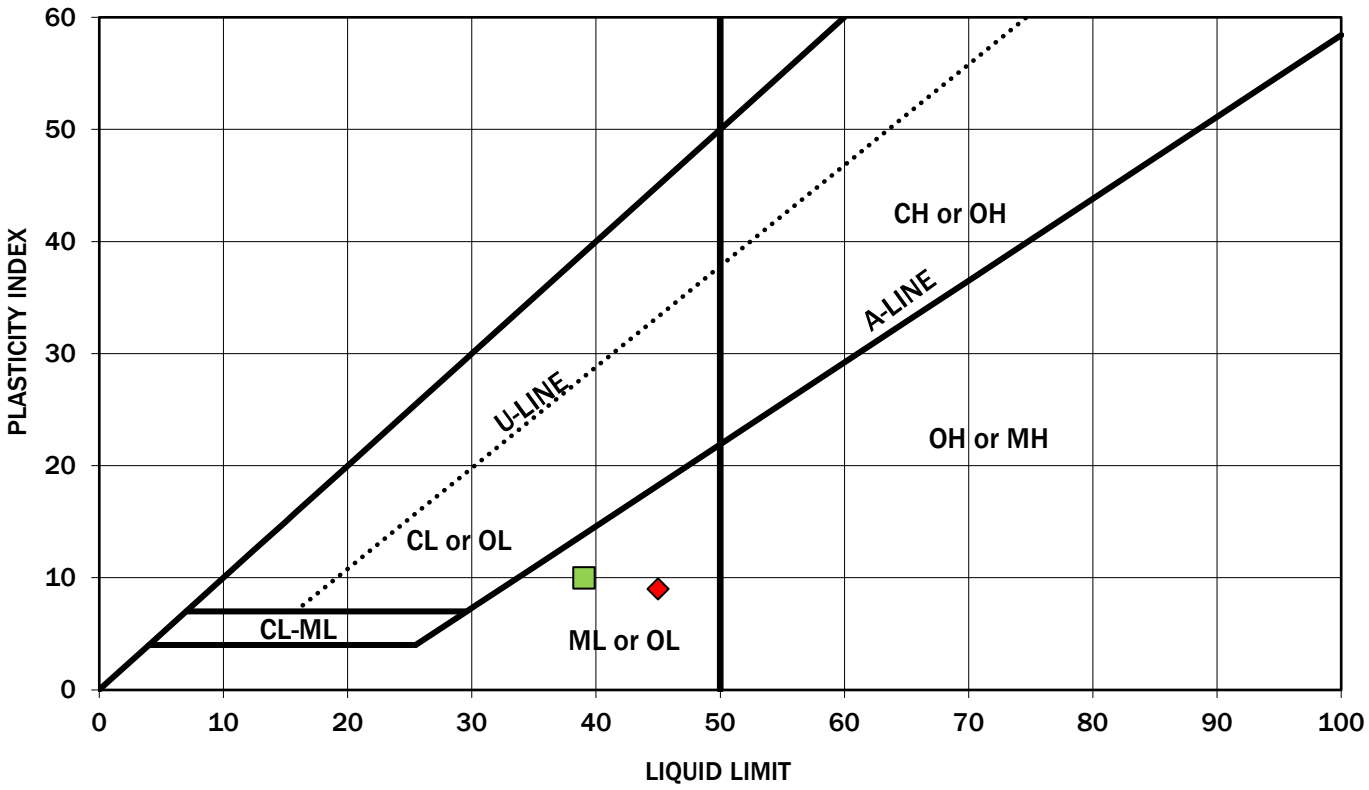
Wallula Bridge Replacement
Walla Walla County, Washington

Sieve Analysis Results

Figure A-7

PLASTICITY CHART



Symbol	Boring Number	Depth (feet)	Moisture Content (%)	Liquid Limit (%)	Plasticity Index (%)	Soil Description
◆	B-2	35	42	45	9	Silt with sand (ML)
■	B-2	50	35	39	10	Silt (ML)

Note: This report may not be reproduced, except in full, without written approval of GeoEngineers, Inc. Test results are applicable only to the specific sample on which they were performed, and should not be interpreted as representative of any other samples obtained at other times, depths or locations, or generated by separate operations or processes.

The liquid limit and plasticity index were obtained in general accordance with ASTM D 4318.

Atterberg Limits Test Results

Wallula Bridge Replacement
Walla Walla County, Washington

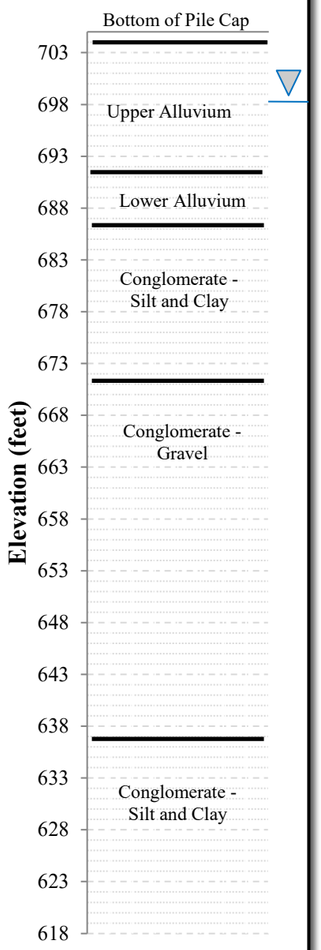
GeoEngineers

Figure A-8

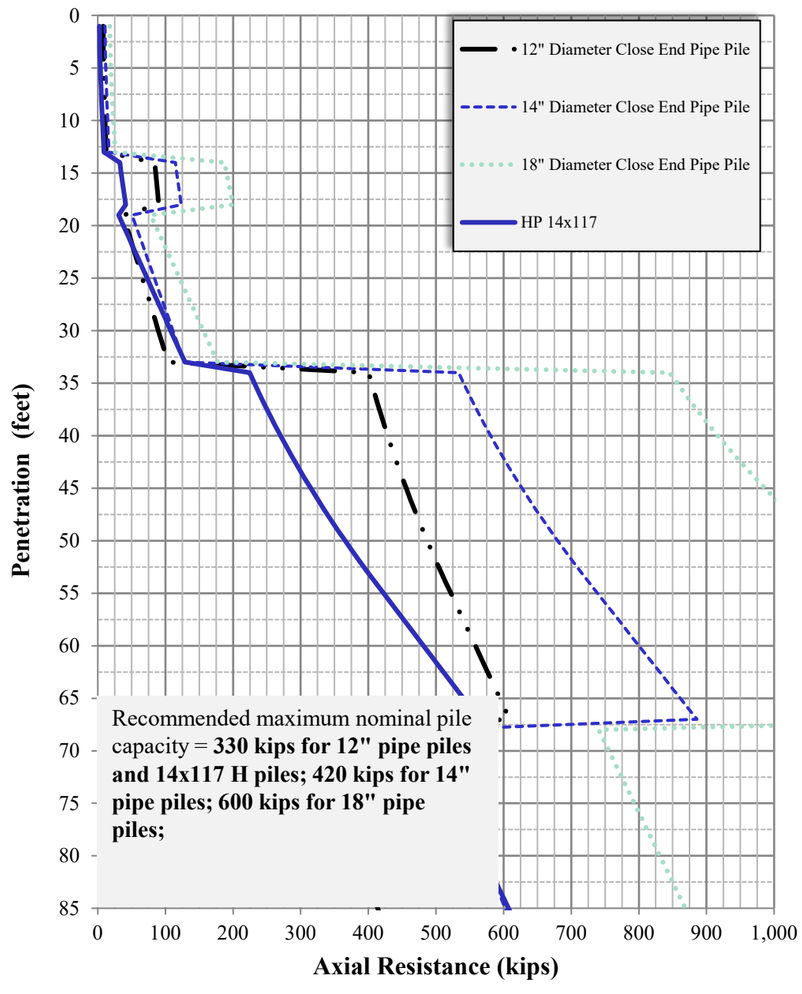
1453-005-00 Date Exported: 11/10/2023

APPENDIX B
Axial Pile Capacity Plots

Subsurface Profile

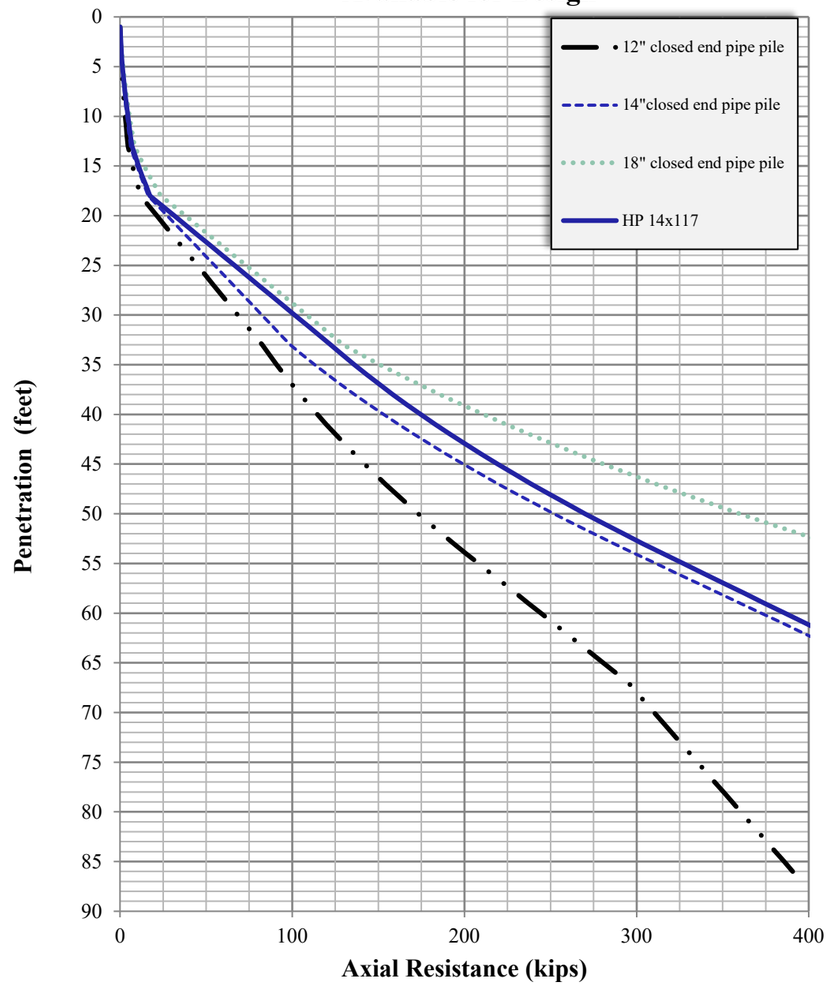


Nominal (Unfactored) Downward Axial Resistance



Recommended maximum nominal pile capacity = **330 kips for 12" pipe piles and 14x117 H piles; 420 kips for 14" pipe piles; 600 kips for 18" pipe piles;**

Nominal (Unfactored) Uplift Resistance Available for Design



Note(s):

1. The pile capacities were developed using the Nordland/Thurman method for cohesionless soil and the Alpha method for cohesive soil.
2. The plots are based on a single pile and do not consider group effects of closely spaced piles.
3. Pile settlement is estimated to be less than 1 inch under service loading conditions.
4. The appropriate resistance factors as described in the report text should be applied to the nominal capacities in the plots.

Source(s):

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

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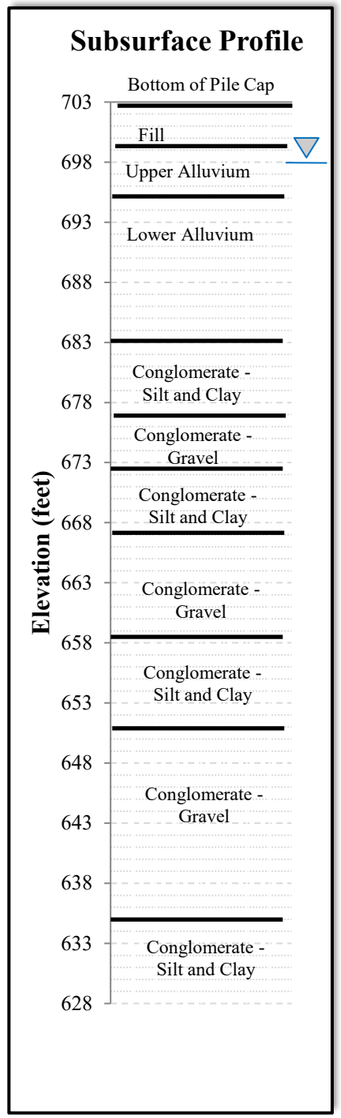
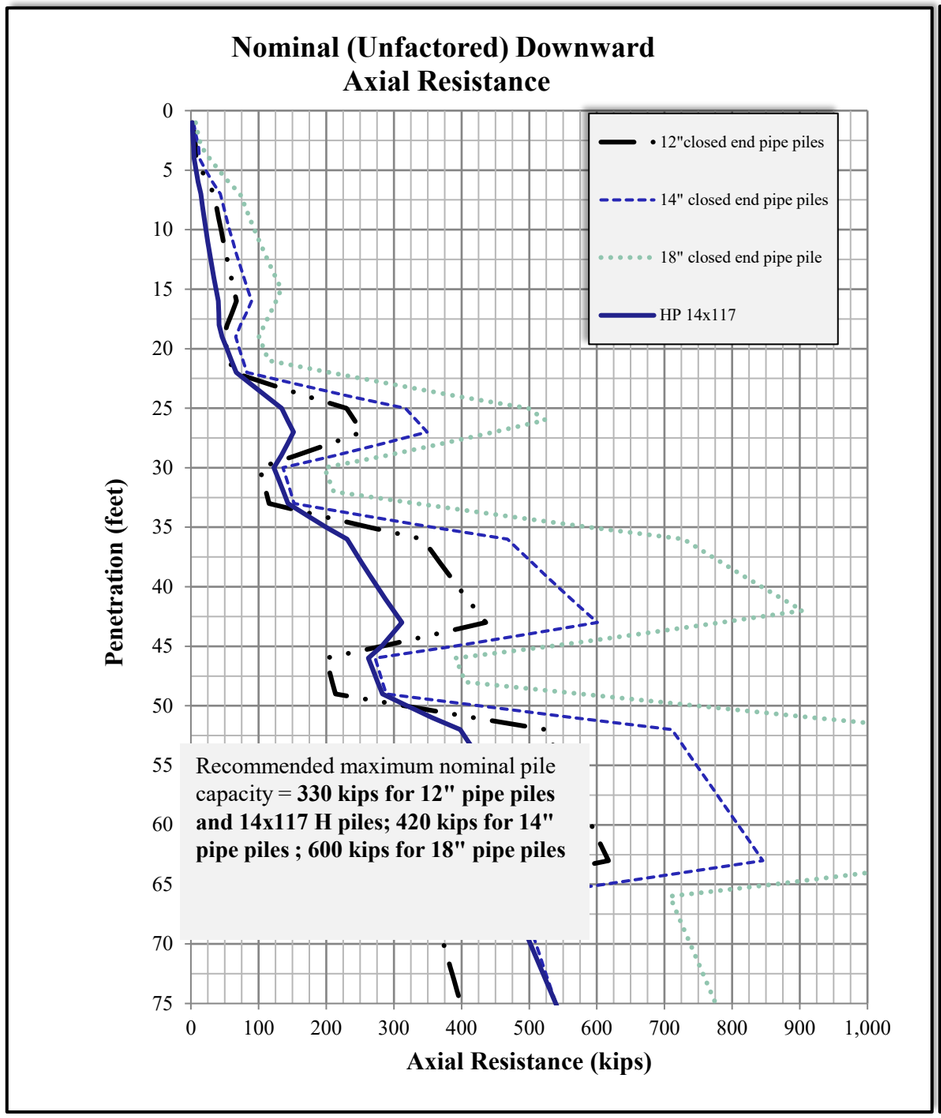
West Abutment
Driven Pile Axial Capacity

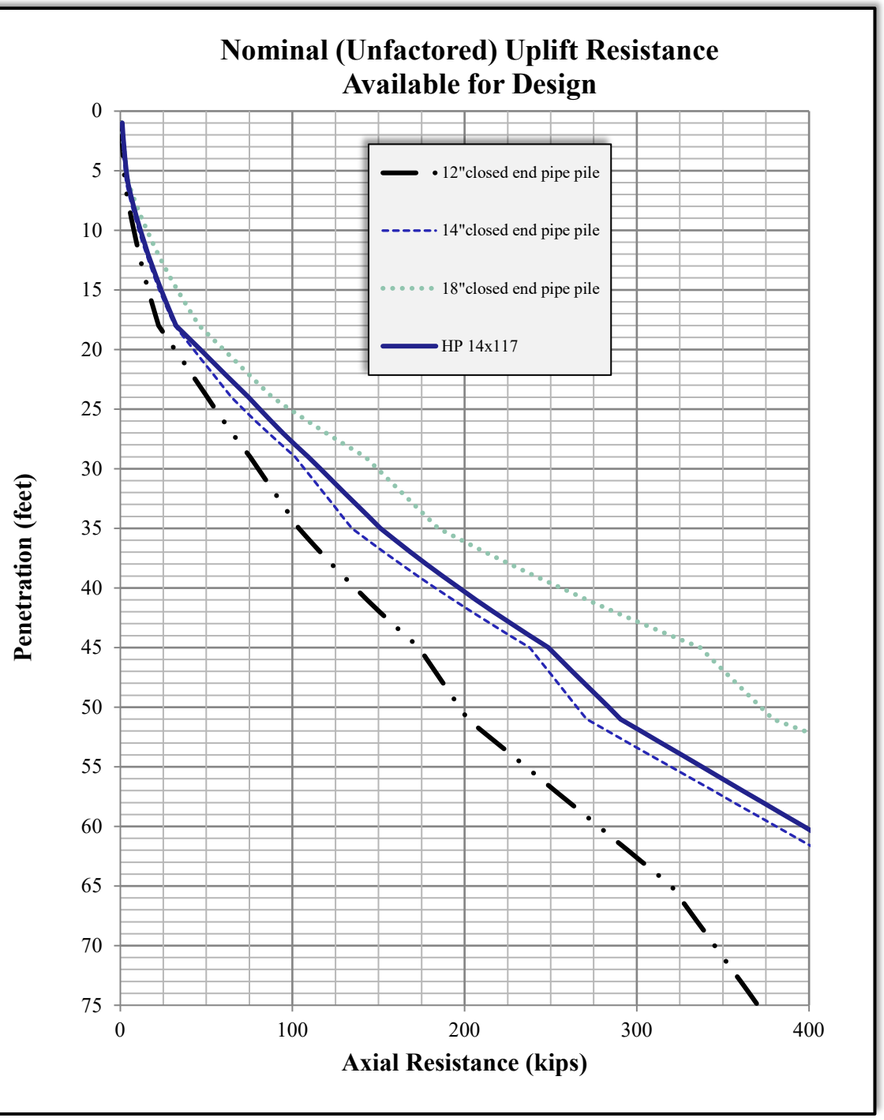
Wallula Bridge Replacement
Walla Walla County, Washington

GeoEngineers

Figure B-1







Note(s):

1. The pile capacities were developed using the Nordland/Thurman method for cohesionless soil and the Alpha method for cohesive soil.
2. The plots are based on a single pile and do not consider group effects of closely spaced piles.
3. Pile settlement is estimated to be less than 1 inch under service loading conditions.
4. The appropriate resistance factors as described in the report text should be applied to the nominal capacities in the plots.

Source(s):

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East Abutment
Driven Pile Axial Capacity

Wallula Bridge Replacement
Walla Walla County, Washington

GeoEngineers

Figure B-2

APPENDIX C
Report Limitations and Guidelines for Use

APPENDIX C
REPORT LIMITATIONS AND GUIDELINES FOR USE[1]

This appendix provides information to help you manage your risks with respect to the use of this report.

Read These Provisions Closely

It is important to recognize that the geoscience practices (geotechnical engineering, geology, and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers, Inc. (GeoEngineers) includes the following explanatory "limitations" provisions in its reports. Please confer with GeoEngineers if you need to know more how these "Report Limitations and Guidelines for Use" apply to your project or site.

Geotechnical Services are Performed for Specific Purposes, Persons and Projects

This report has been prepared for David Evans and Associates, Inc. and for the project specifically identified in the report. The information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the project, and its schedule and budget, our services have been executed in accordance with our proposal dated March 30, 2023 and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

A Geotechnical Engineering or Geologic Report is based on a Unique Set of Project-Specific Factors

This report has been prepared for the proposed Wallula Bridge replacement project located in Walla Walla County, Washington. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, it is important not to rely on this report if it was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

For example, changes that can affect the applicability of this report include those that affect:

- the function of the proposed structure;
- elevation, configuration, location, orientation, or weight of the proposed structure;

[1] Developed based on material provided by ASFE, Professional Firms Practicing in the Geosciences; www.asfe.org.

- composition of the design team; or
- project ownership.

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

Environmental Concerns are Not Covered.

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

Subsurface Conditions Can Change

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

Geotechnical and Geologic Findings are Professional Opinions.

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

Geotechnical Engineering Report Recommendations are Not Final.

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work

differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

A Geotechnical Engineering or Geologic Report Could Be Subject to Misinterpretation

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and preconstruction conferences, and providing construction observation.

Do Not Redraw the Exploration Logs

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable but separating logs from the report can create a risk of misinterpretation.

Give Contractors a Complete Report and Guidance

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- encourages contractors to confer with GeoEngineers and/or to conduct additional study to obtain the specific types of information they need or prefer.

Contractors are Responsible for Site Safety on Their Own Construction Projects

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule, or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

Biological Pollutants

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention, or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings, or conclusions regarding the detecting, assessing, preventing, or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as they may relate to this project. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.

GeoEngineers

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. General
II. Nondiscrimination
III. Non-segregated Facilities
IV. Davis-Bacon and Related Act Provisions
V. Contract Work Hours and Safety Standards Act Provisions
VI. Subletting or Assigning the Contract
VII. Safety: Accident Prevention
VIII. False Statements Concerning Highway Projects
IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
XI. Certification Regarding Use of Contract Funds for Lobbying
XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (*see* 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

> "It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than $10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 “Contract provisions and related matters” with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act (40 U.S.C. 3141(2)(B)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided,* That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH–1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in 29 CFR part 1, a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to *DBAconformance@dol.gov*. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to *DBAconformance@dol.gov*, refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.* Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided,* That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. *Basic record requirements* (1) *Length of record retention.* All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) *Information required.* Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) *Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) *Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. *Certified payroll requirements* (1) *Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) *Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (*e.g.,* the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH–347 or in any other format desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division website at *https://www.dol.gov/sites/dolgov/files/WHD/legacy/files/wh347/.pdf* or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) *Statement of Compliance.* Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3; and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) *Use of Optional Form WH–347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 3729.

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under 29 CFR part 6 any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices* (1) *Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, 18 U.S.C. 1001.

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or 29 CFR part 1 or 3; or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or 29 CFR part 1 or 3.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or

mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* $31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

4. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of $150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1**. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

* * * * *

3. **Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily

excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)
This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

"General Decision Number: WA20260001 05/20/2026

State: Washington

Construction Types: Highway

Counties: Washington Counties of
Adams, Asotin, Benton, Chelan, Clallam,
Clark, Columbia, Cowlitz, Douglas,
Ferry, Franklin, Garfield, Grant, Grays
Harbor, Island, Jefferson, King, Kitsap,
Kittitas, Klickitat, Lewis, Lincoln,
Mason, Okanogan, Pacific, Pend Oreille,
Pierce, San Juan, Skagit, Skamania,
Snohomish, Spokane, Stevens, Thurston,
Wahkiakum, Walla Walla, Whatcom, Whitman
and Yakima

Excludes D.O.E. Hanford Site in Benton and Franklin Counties

Modification Number	Publication Date
1	01/23/2026
2	05/18/2026
3	**05/20/2026**

CARP0059-021 06/01/2025

	Rates	Fringes
PAINTER: BRUSH, ROLLER, SPRAY & SANDBLASTING (CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA, AND WAHKIAKUM COUNTIES)	$ 110.48	17.28
IRONWORKER (CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PIERCE, SKAGIT, SNOHOMISH, THURSTON, AND WHATCOM COUNTIES)	$ 55.24	17.28
IRONWORKER (ADAMS, ASOTIN, BENTON, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND ORIELLE, SPOKANE, STEVENS, WALLA WALLA AND WHITMAN COUNTIES)	$ 48.21	17.28
HOD CARRIER (COUNTIES EAST OF THE 120TH MERIDIAN: ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND OREILLE, STEVENS, SPOKANE, WALLA WALLA, WHITMAN)	$ 50.76	17.28
CEMENT MASON: COMPOSITION WORKERS AND POWER MACHINERY OPERATORS (CLARK, KLICKITAT AND SKAMANIA COUNTIES ZONE 1:) ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 3.00 BASE POINTS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE		

DALLES, VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL ZONE 2: MORE THAN 30 MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL....$ 44.21 17.28

CEMENT MASON: CEMENT MASONS DOING BOTH COMPOSITION/POWER MACHINERY AND SUSPENDED/HANGING SCAFFOLD (CLARK, KLICKITAT AND SKAMANIA COUNTIES ZONE 1:) ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 3.00 BASE POINTS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL ZONE 2: MORE THAN 30 MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL.....$ 58.24 17.28

CEMENT MASON: CEMENT MASON (CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES).....$ 54.24 17.28

CARPENTER: PILEDRIVER: INCLUDES DRIVING, PULLING, CUTTING, PLACING COLLARS, SETTING, WELDING, OR CREOSOTE TREATED MATERIAL, ON ALL PILING (ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, AND YAKIMA COUNTIES) EMPLOYEES MAY BE REQUIRED TO PERFORM ANY COMBINATION OF WORK WITHIN THE DIVING TEAM/CREW, (EXCEPT FOR DIVE SUPERVISOR) PROVIDED THEY ARE PAID AT THE HIGHEST RATE OF PAY THAT THEY RECEIVED DURING THEIR SHIFT...$ 49.76 17.28

CARP0096-002 06/01/2025

	Rates	Fringes
CEMENT MASON: TROWELING MACHINE OPERATOR ON COMPOSITION (CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES).....	$ 55.39	22.38

CARP0096-007 06/01/2025

	Rates	Fringes
CARPENTER: CARPENTER (ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN,		

AND YAKIMA COUNTIES) EMPLOYEES MAY BE REQUIRED TO PERFORM ANY COMBINATION OF WORK WITHIN THE DIVING TEAM/CREW, (EXCEPT FOR DIVE SUPERVISOR) PROVIDED THEY ARE PAID AT THE HIGHEST RATE OF PAY THAT THEY RECEIVED DURING THEIR SHIFT.....$ 59.35 22.38

CARP0196-004 06/01/2025

	Rates	Fringes
PILEDRIVER (CLARK, COWLITZ, *PACIFIC, SKAMANIA, AND WAHKIAKUM COUNTIES *PORTION OF PACIFIC COUNTY SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO WILLAPA BAY TO THE PACIFIC OCEAN, AND THENCE NORTH THROUGH THE NATURAL WATERWAY TO THE PACIFIC OCEAN (THIS INCLUDES THE ENTIRE PENINSULA WEST OF WILLAPA BAY))	$ 56.06	16.81

CARP0196-006 06/01/2025

	Rates	Fringes
PILEDRIVER (CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, *PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES * PORTION OF PACIFIC COUNTY NORTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN COUNTIES OR PARTS OF COUNTIES EAST OF THE 120TH MERIDIAN)	$ 65.53	19.13

CARP0206-009 06/01/2025

	Rates	Fringes
CARPENTER: DIVER TENDER (KING AND KITSAP COUNTIES)	$ 71.77	19.13
CARPENTER: DIVER (KING AND KITSAP COUNTIES)	$ 125.44	19.13
CARPENTER: CARPENTER (KING AND KITSAP COUNTIES)	$ 63.98	19.13
CARPENTER: BRIDGE CARPENTER (KING AND KITSAP COUNTIES)	$ 65.58	19.13

CARP0360-006 09/15/2025

	Rates	Fringes
BRIDGE CARPENTER	$ 65.58	19.13

CARP0360-007 06/01/2025

	Rates	Fringes
CARPENTERS: DRYWALL (PACIFIC COUNTY PORTION OF PACIFIC COUNTY SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO WILLAPA BAY TO THE PACIFIC OCEAN, AND THENCE NORTH THROUGH THE NATURAL WATERWAY TO THE PACIFIC OCEAN (THIS INCLUDES THE ENTIRE PENINSULA WEST OF WILLAPA BAY))	$ 54.59	16.81
CARPENTERS: DIVERS TENDERS (PACIFIC COUNTY PORTION OF PACIFIC COUNTY SOUTH OF A STRAIGHT LINE MADE BY		

EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM
COUNTY WEST TO WILLAPA BAY TO THE PACIFIC OCEAN,
AND THENCE NORTH THROUGH THE NATURAL WATERWAY TO
THE PACIFIC OCEAN (THIS INCLUDES THE ENTIRE
PENINSULA WEST OF WILLAPA BAY))..... $ 64.32 16.81
CARPENTERS: DIVERS (PACIFIC COUNTY PORTION OF
PACIFIC COUNTY SOUTH OF A STRAIGHT LINE MADE BY
EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM
COUNTY WEST TO WILLAPA BAY TO THE PACIFIC OCEAN,
AND THENCE NORTH THROUGH THE NATURAL WATERWAY TO
THE PACIFIC OCEAN (THIS INCLUDES THE ENTIRE
PENINSULA WEST OF WILLAPA BAY))..... $ 108.33 16.81
CARPENTERS: CARPENTERS (PACIFIC COUNTY PORTION OF
PACIFIC COUNTY SOUTH OF A STRAIGHT LINE MADE BY
EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM
COUNTY WEST TO WILLAPA BAY TO THE PACIFIC OCEAN,
AND THENCE NORTH THROUGH THE NATURAL WATERWAY TO
THE PACIFIC OCEAN (THIS INCLUDES THE ENTIRE
PENINSULA WEST OF WILLAPA BAY))..... $ 54.69 16.81

CARP0360-013 06/01/2025

	Rates	Fringes
CARPENTER: DIVER TENDER (GRAYS HARBOR, LEWIS, MASON, PIERCE, AND THURSTON COUNTIES) EMPLOYEES MAY BE REQUIRED TO PERFORM ANY COMBINATION OF WORK WITHIN THE DIVING TEAM/CREW, (EXCEPT FOR DIVE SUPERVISOR) PROVIDED THEY ARE PAID AT THE HIGHEST RATE OF PAY THAT THEY RECEIVED DURING THEIR SHIFT...	$ 71.77	19.13
CARPENTER: DIVER (GRAYS HARBOR, LEWIS, MASON, PIERCE, AND THURSTON COUNTIES) EMPLOYEES MAY BE REQUIRED TO PERFORM ANY COMBINATION OF WORK WITHIN THE DIVING TEAM/CREW, (EXCEPT FOR DIVE SUPERVISOR) PROVIDED THEY ARE PAID AT THE HIGHEST RATE OF PAY THAT THEY RECEIVED DURING THEIR SHIFT.....	$ 125.44	19.13
CARPENTER: BRIDGE CARPENTER (GRAYS HARBOR, LEWIS, MASON, PIERCE, AND THURSTON COUNTIES).....	$ 65.58	19.13
CARPENTER (GRAYS HARBOR, LEWIS, MASON, PIERCE, AND THURSTON COUNTIES).....	$ 63.98	19.13

CARP0425-006 09/15/2025

	Rates	Fringes
CARPENTER: DIVER TENDER (CLALLAM, ISLAND, JEFFERSON, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES) EMPLOYEES MAY BE REQUIRED TO PERFORM ANY COMBINATION OF WORK WITHIN THE DIVING TEAM/CREW, (EXCEPT FOR DIVE SUPERVISOR) PROVIDED THEY ARE PAID AT THE HIGHEST RATE OF PAY THAT THEY RECEIVED DURING THEIR SHIFT.....	$ 71.77	19.13
CARPENTER: BRIDGE CARPENTER (CLALLAM, ISLAND, JEFFERSON, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES).....	$ 65.58	19.13

CARP0503-021 06/01/2025

	Rates	Fringes
CARPENTERS: DRYWALL (CLARK, COWLITZ, SKAMANIA, AND WAHKIAKUM COUNTIES)	$ 54.59	16.81
CARPENTERS: DIVERS TENDERS (CLARK, COWLITZ, SKAMANIA, AND WAHKIAKUM COUNTIES) EMPLOYEES MAY BE REQUIRED TO PERFORM ANY COMBINATION OF WORK WITHIN THE DIVING TEAM/CREW, (EXCEPT FOR DIVE SUPERVISOR) PROVIDED THEY ARE PAID AT THE HIGHEST RATE OF PAY THAT THEY RECEIVED DURING THEIR SHIFT	$ 64.32	16.81
CARPENTERS: DIVERS (CLARK, COWLITZ, SKAMANIA, AND WAHKIAKUM COUNTIES)	$ 108.33	16.81
CARPENTERS (CLARK, COWLITZ, SKAMANIA, AND WAHKIAKUM COUNTIES)	$ 54.69	16.81

CARP1607-010 06/01/2025

	Rates	Fringes
CEMENT MASON: CEMENT MASONS ON SUSPENDED, SWINGING AND/OR HANGING SCAFFOLD (CLARK, KLICKITAT AND SKAMANIA COUNTIES ZONE 1:) ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 3.00 BASE POINTS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL ZONE 2: MORE THAN 30 MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL	$ 61.62	20.43

ELEC0046-001 08/04/2025

	Rates	Fringes
ELECTRICIAN (CALLAM, JEFFERSON, KING AND KITSAP COUNTIES)	$ 75.96	33.48
CABLE SPLICER (CALLAM, JEFFERSON, KING AND KITSAP COUNTIES)	$ 83.56	33.71

ELEC0048-003 01/01/2020

	Rates	Fringes
CABLE SPLICER (CLARK, KLICKITAT AND SKAMANIA COUNTIES). HOURLY ZONE PAY: HOURLY ZONE PAY SHALL BE PAID ON JOBS LOCATED OUTSIDE OF THE FREE ZONE COMPUTED FROM THE CITY CENTER OF THE FOLLOWING LISTED CITIES: PORTLAND, THE DALLES, HOOD RIVER, TILLAMOOK, SEASIDE AND ASTORIA ZONE PAY: ZONE 1: 31-50 MILES $1.50/HOUR ZONE 2: 51-70 MILES $3.50/HOUR ZONE 3: 71-90 MILES $5.50/HOUR ZONE 4: BEYOND 90 MILES $9.00/HOUR *THESE ARE NOT MILES DRIVEN. ZONES ARE BASED ON DELORRNE STREET ATLAS USA 2006 PLUS	$ 44.22	21.50
ELECTRICIAN (CLARK, KLICKITAT AND SKAMANIA		

COUNTIES).....$ 63.50 29.73

ELEC0048-003 01/01/2025

	Rates	Fringes
CABLE SPLICER (CLARK, KLICKITAT AND SKAMANIA COUNTIES). HOURLY ZONE PAY: HOURLY ZONE PAY SHALL BE PAID ON JOBS LOCATED OUTSIDE OF THE FREE ZONE COMPUTED FROM THE CITY CENTER OF THE FOLLOWING LISTED CITIES: PORTLAND, THE DALLES, HOOD RIVER, TILLAMOOK, SEASIDE AND ASTORIA ZONE PAY: ZONE 1: 31-50 MILES $1.50/HOUR ZONE 2: 51-70 MILES $3.50/HOUR ZONE 3: 71-90 MILES $5.50/HOUR ZONE 4: BEYOND 90 MILES $9.00/HOUR *THESE ARE NOT MILES DRIVEN. ZONES ARE BASED ON DELORRNE STREET ATLAS USA 2006 PLUS	$ 44.22	21.50
ELECTRICIAN (CLARK, KLICKITAT AND SKAMANIA COUNTIES)	$ 63.50	29.73

ELEC0048-029 01/01/2020

	Rates	Fringes
CABLE SPLICER (COWLITZ AND WAHKIAKUM COUNTY)	$ 44.22	21.50
ELECTRICIAN (COWLITZ AND WAHKIAKUM COUNTY)	$ 63.50	29.73

ELEC0048-029 01/01/2025

	Rates	Fringes
CABLE SPLICER (COWLITZ AND WAHKIAKUM COUNTY)	$ 44.22	21.50
ELECTRICIAN (COWLITZ AND WAHKIAKUM COUNTY)	$ 63.50	29.73

ELEC0073-001 07/01/2015

	Rates	Fringes
CABLE SPLICER (ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN COUNTIES)	$ 34.10	16.68
ELECTRICIAN (ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN COUNTIES)	$ 49.55	19.09

ELEC0073-001 07/01/2025

	Rates	Fringes
CABLE SPLICER (ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN COUNTIES)	$ 34.10	16.68
ELECTRICIAN (ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN COUNTIES)	$ 49.55	19.09

ELEC0076-002 08/31/2025

	Rates	Fringes
ELECTRICIAN (GRAYS HARBOR, LEWIS, MASON, PACIFIC, PIERCE, AND THURSTON COUNTIES)	$ 65.14	26.56
CABLE SPLICER (GRAYS HARBOR, LEWIS, MASON, PACIFIC, PIERCE, AND THURSTON COUNTIES)	$ 71.65	26.76

ELEC0112-005 06/01/2025

	Rates	Fringes
ELECTRICIAN (ASOTIN, BENTON, COLUMBIA, FRANKLIN, GARFIELD, KITTITAS, WALLA WALLA, YAKIMA COUNTIES)	$ 60.00	27.78
CABLE SPLICER (ASOTIN, BENTON, COLUMBIA, FRANKLIN, GARFIELD, KITTITAS, WALLA WALLA, YAKIMA COUNTIES)	$ 63.00	27.87

ELEC0191-003 06/01/2014

	Rates	Fringes
CABLE SPLICER (ISLAND, SAN JUAN, SNOHOMISH, SKAGIT AND WHATCOM COUNTIES)	$ 44.23	17.73
ELECTRICIAN (ISLAND, SAN JUAN, SNOHOMISH, SKAGIT AND WHATCOM COUNTIES)	$ 53.20	27.51

ELEC0191-003 06/01/2022

	Rates	Fringes
CABLE SPLICER (ISLAND, SAN JUAN, SNOHOMISH, SKAGIT AND WHATCOM COUNTIES)	$ 44.23	17.73
ELECTRICIAN (ISLAND, SAN JUAN, SNOHOMISH, SKAGIT AND WHATCOM COUNTIES)	$ 53.20	27.51

ELEC0191-004 06/01/2014

	Rates	Fringes
CABLE SPLICER (CHELAN, DOUGLAS, GRANT AND OKANOGAN COUNTIES)	$ 40.82	17.63
ELECTRICIAN (CHELAN, DOUGLAS, GRANT AND OKANOGAN COUNTIES)	$ 42.45	21.34

ELEC0191-004 06/01/2018

	Rates	Fringes
CABLE SPLICER (CHELAN, DOUGLAS, GRANT AND OKANOGAN COUNTIES)	$ 40.82	17.63
ELECTRICIAN (CHELAN, DOUGLAS, GRANT AND OKANOGAN COUNTIES)	$ 42.45	21.34

ENGI0302-092 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR: GROUP 4 ASSISTANT ENGINEER; BOBCAT; BROOMS; COMPRESSOR; CONCRETE FINISH MACHINE: LASER SCREED; CRANES, A-FRAME: 10 TONS AND UNDER; ELEVATOR AND MAN-LIFT: PERMANENT AND SHAFT TYPE; FORKLIFTS: UNDER 3000 LBS. WITH ATTACHMENTS; GRADECHECKER/STAKEMAN; HYDRALIFTS/BOOM TRUCKS: 10 TONS AND UNDER; OIL DISTRIBUTORS, BLOWER DISTRIBUTION & MULCH SEEDING OPERATOR; PAVEMENT BREAKER; POSTHOLE DIGGER: MECHANICAL; POWER PLANT; PUMPS: WATER; -RIGGER AND BELLMAN; ROLLER: OTHER THAN PLANT MIX; WHEEL TRACTORS: FARM ALL TYPE; SHOTCRETE/GUNITE EQUIPMENT; BROKK: REMOTE DEMOLITION EQUIPMENT KING AND SNOHOMISH COUNTIES.	$ 56.63	27.57
POWER EQUIPMENT OPERATOR: GROUP 3 CRANES: THROUGH		

19 TONS WITH ATTACHMENTS, A-FRAME OVER 10 TONS; CONCRETE PUMP: MOUNTED OR TRAILER HIGH PRESSURE LINE PUMP, PUMP HIGH PRESSURE; CONVEYORS; DOZERS: D-9 & UNDER; DRILL OILERS: AUGER TYPE, TRUCK OR CRANE MOUNT; FORKLIFT: 3000 LBS AND OVER WITH ATTACHMENTS; HORIZONTAL/DIRECTIONAL DRILL LOCATOR; OUTSIDE HOISTS (ELEVATORS AND MANLIFTS), AIR TUGGERS, STRATO; TOWER BUCKET ELEVATORS; HYDRALIFTS/BOOM TRUCKS: OVER 10 TONS; LOADERS: ELEVATING TYPE BELT; PLANT OILER: ASPHALT, CRUSHER; RIGGER/SIGNAL PERSON, BELLMAN (CERTIFIED); ROLLER: PLANT MIX OR MULTI-LIFT MATERIALS; SAWS: CONCRETE; SCRAPERS: CONCRETE & CARRY ALL SERVICE ENGINEERS: EQUIPMENT; TRENCHING MACHINES; TRUCK CRANE OILER/DRIVER: UNDER 100 TONS; SHOVEL, EXCAVATOR, BACKHOE, TRACTORS: UNDER 15 METRIC TONS. KING AND SNOHOMISH COUNTIES.....$ 60.46 27.57

POWER EQUIPMENT OPERATOR: GROUP 2 BATCH PLANT OPERATOR: CONCRETE; BARRIER MACHINE: (ZIPPER); BUMP CUTTER; CRANES: 20 TONS THROUGH 44 TONS WITH ATTACHMENTS; OVERHEAD, BRIDGE TYPE CRANE: 20 TONS THROUGH 44 TONS; CHIPPER; CONCRETE PUMP: TRUCK MOUNT WITH BOOM ATTACHMENT UP TO 42M; CRUSHER; DECK ENGINEER/DECK WINCHES (POWER); GRADE ENGINEER: USING BLUE PRINTS, CUT SHEETS, ETC.; -FINISHING MACHINE: BIDWELL AND GAMACO & SIMILAR EQUIPMENT; GUARDRAIL PUNCH; HARD TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT UNDER 45 YARDS; HORIZONTAL/DIRECTIONAL DRILL OPERATOR; LOADERS: OVERHEAD UNDER 6 YARDS; LOADERS: PLANT FEED; LOCOMOTIVES: ALL; MATERIAL TRANSFER DEVICE; PILEDRIVER: (OTHER THAN CRANE MOUNT); QUICK TOWER: NO CAB, UNDER 100 FEET IN HEIGHT BASE TO BOOM; ROTO-MILL, ROTO-GRINDER; SHOVEL, EXCAVATOR, BACKHOE, TRACTOR: 15 TO 30 METRIC TONS; SUBGRADER TRIMMER; SCRAPER: SELF PROPELLED UNDER 45 YARDS; TRUCK CRANE OILER/DRIVER: 100 TONS AND OVER; TRUCK MOUNT PORTABLE CONVEYOR; -VAC TRUCK (VACTOR GUZZLER, HYDRO EXCAVATOR); YO YO PAY DOZER. KING AND SNOHOMISH COUNTIES.....$ 61.14 27.57

POWER EQUIPMENT OPERATOR: GROUP 1AAA CRANES: 300 TONS AND OVER OR 300? OF BOOM INCLUDING JIB WITH ATTACHMENTS; CRANES FRICTION: 200 TONS AND OVER; TOWER CRANES: OVER 250? IN HEIGHT FROM BASE TO BOOM. KING AND SNOHOMISH COUNTIES.....$ 64.66 27.57

POWER EQUIPMENT OPERATOR: GROUP 1AA CRANES: 200 TONS- 299 TONS, OR 250? OF BOOM INCLUDING JIB WITH ATTACHMENTS; CRANES: FRICTION CRANES THROUGH 199 TONS; LEVERMAN; SHOVEL, EXCAVATOR, BACKHOES: OVER 90 METRIC TONS; TOWER CRANE: OVER 175? THROUGH 250? IN HEIGHT, BASE TO BOOM KING AND SNOHOMISH COUNTIES.....$ 63.75 27.57

POWER EQUIPMENT OPERATOR: GROUP 1A CRANES: 100 TONS THROUGH 199 TONS, OR 150? OF BOOM (INCLUDING JIB WITH ATTACHMENTS); DRILLING MACHINE; OVERHEAD, BRIDGE TYPE: 100 TONS AND OVER; TOWER CRANE: UP TO

175? IN HEIGHT BASE TO BOOM; LOADER: OVERHEAD 8
YARDS & OVER; SHOVEL, EXCAVATOR, BACKHOES: OVER 50
METRIC TONS AND UP TO 90 METRIC TONS; MECHANICS.
KING AND SNOHOMISH COUNTIES.....$ 62.85 27.57
POWER EQUIPMENT OPERATOR: GROUP 1 ASPHALT PLANT
OPERATORS; CABLEWAYS; CONCRETE PUMP: TRUCK MOUNT
WITH BOOM ATTACHMENT OVER 42M; CRANES: 45 TONS
THROUGH 99 TONS, UNDER 150? OF BOOM (INCLUDING JIB
WITH ATTACHMENTS); OVERHEAD, BRIDGE TYPE: 45 TONS
THROUGH 99 TONS; DERRICKS: ON BUILDING WORK; HARD
TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT 45
YARDS & OVER; LOADER: OVERHEAD 6 YARDS BUT NOT
INCLUDING 8 YARDS; MOTOR PATROL GRADERS; MUCKING
MACHINE, MOLE, TUNNEL DRILL, BORING, ROAD HEADER
AND/OR SHIELD; QUAD 9, HD 41, D10 AND OVER; REMOTE
CONTROL OPERATOR ON RUBBER TIRED EARTH MOVING
EQUIPMENT; ROLLAGON; SCRAPERS, SELF-PROPELLED: 45
YARDS AND OVER; SPREADER: TOPSIDER & SCREEDMAN;
SHOVEL, EXCAVATOR, BACKHOE: OVER 30 METRIC TONS AND
UP TO 50 METRIC TONS; SLIPFORM PAVERS;
TRANSPORTERS: ALL TRACK OR TRUCK TYPE; WELDER.
KING AND SNOHOMISH COUNTIES.....$ 61.93 27.57

ENGI0302-093 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR: GROUP 3 CRANES: THROUGH 19 TONS WITH ATTACHMENTS, A-FRAME OVER 10 TONS; CONCRETE PUMP: MOUNTED OR TRAILER HIGH PRESSURE LINE PUMP, PUMP HIGH PRESSURE; CONVEYORS; DOZERS: D-9 & UNDER; DRILL OILERS: AUGER TYPE, TRUCK OR CRANE MOUNT; FORKLIFT: 3000 LBS AND OVER WITH ATTACHMENTS; HORIZONTAL/DIRECTIONAL DRILL LOCATOR; OUTSIDE HOISTS (ELEVATORS AND MANLIFTS), AIR TUGGERS, STRATO; TOWER BUCKET ELEVATORS; HYDRALIFTS/BOOM TRUCKS: OVER 10 TONS; LOADERS: ELEVATING TYPE BELT; PLANT OILER: ASPHALT, CRUSHER; RIGGER/SIGNAL PERSON, BELLMAN (CERTIFIED); ROLLER: PLANT MIX OR MULTI-LIFT MATERIALS; SAWS: CONCRETE; SCRAPERS: CONCRETE & CARRY ALL SERVICE ENGINEERS: EQUIPMENT; TRENCHING MACHINES; TRUCK CRANE OILER/DRIVER: UNDER 100 TONS; SHOVEL, EXCAVATOR, BACKHOE, TRACTORS: UNDER 15 METRIC TONS SKAGIT AND WHATCOM COUNTIES	$ 60.02	27.57
POWER EQUIPMENT OPERATOR: GROUP 1AAA CRANES: 300 TONS AND OVER OR 300? OF BOOM INCLUDING JIB WITH ATTACHMENTS; CRANES FRICTION: 200 TONS AND OVER; TOWER CRANES: OVER 250? IN HEIGHT FROM BASE TO BOOM. SKAGIT AND WHATCOM COUNTIES	$ 64.19	27.57
POWER EQUIPMENT OPERATOR: GROUP 1AA CRANES: 200 TONS- 299 TONS, OR 250? OF BOOM INCLUDING JIB WITH ATTACHMENTS; CRANES: FRICTION CRANES THROUGH 199 TONS; LEVERMAN; SHOVEL, EXCAVATOR, BACKHOES: OVER 90 METRIC TONS; TOWER CRANE: OVER 175? THROUGH 250? IN HEIGHT, BASE TO BOOM SKAGIT AND WHATCOM COUNTIES	$ 63.29	27.57

POWER EQUIPMENT OPERATOR: GROUP 1A CRANES: 100 TONS THROUGH 199 TONS, OR 150? OF BOOM (INCLUDING JIB WITH ATTACHMENTS); DRILLING MACHINE; OVERHEAD, BRIDGE TYPE: 100 TONS AND OVER; TOWER CRANE: UP TO 175? IN HEIGHT BASE TO BOOM; LOADER: OVERHEAD 8 YARDS & OVER; SHOVEL, EXCAVATOR, BACKHOES: OVER 50 METRIC TONS AND UP TO 90 METRIC TONS; MECHANICS.
SKAGIT AND WHATCOM COUNTIES.....$ 62.39 27.57

POWER EQUIPMENT OPERATOR: GROUP 1 ASPHALT PLANT OPERATORS; CABLEWAYS; CONCRETE PUMP: TRUCK MOUNT WITH BOOM ATTACHMENT OVER 42M; CRANES: 45 TONS THROUGH 99 TONS, UNDER 150? OF BOOM (INCLUDING JIB WITH ATTACHMENTS); OVERHEAD, BRIDGE TYPE: 45 TONS THROUGH 99 TONS; DERRICKS: ON BUILDING WORK; HARD TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT 45 YARDS & OVER; LOADER: OVERHEAD 6 YARDS BUT NOT INCLUDING 8 YARDS; MOTOR PATROL GRADERS; MUCKING MACHINE, MOLE, TUNNEL DRILL, BORING, ROAD HEADER AND/OR SHIELD; QUAD 9, HD 41, D10 AND OVER; REMOTE CONTROL OPERATOR ON RUBBER TIRED EARTH MOVING EQUIPMENT; ROLLAGON; SCRAPERS, SELF-PROPELLED: 45 YARDS AND OVER; SPREADER: TOPSIDER & SCREEDMAN; SHOVEL, EXCAVATOR, BACKHOE: OVER 30 METRIC TONS AND UP TO 50 METRIC TONS; SLIPFORM PAVERS; TRANSPORTERS: ALL TRACK OR TRUCK TYPE; WELDER.
SKAGIT AND WHATCOM COUNTIES.....$ 61.47 27.57

POWER EQUIPMENT OPERATOR GROUP 4 ASSISTANT ENGINEER; BOBCAT; BROOMS; COMPRESSOR; CONCRETE FINISH MACHINE: LASER SCREED; CRANES, A-FRAME: 10 TONS AND UNDER; ELEVATOR AND MAN-LIFT: PERMANENT AND SHAFT TYPE; FORKLIFTS: UNDER 3000 LBS. WITH ATTACHMENTS; GRADECHECKER/STAKEMAN; HYDRALIFTS/BOOM TRUCKS: 10 TONS AND UNDER; OIL DISTRIBUTORS, BLOWER DISTRIBUTION & MULCH SEEDING OPERATOR; PAVEMENT BREAKER; POSTHOLE DIGGER: MECHANICAL; POWER PLANT; PUMPS: WATER; -RIGGER AND BELLMAN; ROLLER: OTHER THAN PLANT MIX; WHEEL TRACTORS: FARM ALL TYPE; SHOTCRETE/GUNITE EQUIPMENT; BROKK: REMOTE DEMOLITION EQUIPMENT SKAGIT AND WHATCOM COUNTIES.$ 56.19 27.57

POWER EQUIPMENT OPERATOR GROUP 2 BATCH PLANT OPERATOR: CONCRETE; BARRIER MACHINE: (ZIPPER); BUMP CUTTER; CRANES: 20 TONS THROUGH 44 TONS WITH ATTACHMENTS; OVERHEAD, BRIDGE TYPE CRANE: 20 TONS THROUGH 44 TONS; CHIPPER; CONCRETE PUMP: TRUCK MOUNT WITH BOOM ATTACHMENT UP TO 42M; CRUSHER; DECK ENGINEER/DECK WINCHES (POWER); GRADE ENGINEER: USING BLUE PRINTS, CUT SHEETS, ETC.; -FINISHING MACHINE: BIDWELL AND GAMACO & SIMILAR EQUIPMENT; GUARDRAIL PUNCH; HARD TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT UNDER 45 YARDS; HORIZONTAL/DIRECTIONAL DRILL OPERATOR; LOADERS: OVERHEAD UNDER 6 YARDS; LOADERS: PLANT FEED; LOCOMOTIVES: ALL; MATERIAL TRANSFER DEVICE; PILEDRIVER: (OTHER THAN CRANE MOUNT); QUICK TOWER: NO CAB, UNDER 100 FEET IN HEIGHT BASE TO BOOM; ROTO-MILL, ROTO-GRINDER; SHOVEL, EXCAVATOR,

BACKHOE, TRACTOR: 15 TO 30 METRIC TONS; SUBGRADER
TRIMMER; SCRAPER: SELF PROPELLED UNDER 45 YARDS;
TRUCK CRANE OILER/DRIVER: 100 TONS AND OVER; TRUCK
MOUNT PORTABLE CONVEYOR; -VAC TRUCK (VACTOR
GUZZLER, HYDRO EXCAVATOR); YO YO PAY DOZER.
SKAGIT AND WHATCOM COUNTIES.....$ 60.69 27.57

ENGI0302-094 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR: GROUP 4 ASSISTANT ENGINEER; BOBCAT; BROOMS; COMPRESSOR; CONCRETE FINISH MACHINE: LASER SCREED; CRANES, A-FRAME: 10 TONS AND UNDER; ELEVATOR AND MAN-LIFT: PERMANENT AND SHAFT TYPE; FORKLIFTS: UNDER 3000 LBS. WITH ATTACHMENTS; GRADECHECKER/STAKEMAN; HYDRALIFTS/BOOM TRUCKS: 10 TONS AND UNDER; OIL DISTRIBUTORS, BLOWER DISTRIBUTION & MULCH SEEDING OPERATOR; PAVEMENT BREAKER; POSTHOLE DIGGER: MECHANICAL; POWER PLANT; PUMPS: WATER; -RIGGER AND BELLMAN; ROLLER: OTHER THAN PLANT MIX; WHEEL TRACTORS: FARM ALL TYPE; SHOTCRETE/GUNITE EQUIPMENT; BROKK: REMOTE DEMOLITION EQUIPMENT KITSAP COUNTY.....	$ 55.68	27.57
POWER EQUIPMENT OPERATOR: GROUP 3 CRANES: THROUGH 19 TONS WITH ATTACHMENTS, A-FRAME OVER 10 TONS; CONCRETE PUMP: MOUNTED OR TRAILER HIGH PRESSURE LINE PUMP, PUMP HIGH PRESSURE; CONVEYORS; DOZERS: D-9 & UNDER; DRILL OILERS: AUGER TYPE, TRUCK OR CRANE MOUNT; FORKLIFT: 3000 LBS AND OVER WITH ATTACHMENTS; HORIZONTAL/DIRECTIONAL DRILL LOCATOR; OUTSIDE HOISTS (ELEVATORS AND MANLIFTS), AIR TUGGERS, STRATO; TOWER BUCKET ELEVATORS; HYDRALIFTS/BOOM TRUCKS: OVER 10 TONS; LOADERS: ELEVATING TYPE BELT; PLANT OILER: ASPHALT, CRUSHER; RIGGER/SIGNAL PERSON, BELLMAN (CERTIFIED); ROLLER: PLANT MIX OR MULTI-LIFT MATERIALS; SAWS: CONCRETE; SCRAPERS: CONCRETE & CARRY ALL SERVICE ENGINEERS: EQUIPMENT; TRENCHING MACHINES; TRUCK CRANE OILER/DRIVER: UNDER 100 TONS; SHOVEL, EXCAVATOR, BACKHOE, TRACTORS: UNDER 15 METRIC TONS. KITSAP COUNTY.....	$ 59.49	27.57
POWER EQUIPMENT OPERATOR: GROUP 2 BATCH PLANT OPERATOR: CONCRETE; BARRIER MACHINE: (ZIPPER); BUMP CUTTER; CRANES: 20 TONS THROUGH 44 TONS WITH ATTACHMENTS; OVERHEAD, BRIDGE TYPE CRANE: 20 TONS THROUGH 44 TONS; CHIPPER; CONCRETE PUMP: TRUCK MOUNT WITH BOOM ATTACHMENT UP TO 42M; CRUSHER; DECK ENGINEER/DECK WINCHES (POWER); GRADE ENGINEER: USING BLUE PRINTS, CUT SHEETS, ETC.; -FINISHING MACHINE: BIDWELL AND GAMACO & SIMILAR EQUIPMENT; GUARDRAIL PUNCH; HARD TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT UNDER 45 YARDS; HORIZONTAL/DIRECTIONAL DRILL OPERATOR; LOADERS: OVERHEAD UNDER 6 YARDS; LOADERS: PLANT FEED; LOCOMOTIVES: ALL; MATERIAL TRANSFER DEVICE; PILEDRIVER: (OTHER THAN CRANE MOUNT); QUICK TOWER:		

NO CAB, UNDER 100 FEET IN HEIGHT BASE TO BOOM;
ROTO-MILL, ROTO-GRINDER; SHOVEL, EXCAVATOR,
BACKHOE, TRACTOR: 15 TO 30 METRIC TONS; SUBGRADER
TRIMMER; SCRAPER: SELF PROPELLED UNDER 45 YARDS;
TRUCK CRANE OILER/DRIVER: 100 TONS AND OVER; TRUCK
MOUNT PORTABLE CONVEYOR; -VAC TRUCK (VACTOR
GUZZLER, HYDRO EXCAVATOR); YO YO PAY DOZER.
KITSAP COUNTY.....$ 60.14 27.57
POWER EQUIPMENT OPERATOR: GROUP 1AAA CRANES: 300
TONS AND OVER OR 300? OF BOOM INCLUDING JIB WITH
ATTACHMENTS; CRANES FRICTION: 200 TONS AND OVER;
TOWER CRANES: OVER 250? IN HEIGHT FROM BASE TO
BOOM. KITSAP COUNTY.....$ 63.62 27.57
POWER EQUIPMENT OPERATOR: GROUP 1AA CRANES: 200
TONS- 299 TONS, OR 250? OF BOOM INCLUDING JIB WITH
ATTACHMENTS; CRANES: FRICTION CRANES THROUGH 199
TONS; LEVERMAN; SHOVEL, EXCAVATOR, BACKHOES: OVER
90 METRIC TONS; TOWER CRANE: OVER 175? THROUGH 250?
IN HEIGHT, BASE TO BOOM KITSAP COUNTY.....$ 62.73 27.57
POWER EQUIPMENT OPERATOR: GROUP 1A CRANES: 100
TONS THROUGH 199 TONS, OR 150? OF BOOM (INCLUDING
JIB WITH ATTACHMENTS); DRILLING MACHINE; OVERHEAD,
BRIDGE TYPE: 100 TONS AND OVER; TOWER CRANE: UP TO
175? IN HEIGHT BASE TO BOOM; LOADER: OVERHEAD 8
YARDS & OVER; SHOVEL, EXCAVATOR, BACKHOES: OVER 50
METRIC TONS AND UP TO 90 METRIC TONS; MECHANICS.
KITSAP COUNTY.....$ 61.83 27.57
POWER EQUIPMENT OPERATOR: GROUP 1 ASPHALT PLANT
OPERATORS; CABLEWAYS; CONCRETE PUMP: TRUCK MOUNT
WITH BOOM ATTACHMENT OVER 42M; CRANES: 45 TONS
THROUGH 99 TONS, UNDER 150? OF BOOM (INCLUDING JIB
WITH ATTACHMENTS); OVERHEAD, BRIDGE TYPE: 45 TONS
THROUGH 99 TONS; DERRICKS: ON BUILDING WORK; HARD
TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT 45
YARDS & OVER; LOADER: OVERHEAD 6 YARDS BUT NOT
INCLUDING 8 YARDS; MOTOR PATROL GRADERS; MUCKING
MACHINE, MOLE, TUNNEL DRILL, BORING, ROAD HEADER
AND/OR SHIELD; QUAD 9, HD 41, D10 AND OVER; REMOTE
CONTROL OPERATOR ON RUBBER TIRED EARTH MOVING
EQUIPMENT; ROLLAGON; SCRAPERS, SELF-PROPELLED: 45
YARDS AND OVER; SPREADER: TOPSIDER & SCREEDMAN;
SHOVEL, EXCAVATOR, BACKHOE: OVER 30 METRIC TONS AND
UP TO 50 METRIC TONS; SLIPFORM PAVERS;
TRANSPORTERS: ALL TRACK OR TRUCK TYPE; WELDER.
KITSAP COUNTY.....$ 60.93 27.57

ENGI0302-095 06/01/2025

Rates Fringes

POWER EQUIPMENT OPERATOR: GROUP 4: ASSISTANT
ENGINEER; BOBCAT; BROOMS; COMPRESSOR; CONCRETE
FINISH MACHINE: LASER SCREED; CRANES, A-FRAME: 10
TONS AND UNDER; ELEVATOR AND MAN-LIFT: PERMANENT
AND SHAFT TYPE; FORKLIFTS: UNDER 3000 LBS. WITH
ATTACHMENTS; GRADECHECKER/STAKEMAN; HYDRALIFTS/BOOM
TRUCKS: 10 TONS AND UNDER; OIL DISTRIBUTORS, BLOWER

DISTRIBUTION & MULCH SEEDING OPERATOR; PAVEMENT BREAKER; POSTHOLE DIGGER: MECHANICAL; POWER PLANT; PUMPS: WATER; -RIGGER AND BELLMAN; ROLLER: OTHER THAN PLANT MIX; WHEEL TRACTORS: FARM ALL TYPE; SHOTCRETE/GUNITE EQUIPMENT; BROKK: REMOTE DEMOLITION EQUIPMENT CHELAN(WEST OF THE 120TH MERIDIAN), CLALLAM, DOUGLAS(WEST OF THE 120TH MERIDIAN), GRAYS HARBOR, ISLAND, JEFFERSON, KITTITAS(WEST OF THE 120TH MERIDIAN), MASON, OKANOGAN(WEST OF THE 120TH MERIDIAN), SAN JUNA, AND YAKIMA(WEST OF THE 120TH MERIDIAN) COUNTIES.....$ 55.43 27.57

POWER EQUIPMENT OPERATOR: GROUP 3: CRANES: THROUGH 19 TONS WITH ATTACHMENTS, A-FRAME OVER 10 TONS; CONCRETE PUMP: MOUNTED OR TRAILER HIGH PRESSURE LINE PUMP, PUMP HIGH PRESSURE; CONVEYORS; DOZERS: D-9 & UNDER; DRILL OILERS: AUGER TYPE, TRUCK OR CRANE MOUNT; FORKLIFT: 3000 LBS AND OVER WITH ATTACHMENTS; HORIZONTAL/DIRECTIONAL DRILL LOCATOR; OUTSIDE HOISTS (ELEVATORS AND MANLIFTS), AIR TUGGERS, STRATO; TOWER BUCKET ELEVATORS; HYDRALIFTS/BOOM TRUCKS: OVER 10 TONS; LOADERS: ELEVATING TYPE BELT; PLANT OILER: ASPHALT, CRUSHER; RIGGER/SIGNAL PERSON, BELLMAN (CERTIFIED); ROLLER: PLANT MIX OR MULTI-LIFT MATERIALS; SAWS: CONCRETE; SCRAPERS: CONCRETE & CARRY ALL SERVICE ENGINEERS: EQUIPMENT; TRENCHING MACHINES; TRUCK CRANE OILER/DRIVER: UNDER 100 TONS; SHOVEL, EXCAVATOR, BACKHOE, TRACTORS: UNDER 15 METRIC TONS.
CHELAN(WEST OF THE 120TH MERIDIAN), CLALLAM, DOUGLAS(WEST OF THE 120TH MERIDIAN), GRAYS HARBOR, ISLAND, JEFFERSON, KITTITAS(WEST OF THE 120TH MERIDIAN), MASON, OKANOGAN(WEST OF THE 120TH MERIDIAN), SAN JUNA, AND YAKIMA(WEST OF THE 120TH MERIDIAN) COUNTIES.....$ 59.23 27.57

POWER EQUIPMENT OPERATOR: GROUP 2: BATCH PLANT OPERATOR: CONCRETE; BARRIER MACHINE: (ZIPPER); BUMP CUTTER; CRANES: 20 TONS THROUGH 44 TONS WITH ATTACHMENTS; OVERHEAD, BRIDGE TYPE CRANE: 20 TONS THROUGH 44 TONS; CHIPPER; CONCRETE PUMP: TRUCK MOUNT WITH BOOM ATTACHMENT UP TO 42M; CRUSHER; DECK ENGINEER/DECK WINCHES (POWER); GRADE ENGINEER: USING BLUE PRINTS, CUT SHEETS, ETC.; -FINISHING MACHINE: BIDWELL AND GAMACO & SIMILAR EQUIPMENT; GUARDRAIL PUNCH; HARD TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT UNDER 45 YARDS; HORIZONTAL/DIRECTIONAL DRILL OPERATOR; LOADERS: OVERHEAD UNDER 6 YARDS; LOADERS: PLANT FEED; LOCOMOTIVES: ALL; MATERIAL TRANSFER DEVICE; PILEDRIVER: (OTHER THAN CRANE MOUNT); QUICK TOWER: NO CAB, UNDER 100 FEET IN HEIGHT BASE TO BOOM; ROTO-MILL, ROTO-GRINDER; SHOVEL, EXCAVATOR, BACKHOE, TRACTOR: 15 TO 30 METRIC TONS; SUBGRADER TRIMMER; SCRAPER: SELF PROPELLED UNDER 45 YARDS; TRUCK CRANE OILER/DRIVER: 100 TONS AND OVER; TRUCK MOUNT PORTABLE CONVEYOR; -VAC TRUCK (VACTOR GUZZLER, HYDRO EXCAVATOR); YO YO PAY DOZER.

CHELAN(WEST OF THE 120TH MERIDIAN), CLALLAM,
DOUGLAS(WEST OF THE 120TH MERIDIAN), GRAYS HARBOR,
ISLAND, JEFFERSON, KITTITAS(WEST OF THE 120TH
MERIDIAN), MASON, OKANOGAN(WEST OF THE 120TH
MERIDIAN), SAN JUNA, AND YAKIMA(WEST OF THE 120TH
MERIDIAN) COUNTIES.....$ 59.88 27.57
POWER EQUIPMENT OPERATOR: GROUP 1A: CRANES: 100
TONS THROUGH 199 TONS, OR 150? OF BOOM (INCLUDING
JIB WITH ATTACHMENTS); DRILLING MACHINE; OVERHEAD,
BRIDGE TYPE: 100 TONS AND OVER; TOWER CRANE: UP TO
175? IN HEIGHT BASE TO BOOM; LOADER: OVERHEAD 8
YARDS & OVER; SHOVEL, EXCAVATOR, BACKHOES: OVER 50
METRIC TONS AND UP TO 90 METRIC TONS; MECHANICS.
CHELAN(WEST OF THE 120TH MERIDIAN), CLALLAM,
DOUGLAS(WEST OF THE 120TH MERIDIAN), GRAYS HARBOR,
ISLAND, JEFFERSON, KITTITAS(WEST OF THE 120TH
MERIDIAN), MASON, OKANOGAN(WEST OF THE 120TH
MERIDIAN), SAN JUNA, AND YAKIMA(WEST OF THE 120TH
MERIDIAN) COUNTIES.....$ 61.56 27.57
POWER EQUIPMENT OPERATOR: GROUP 1: ASPHALT PLANT
OPERATORS; CABLEWAYS; CONCRETE PUMP: TRUCK MOUNT
WITH BOOM ATTACHMENT OVER 42M; CRANES: 45 TONS
THROUGH 99 TONS, UNDER 150? OF BOOM (INCLUDING JIB
WITH ATTACHMENTS); OVERHEAD, BRIDGE TYPE: 45 TONS
THROUGH 99 TONS; DERRICKS: ON BUILDING WORK; HARD
TAIL END DUMP: ARTICULATING OFF-ROAD EQUIPMENT 45
YARDS & OVER; LOADER: OVERHEAD 6 YARDS BUT NOT
INCLUDING 8 YARDS; MOTOR PATROL GRADERS; MUCKING
MACHINE, MOLE, TUNNEL DRILL, BORING, ROAD HEADER
AND/OR SHIELD; QUAD 9, HD 41, D10 AND OVER; REMOTE
CONTROL OPERATOR ON RUBBER TIRED EARTH MOVING
EQUIPMENT; ROLLAGON; SCRAPERS, SELF-PROPELLED: 45
YARDS AND OVER; SPREADER: TOPSIDER & SCREEDMAN;
SHOVEL, EXCAVATOR, BACKHOE: OVER 30 METRIC TONS AND
UP TO 50 METRIC TONS; SLIPFORM PAVERS;
TRANSPORTERS: ALL TRACK OR TRUCK TYPE; WELDER.
CHELAN(WEST OF THE 120TH MERIDIAN), CLALLAM,
DOUGLAS(WEST OF THE 120TH MERIDIAN), GRAYS HARBOR,
ISLAND, JEFFERSON, KITTITAS(WEST OF THE 120TH
MERIDIAN), MASON, OKANOGAN(WEST OF THE 120TH
MERIDIAN), SAN JUNA, AND YAKIMA(WEST OF THE 120TH
MERIDIAN) COUNTIES.....$ 60.67 27.57
POWER EQUIPMENT OPERATOR GROUP 1AAA: CRANES: 300
TONS AND OVER OR 300? OF BOOM INCLUDING JIB WITH
ATTACHMENTS; CRANES FRICTION: 200 TONS AND OVER;
TOWER CRANES: OVER 250? IN HEIGHT FROM BASE TO
BOOM. CHELAN(WEST OF THE 120TH MERIDIAN),
CLALLAM, DOUGLAS(WEST OF THE 120TH MERIDIAN), GRAYS
HARBOR, ISLAND, JEFFERSON, KITTITAS(WEST OF THE
120TH MERIDIAN), MASON, OKANOGAN(WEST OF THE 120TH
MERIDIAN), SAN JUNA, AND YAKIMA(WEST OF THE 120TH
MERIDIAN) COUNTIES.....$ 63.35 27.57
POWER EQUIPMENT OPERATOR GROUP 1AA: CRANES: 200
TONS- 299 TONS, OR 250 OF BOOM INCLUDING JIB WITH
ATTACHMENTS; CRANES: FRICTION CRANES THROUGH 199
TONS; LEVERMAN; SHOVEL, EXCAVATOR, BACKHOES: OVER

90 METRIC TONS; TOWER CRANE: OVER 175 THROUGH 250
IN HEIGHT, BASE TO BOOM. CHELAN(WEST OF THE
120TH MERIDIAN), CLALLAM, DOUGLAS(WEST OF THE 120TH
MERIDIAN), GRAYS HARBOR, ISLAND, JEFFERSON,
KITTITAS(WEST OF THE 120TH MERIDIAN), MASON,
OKANOGAN(WEST OF THE 120TH MERIDIAN), SAN JUNA, AND
YAKIMA(WEST OF THE 120TH MERIDIAN) COUNTIES.....$ 62.47 27.57

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	Rates	Fringes
POWER EQUIPMENT OPERATOR: GROUP 8 CRANES (85 TONS AND OVER, AND ALL CLIMBING, OVERHEAD,RAIL AND TOWER), ALL ATTACHMENTS INCLUDING CLAMSHELL, DRAGLINE; LOADERS (OVERHEAD AND FRONT-END, 10 YARDS AND OVER); HELICOPTER PILOT		
(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....	$ 42.36	23.40
POWER EQUIPMENT OPERATOR: GROUP 7 BACKHOE (OVER 110,000 GW); BACKHOES & HOE RAM (3 YDS & OVER); BLADE (FINISH & BLUETOP) AUTOMATIC, CMI, ABC, FINISH ATHEY & HUBER & SIMILAR WHEN USED AS AUTOMATIC; CABLEWAY OPERATORS; CONCRETE CLEANING/DECONTAMINATION MACHINE OPERATOR; CRANES (OVER 45 TONS TO BUT NOT INCLUDING 85 TONS), ALL ATTACHMENTS INCLUDING CLAMSHELL AND DRAGINE; DERRICKS & STIFFLEYS (65 TONS & OVER); ELEVATING BELT (HOLLAND TYPE); HEAVY EQUIPMENT ROBOTICS OPERATOR; LOADER (360 DEGREES REVOLVING KOEHRING SCOOPER OR SIMILAR); LOADERS (OVERHEAD & FRONT-END, OVER 8 YDS. TO 10 YDS.); RUBBER-TIRED SCRAPERS (MULTIPLE ENGINE WITH THREE OR MORE SCRAPERS); SHOVELS (3 YDS. & OVER); WHIRLEYS & HAMMERHEADS, ALL; H.D. MECHANIC; H.D. WELDER; HYDRAULIC PLATFORM TRAILERS (GOLDHOFER, SHAURERLY ANDSIMILAR); ULTRA HIGH PRESSURE WATERIET CUTTING TOOL SYSTEM OPERATOR (30,000 PSI); VACUUM BLASTING MACHINE OPERATOR		
(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....	$ 40.39	23.40
POWER EQUIPMENT OPERATOR: GROUP 6 ASPHALT PLANT OPERATOR; AUTOMATIC SUBGRADER (DITCHES & TRIMMERS)(AUTOGRADE, ABC, R.A. HANSEN & SIMILAR ON GRADE WIRE); BACKHOE (45,000 GW AND OVER TO 110,000 GW); BACKHOES & HOE RAM (3/4 YD. TO 3 YD.); BATCH PLANT (OVER 4 UNITS); BATCH & WET MIX OPERATOR (MULTIPLE UNITS, 2 & INCL. 4); BLADE OPERATOR (MOTOR PATROL & ATTACHMENTS); CABLE CONTROLLER (DISPATCHER); COMPACTOR (SELF-PROPELLED WITH BLADE); CONCRETE PUMP BOOM TRUCK; CONCRETE SLIP FORM PAVER; CRANES (OVER 25 TONS, TO AND INCLUDING		

45 TONS), ALL ATTACHMENTS INCLUDING CLAMSHELL, DRAGLINE; CRUSHER, GRIZZLE & SCREENING PLANT OPERATOR; DOZER, 834 R/T & SIMILAR; DRILL DOCTOR; LOADER OPERATOR (FRONT-END & OVERHEAD, 4 YDS. INCL. 8 YDS.); MULTIPLE DOZER UNITS WITH SINGLE BLADE; PAVING MACHINE (ASPHALT AND CONCRETE); QUAD-TRACK OR SIMILAR EQUIPMENT; ROLLERMAN (FINISHING ASPHALT PAVEMENT); ROTO MILL (PAVEMENT GRINDER); SCRAPERS, ALL, RUBBER-TIRED; SCREED OPERATOR; SHOVEL(UNDER 3 YDS.); TRENCHING MACHINES (7 FT. DEPTH & OVER); TUG BOAT OPERATOR VACTOR GUZZLER, SUPER SUCKER; LIME BATCH TANK OPERATOR (RECYCLE TRAIN); LIME BRAIN OPERATOR (RECYCLE TRAIN); MOBILE CRUSHER OPERATOR (RECYCLE TRAIN)

(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....$ 40.00 23.40

POWER EQUIPMENT OPERATOR: GROUP 5 BACKHOE (UNDER 45,000 GW); BACKHOE & HOE RAM (UNDER 3/4 YD.); CARRYDECK & BOOM TRUCK (UNDER 25 TONS); CRANES (25 TONS & UNDER), ALL ATTACHMENTS INCLUDING CLAMSHELL, DRAGLINE; DERRICKS & STIFFLEGS (UNDER 65 TONS); DRILLING EQUIPMENT(8 INCH BIT & OVER) (ROBBINS, REVERSE CIRCULATION & SIMILAR); HOE RAM; PILEDRIVING ENGINEERS; PAVING (DUAL DRUM); RAILROAD TRACK LINER OPERAOTR (SELF-PROPELLED); REFRIGERATION PLANT ENGINEER (1000 TONS & OVER); SIGNALMAN (WHIRLEYS, HIGHLINE HAMMERHEADS OR SIMILAR); GRADE CHECKER

(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....$ 39.71 23.40

POWER EQUIPMENT OPERATOR: GROUP 4 CONCRETE PUMPS (SQUEEZE-CRETE, FLOW-CRETE, PUMP- CRETE, WHITMAN & SIMILAR); CURB EXTRUDER (ASPHALT OR CONCRETE); DRILLS (CHURN, CORE, CALYX OR DIAMOND); EQUIPMENT SERVICEMAN; GREASER & OILER; HOIST (2 OR MORE DRUMS OR TOWER HOIST); LOADERS (OVERHEAD & FRONT-END, UNDER 4 YDS. R/T); REFRIGERATION PLANT ENGINEER (UNDER 1000 TON); RUBBER-TIRED SKIDDERS (R/T WITH

OR WITHOUT ATTACHMENTS); SURFACE HEATER & PLANT MACHINE; TRENCHING MACHINES (UNDER 7 FT. DEPTH CAPACITY); TURNHEAD (WITH RE-SCREENING); VACUUM DRILL (REVERSE CIRCULATION DRILL UNDER 8 INCH BIT)

(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....$ 39.51 23.40
POWER EQUIPMENT OPERATOR: GROUP 3 A-FRAME TRUCK (2 OR MORE DRUMS); ASSISTANT REFRIGERATION PLANT & CHILLER OPERATOR (OVER 1000 TON); BACKFILLERS (CLEVELAND & SIMILAR); BATCH PLANT & WET MIX OPERATOR, SINGLE UNIT (CONCRETE); BELT-CRETE CONVEYORS WITH POWER PACK OR SIMILAR; BELT LOADER (KOCAL OR SIMILAR); BENDING MACHINE; BOB CAT (SKID STEER); BORING MACHINE (EARTH); BORING MACHINE (ROCK UNDER 8 INCH BIT) (QUARRY MASTER, JOY OR SIMILAR); BUMP CUTTER (WAYNE, SAGINAU OR SIMILAR); CANAL LINING MACHINE (CONCRETE); CHIPPER (WITHOUT CRANE); CLEANING & DOPING MACHINE (PIPELINE); DECK ENGINEER; ELEVATING BELT-TYPE LOADER (EUCLID, BARBER GREEN & SIMILAR); ELEVATING GRADER-TYPE LOADER (DUMOR, ADAMS OR SIMILAR); GENERATOR PLANT ENGINEERS (DIESEL OR ELECTRIC); GUNNITE COMBINATION MIXER & COMPRESSOR; LOCOMOTIVE ENGINEER; MIXERMOBILE; MUCKING MACHINE; POSTHOLE AUGER OR PUNCH; PUMP (GROUT OR JET); SOIL STABILIZER (P & H OR SIMILAR); SPREADER MACHINE; DOZER/TRACTOR (UP TO D-6 OR EQUIVALENT) AND TRAXCAVATOR; TRAVERSE FINISH MACHINE; TURNHEAD OPERATOR

(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....$ 39.31 23.40
POWER EQUIPMENT OPERATOR: GROUP 2 A-FRAME TRUCK (SINGLE DRUM); ASSISTANT REFRIGERATION PLANT (UNDER 1000 TON); ASSISTANT PLANT OPERATOR, FIREMAN OR PUGMIXER (ASPHALT); BAGLEY OR STATIONARY SCRAPER; BELT FINISHING MACHINE; BLOWER OPERATOR (CEMENT); CEMENT HOG; COMPRESSOR (2000 CFM OR OVER, 2 OR MORE, GAS DIESEL OR ELECTRIC POWER); CONCRETE SAW (MULTIPLE CUT); DISTRIBUTOR LEVERMAN; DITCH WITCH OR SIMILAR; ELEVATOR HOISTING MATERIALS; DOPE POTS

(POWER AGITATED); FORK LIFT OR LUMBER STACKER, HYDRA-LIFT & SIMILAR; GIN TRUCKS (PIPELINE); HOIST, SINGLE DRUM; LOADERS (BUCKET ELEVATORS AND CONVEYORS); LONGITUDINAL FLOAT; MIXER (PORTABLE-CONCRETE); PAVEMENT BREAKER, HYDRA-HAMMER & SIMILAR; POWER BROOM; RAILROAD BALLAST REGULATION OPERATOR (SELF-PROPELLED); RAILROAD POWER TAMPER OPERATOR (SELF-PROPELLED); RAILROAD TAMPER JACK OPERATOR (SELF-PROPELLED; SPRAY CURING MACHINE (CONCRETE); SPREADER BOX (SELF-PROPELLED); STRADDLE BUGGY (ROSS & SIMILAR ON CONSTRUCTION JOB ONLY); TRACTOR (FARM TYPE R/T WITH ATTACHMENT, EXCEPT BACKHOE); TUGGER OPERATOR

(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....$ 38.56 23.40

POWER EQUIPMENT OPERATOR: GROUP 1 BIT GRINDERS; BOLT THREADING MACHINE; COMPRESSORS (UNDER 2000 CFM, GAS, DIESEL, OR ELECTRIC POWER); DECK HAND; FIREMAN & HEATER TENDER; HYDRO-SEEDER, MULCHER, NOZZLEMAN; OILER DRIVER, & CABLE TENDER, MUCKING MACHINE; PUMPMAN; ROLLERS, ALL TYPES ON SUBGRADE, INCLUDING SEAL AND CHIP COATINGS (FARM TYPE, CASE, JOHN DEERE & SIMILAR, OR COMPACTING VIBRATOR), EXCEPT WHEN PULLED BY DOZER WITH OPERABLE BLADE; WELDING MACHINE; CRANE OILER-DRIVER (CLD REQUIRED) & CABLE TENDER, MUCKING MACHINE

(ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, STEVENS, WALLA WALLA, AND WHITMAN).....$ 38.17 23.40

ENGI0302-125 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR: GROUP 8 CRANES (85 TONS AND OVER, AND ALL CLIMBING, OVERHEAD,RAIL AND TOWER), ALL ATTACHMENTS INCLUDING CLAMSHELL, DRAGLINE; LOADERS (OVERHEAD AND FRONT-END, 10 YARDS AND OVER); HELICOPTER PILOT		
(ADAMS, CHELAN (EAST OF THE		

120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 45.36 23.40
POWER EQUIPMENT OPERATOR: GROUP 7 BACKHOE (OVER 110,000 GW); BACKHOES & HOE RAM (3 YDS & OVER); BLADE (FINISH & BLUETOP) AUTOMATIC, CMI, ABC, FINISH ATHEY & HUBER & SIMILAR WHEN USED AS AUTOMATIC; CABLEWAY OPERATORS; CONCRETE CLEANING/DECONTAMINATION MACHINE OPERATOR; CRANES (OVER 45 TONS TO BUT NOT INCLUDING 85 TONS), ALL ATTACHMENTS INCLUDING CLAMSHELL AND DRAGINE; DERRICKS & STIFFLEYS (65 TONS & OVER); ELEVATING BELT (HOLLAND TYPE); HEAVY EQUIPMENT ROBOTICS OPERATOR; LOADER (360 DEGREES REVOLVING KOEHRING SCOOPER OR SIMILAR); LOADERS (OVERHEAD & FRONT-END, OVER 8 YDS. TO 10 YDS.); RUBBER-TIRED SCRAPERS (MULTIPLE ENGINE WITH THREE OR MORE SCRAPERS); SHOVELS (3 YDS. & OVER); WHIRLEYS & HAMMERHEADS, ALL; H.D. MECHANIC; H.D. WELDER; HYDRAULIC PLATFORM TRAILERS (GOLDHOFER, SHAURERLY ANDSIMILAR); ULTRA HIGH PRESSURE WATERIET CUTTING TOOL SYSTEM OPERATOR (30,000 PSI); VACUUM BLASTING MACHINE OPERATOR

(ADAMS, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 43.39 23.40
POWER EQUIPMENT OPERATOR: GROUP 6 ASPHALT PLANT OPERATOR; AUTOMATIC SUBGRADER (DITCHES & TRIMMERS)(AUTOGRADE, ABC, R.A. HANSEN & SIMILAR ON GRADE WIRE); BACKHOE (45,000 GW AND OVER TO 110,000 GW); BACKHOES & HOE RAM (3/4 YD. TO 3 YD.); BATCH PLANT (OVER 4 UNITS); BATCH & WET MIX OPERATOR (MULTIPLE UNITS, 2 & INCL. 4); BLADE OPERATOR (MOTOR PATROL & ATTACHMENTS); CABLE CONTROLLER (DISPATCHER); COMPACTOR (SELF-PROPELLED WITH BLADE); CONCRETE PUMP BOOM TRUCK; CONCRETE SLIP FORM PAVER; CRANES (OVER 25 TONS, TO AND INCLUDING 45 TONS), ALL ATTACHMENTS INCLUDING CLAMSHELL, DRAGLINE; CRUSHER, GRIZZLE & SCREENING PLANT OPERATOR; DOZER, 834 R/T & SIMILAR; DRILL DOCTOR; LOADER OPERATOR (FRONT-END & OVERHEAD, 4 YDS. INCL. 8 YDS.); MULTIPLE DOZER UNITS WITH SINGLE BLADE; PAVING MACHINE (ASPHALT AND CONCRETE); QUAD-TRACK OR SIMILAR EQUIPMENT; ROLLERMAN (FINISHING ASPHALT PAVEMENT); ROTO MILL (PAVEMENT GRINDER); SCRAPERS, ALL, RUBBER-TIRED; SCREED OPERATOR; SHOVEL(UNDER 3 YDS.); TRENCHING MACHINES (7 FT. DEPTH & OVER); TUG BOAT OPERATOR VACTOR GUZZLER, SUPER SUCKER; LIME BATCH TANK OPERATOR (RECYCLE TRAIN); LIME BRAIN OPERATOR (RECYCLE TRAIN); MOBILE CRUSHER OPERATOR (RECYCLE TRAIN)

(ADAMS, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 43.05 23.40
POWER EQUIPMENT OPERATOR: GROUP 5 BACKHOE (UNDER 45,000 GW); BACKHOE & HOE RAM (UNDER 3/4 YD.); CARRYDECK & BOOM TRUCK (UNDER 25 TONS); CRANES (25 TONS & UNDER), ALL ATTACHMENTS INCLUDING CLAMSHELL, DRAGLINE; DERRICKS & STIFFLEGS (UNDER 65 TONS); DRILLING EQUIPMENT(8 INCH BIT & OVER) (ROBBINS, REVERSE CIRCULATION & SIMILAR); HOE RAM; PILEDRIVING ENGINEERS; PAVING (DUAL DRUM); RAILROAD TRACK LINER OPERAOTR (SELF-PROPELLED); REFRIGERATION PLANT ENGINEER (1000 TONS & OVER); SIGNALMAN (WHIRLEYS, HIGHLINE HAMMERHEADS OR SIMILAR); GRADE CHECKER

(ADAMS, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 42.71 23.40
POWER EQUIPMENT OPERATOR: GROUP 4 CONCRETE PUMPS (SQUEEZE-CRETE, FLOW-CRETE, PUMP- CRETE, WHITMAN & SIMILAR); CURB EXTRUDER (ASPHALT OR CONCRETE); DRILLS (CHURN, CORE, CALYX OR DIAMOND); EQUIPMENT SERVICEMAN; GREASER & OILER; HOIST (2 OR MORE DRUMS OR TOWER HOIST); LOADERS (OVERHEAD & FRONT-END, UNDER 4 YDS. R/T); REFRIGERATION PLANT ENGINEER (UNDER 1000 TON); RUBBER-TIRED SKIDDERS (R/T WITH OR WITHOUT ATTACHMENTS); SURFACE HEATER & PLANT MACHINE; TRENCHING MACHINES (UNDER 7 FT. DEPTH CAPACITY); TURNHEAD (WITH RE-SCREENING); VACUUM DRILL (REVERSE CIRCULATION DRILL UNDER 8 INCH BIT)

(ADAMS, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 42.51 23.40
POWER EQUIPMENT OPERATOR: GROUP 3 A-FRAME TRUCK (2

OR MORE DRUMS); ASSISTANT REFRIGERATION PLANT & CHILLER OPERATOR (OVER 1000 TON); BACKFILLERS (CLEVELAND & SIMILAR); BATCH PLANT & WET MIX OPERATOR, SINGLE UNIT (CONCRETE); BELT-CRETE CONVEYORS WITH POWER PACK OR SIMILAR; BELT LOADER (KOCAL OR SIMILAR); BENDING MACHINE; BOB CAT (SKID STEER); BORING MACHINE (EARTH); BORING MACHINE (ROCK UNDER 8 INCH BIT) (QUARRY MASTER, JOY OR SIMILAR); BUMP CUTTER (WAYNE, SAGINAU OR SIMILAR); CANAL LINING MACHINE (CONCRETE); CHIPPER (WITHOUT CRANE); CLEANING & DOPING MACHINE (PIPELINE); DECK ENGINEER; ELEVATING BELT-TYPE LOADER (EUCLID, BARBER GREEN & SIMILAR); ELEVATING GRADER-TYPE LOADER (DUMOR, ADAMS OR SIMILAR); GENERATOR PLANT ENGINEERS (DIESEL OR ELECTRIC); GUNNITE COMBINATION MIXER & COMPRESSOR; LOCOMOTIVE ENGINEER; MIXERMOBILE; MUCKING MACHINE; POSTHOLE AUGER OR PUNCH; PUMP (GROUT OR JET); SOIL STABILIZER (P & H OR SIMILAR); SPREADER MACHINE; DOZER/TRACTOR (UP TO D-6 OR EQUIVALENT) AND TRAXCAVATOR; TRAVERSE FINISH MACHINE; TURNHEAD OPERATOR

(ADAMS, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 42.31 23.40

POWER EQUIPMENT OPERATOR: GROUP 2 A-FRAME TRUCK (SINGLE DRUM); ASSISTANT REFRIGERATION PLANT (UNDER 1000 TON); ASSISTANT PLANT OPERATOR, FIREMAN OR PUGMIXER (ASPHALT); BAGLEY OR STATIONARY SCRAPER; BELT FINISHING MACHINE; BLOWER OPERATOR (CEMENT); CEMENT HOG; COMPRESSOR (2000 CFM OR OVER, 2 OR MORE, GAS DIESEL OR ELECTRIC POWER); CONCRETE SAW (MULTIPLE CUT); DISTRIBUTOR LEVERMAN; DITCH WITCH OR SIMILAR; ELEVATOR HOISTING MATERIALS; DOPE POTS (POWER AGITATED); FORK LIFT OR LUMBER STACKER, HYDRA-LIFT & SIMILAR; GIN TRUCKS (PIPELINE); HOIST, SINGLE DRUM; LOADERS (BUCKET ELEVATORS AND CONVEYORS); LONGITUDINAL FLOAT; MIXER (PORTABLE-CONCRETE); PAVEMENT BREAKER, HYDRA-HAMMER & SIMILAR; POWER BROOM; RAILROAD BALLAST REGULATION OPERATOR (SELF-PROPELLED); RAILROAD POWER TAMPER OPERATOR (SELF-PROPELLED); RAILROAD TAMPER JACK OPERATOR (SELF-PROPELLED; SPRAY CURING MACHINE (CONCRETE); SPREADER BOX (SELF-PROPELLED); STRADDLE BUGGY (ROSS & SIMILAR ON CONSTRUCTION JOB ONLY); TRACTOR (FARM TYPE R/T WITH ATTACHMENT, EXCEPT BACKHOE); TUGGER OPERATOR

(ADAMS, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 41.56 23.40

POWER EQUIPMENT OPERATOR: GROUP 1 BIT GRINDERS; BOLT THREADING MACHINE; COMPRESSORS (UNDER 2000 CFM, GAS, DIESEL, OR ELECTRIC POWER); DECK HAND; FIREMAN & HEATER TENDER; HYDRO-SEEDER, MULCHER, NOZZLEMAN; OILER DRIVER, & CABLE TENDER, MUCKING MACHINE; PUMPMAN; ROLLERS, ALL TYPES ON SUBGRADE, INCLUDING SEAL AND CHIP COATINGS (FARM TYPE, CASE, JOHN DEERE & SIMILAR, OR COMPACTING VIBRATOR), EXCEPT WHEN PULLED BY DOZER WITH OPERABLE BLADE; WELDING MACHINE; CRANE OILER-DRIVER (CLD REQUIRED) & CABLE TENDER, MUCKING MACHINE

(ADAMS, CHELAN (EAST OF THE 120TH MERIDIAN), COLUMBIA, DOUGLAS (EAST OF THE 120TH MERIDIAN), FERRY, GRANT, OKANOGAN (EAST OF THE 120TH MERIDIAN), PEND OREILLE, STEVENS, AND YAKIMA (EAST OF THE 120TH MERIDIAN) COUNTIES).....$ 41.17 23.40

ENGI0612-001 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR GROUP 4 (PIERCE COUNTY ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 56.15	27.32
POWER EQUIPMENT OPERATOR GROUP 3 (PIERCE COUNTY ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 59.96	27.32
POWER EQUIPMENT OPERATOR GROUP 2 (PIERCE COUNTY ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 60.63	27.32
POWER EQUIPMENT OPERATOR GROUP 1 (PIERCE COUNTY ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS		

FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 61.41 27.32
POWER EQUIPMENT OPERATOR GROUP 1AAA (PIERCE COUNTY
ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE
RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE
PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 64.11 27.32
POWER EQUIPMENT OPERATOR GROUP 1AA (PIERCE COUNTY
ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE
RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE
PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 63.22 27.32
POWER EQUIPMENT OPERATOR GROUP 1A (PIERCE COUNTY
ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE
RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE
PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 62.32 27.32

ENGI0612-008 06/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR GROUP 4 (LEWIS AND PACIFIC (PORTION LYING NORTH OF A PARALLEL LINE EXTENDING WEST FROM THE NORTHERN BOUNDARY OF WAHKAIKUM COUNTY TO THE SEA) COUNTIES ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 55.13	27.32
POWER EQUIPMENT OPERATOR GROUP 3 (LEWIS AND PACIFIC (PORTION LYING NORTH OF A PARALLEL LINE EXTENDING WEST FROM THE NORTHERN BOUNDARY OF WAHKAIKUM COUNTY TO THE SEA) COUNTIES ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 58.89	27.32
POWER EQUIPMENT OPERATOR GROUP 2 (LEWIS AND PACIFIC (PORTION LYING NORTH OF A PARALLEL LINE EXTENDING WEST FROM THE NORTHERN BOUNDARY OF WAHKAIKUM COUNTY TO THE SEA) COUNTIES ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 59.56	27.32
POWER EQUIPMENT OPERATOR GROUP 1 (LEWIS AND PACIFIC (PORTION LYING NORTH OF A PARALLEL LINE EXTENDING WEST FROM THE NORTHERN BOUNDARY OF WAHKAIKUM COUNTY TO THE SEA) COUNTIES ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1		

(0-25 RADIUS MILES):).....$ 60.32 27.32
POWER EQUIPMENT OPERATOR GROUP 1AAA (LEWIS AND
PACIFIC (PORTION LYING NORTH OF A PARALLEL LINE
EXTENDING WEST FROM THE NORTHERN BOUNDARY OF
WAHKAIKUM COUNTY TO THE SEA) COUNTIES ON
PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE
FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS
FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 62.99 27.32
POWER EQUIPMENT OPERATOR GROUP 1AA (LEWIS AND
PACIFIC (PORTION LYING NORTH OF A PARALLEL LINE
EXTENDING WEST FROM THE NORTHERN BOUNDARY OF
WAHKAIKUM COUNTY TO THE SEA) COUNTIES ON
PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE
FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS
FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 62.12 27.32
POWER EQUIPMENT OPERATOR GROUP 1A (LEWIS AND
PACIFIC (PORTION LYING NORTH OF A PARALLEL LINE
EXTENDING WEST FROM THE NORTHERN BOUNDARY OF
WAHKAIKUM COUNTY TO THE SEA) COUNTIES ON
PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE
FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS
FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 61.22 27.32

ENGI0612-012 06/01/2025

Rates Fringes
POWER EQUIPMENT OPERATOR GROUP 4 (THURSTON COUNTY
ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE
RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE
PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 55.68 27.32
POWER EQUIPMENT OPERATOR GROUP 3 (THURSTON COUNTY
ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE
RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE
PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 59.46 27.32
POWER EQUIPMENT OPERATOR GROUP 2 (THURSTON COUNTY
ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE
RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE
PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 60.14 27.32
POWER EQUIPMENT OPERATOR GROUP 1 (THURSTON COUNTY
ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE
RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE
PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE
FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS
MILES):).....$ 60.91 27.32

POWER EQUIPMENT OPERATOR GROUP 1AAA (THURSTON COUNTY ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 63.59	27.32
POWER EQUIPMENT OPERATOR GROUP 1AA (THURSTON COUNTY ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 62.71	27.32
POWER EQUIPMENT OPERATOR GROUP 1A (THURSTON COUNTY ON PROJECTS DESCRIBED IN FOOTNOTE A BELOW, THE RATE FOR EACH GROUP SHALL BE 90% OF THE BASE RATE PLUS FULL FRINGE BENEFITS. ON ALL OTHER WORK, THE FOLLOWING RATES APPLY. ZONE 1 (0-25 RADIUS MILES):)	$ 61.81	27.32

ENGI0701-002 01/01/2025

	Rates	Fringes
POWER EQUIPMENT OPERATOR GROUP 6 (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 48.09	17.15
POWER EQUIPMENT OPERATOR GROUP 5 (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 51.31	17.15
POWER EQUIPMENT OPERATOR GROUP 4 (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 52.55	17.15
POWER EQUIPMENT OPERATOR GROUP 3 (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 55.88	17.15
POWER EQUIPMENT OPERATOR GROUP 2 (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 57.03	17.15
POWER EQUIPMENT OPERATOR GROUP 1B (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 63.26	17.15
POWER EQUIPMENT OPERATOR GROUP 1A (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 61.10	17.15
POWER EQUIPMENT OPERATOR GROUP 1 (CLARK, COWLITZ, KLICKKITAT, PACIFIC (SOUTH), SKAMANIA, AND WAHKIAKUM COUNTIES POWER RQUIPMENT OPERATORS: ZONE 1)	$ 58.94	17.15

IRON0014-005 07/07/2025

	Rates	Fringes
IRONWORKER (ADAMS, ASOTIN, BENTON, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND ORIELLE, SPOKANE, STEVENS, WALLA WALLA AND WHITMAN COUNTIES)	$ 43.40	32.77

IRON0029-002 07/07/2025

	Rates	Fringes
IRONWORKER (CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA, AND WAHKAIKUM COUNTIES)	$ 48.31	34.52

IRON0086-002 07/07/2025

	Rates	Fringes
IRONWORKER (YAKIMA, KITTITAS AND CHELAN COUNTIES)	$ 43.40	32.77

IRON0086-004 07/07/2025

	Rates	Fringes
IRONWORKER (CLALAAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PIERCE, SKAGIT, SNOHOMISH, THURSTON, AND WHATCOM COUNTIES)	$ 57.94	34.52

LABO0238-004 06/01/2025

	Rates	Fringes
LABORER, A-2 AREA: GROUP 5-DRILLS WITH DUAL MASTS ; HAZARDOUS WASTER WORKER, LEVEL A (UTILIZES A FULLY ENCAPSULATED SUITED WITH SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE); MINER CLASS ""D"" (TO INCLUDE RAISE AND SHAFT MINER, LASER BEAM OPERATOR ON RIASES AND SHAFTS). (A-2 AREA: ADAMS,COLUMBIA,DOUGLAS (EAST OF 120TH MERIDIAN), FERRY, GRANT, OKANOGAN, PEND OREILLE, AND STEVENS COUNTIES)	$ 41.14	16.90
LABORER, A-2 AREA: GROUP 4- AIR AND HYDRAULIC TRACK DRILL; ASPHALT RAKER; BRUSH MACHINE (TO INCLUDE HORIZONTAL CONSTRUCTION JOINT CLEANUP BRUSH MACHINE, POWER PROPELLED); CAISSON WORKER, FREE AIR; CHAIN SAW OPERATOR AND FALLER; CONCRETE STACK (TO INCLUDE LABORERS WHEN LABORERS WORKING ON FREE STANDING CONCRETE STAKCS FOR SMOKE OR FUME CONTROL ABOVE 40 FEET HIGH); GUNITE (TO INCLUDE OPERATION OF MACHINE AND NOZZLE); HAZARDOUS WASTE WORKER, LEVEL B (USES SAME RESPIRATOR PROTECTION AS LEVEL A. A SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT""); HIGH SCALER; LASER BEAM OPERATOR (TO INCLUDE GRADE CHECKER AND ELEVATION CONTROL); MINER, CLASS C (TO INCLUDE MINER, NOZZLEMAN FOR CONCRETE, LASER BEAM OPERATOR AND RIGGER ON TUNNELS); MONITOR OPERATOR (AIR TRACK OR SIMILAR MOUNTING); MORTAR MIXER, NOZZLEMAN (TO INCLUDE JET CLASTING NOZZLEMAN, OVER 1,200 LBS., JET BLAST MACHINE POWER PROPELLED, SANDBLAST		

NOZZLE); PAVEMENT BREAKER (90 LBS. AND OVER); PIPELAYER (TO INCLUDE WORKING TOPMAN, CAULKER, COLLARMAN, JOINTER, MORTARMAN, RIGGER, JACKER, SHORER, VALVE OR METER INSTALLER); PIPEWRAPPER; PLASTERER TENDER; VIBRATORS (ALL). (A-2 AREA: ADAMS,COLUMBIA,DOUGLAS (EAST OF 120TH MERIDIAN), FERRY, GRANT, OKANOGAN, PEND OREILLE, AND STEVENS COUNTIES).....$ 40.80 16.90

LABORER, A-2 AREA: GROUP 3- ASPHALT FOLLER, WALKING; CEMENT FINISHER TENDER; CONCRETE SAW, WALKING; DEMOLITION TORCH; DOPE POT FIREMEN, NON-MECHANICAL; DRILLER TENDER (WHEN REQUIRED TO MOVE AND POSITION MACHINE); FORM SETTER, PAVING; GRADE CHECKER USING LEVEL; HAZARDOUS WASTER WORKER, LEVEL C (USES A CHEMICAL ""SPLASH SUIT"" AND AIR PURIFYING RESPIRATOR); JACKHAMMER OPERATOR; MINOR, CLASS ""B"" (TO INCLUDE BRAKEMAN, FINISHER, VIBRATOR, FORM SETTER); NOZZLEMAN (TO INCLUDE SQUEEZE AND FLO-CRETE NOZZLE); NOZZLEMAN, WATER, AIR OR STEAM; PAVEMENT BREAKER (UNDER 90 LBS.); PIPELAYER, CORRUGATED METAL CULVERT; PIPELAYER, MULTI-PLATE; POT TENDER; POWER BUGGY OPERATOR; POWER TOOL POERATOR, GAS, ELECTRIC, PNEUMATIC; RAILROAD EQUIPMENT, POWER DRIVEN, EXCEPT DUAL MOBILE POWER SPIKER OR PULLER; RAILROAD POWER SPIKER ON PULLER, DUAL MOBILE; RODDER AND SPREADER; TAMPER (TO INCLUDE OPERATION OF BARCO, ESSEX AND SIMILAR TAMPERS); TRENCHER, SHAWNEE; TUGGER OPERATOR; WAGON DRILLS; WATER PIPE LINER; WHEELBARROW (POWER DRIVEN). (A-2 AREA: ADAMS,COLUMBIA,DOUGLAS (EAST OF 120TH MERIDIAN), FERRY, GRANT, OKANOGAN, PEND OREILLE, AND STEVENS COUNTIES).....$ 40.46 16.90

LABORER, A-2 AREA: GROUP 2-ASBESTOS ABATEMENT WORKER; BRUSH HOG FEEDER; CARPENTER TENDER; CEMENT HANDLER; CLEAN-UP LABORER; CONCRETE CREWMAN (TO INCLUDE STRIPPING OF FORMS, HAND OPERATING JACKS ON SLIP FORM CONSTRUCTION, APPLICATION OF CONCRETE CURING COMPOUNDS, PUMPCRETE MACHINE, SIGNALING, HANDLING THE NOZZLE OF SQUEEZCRETE OR SIMILAR MACHINE, 6 INCHES AND SMALLER); CONFINED SPACE ATTENDANT; CONCRETE SINGALMAN; CRUSHER FEEDER; DEMOLITION (TO INCLUDE CLEAN-UP, BURNING, LOADING, WRECKING AND SALVAGE OF ALL MATERIAL); DUMPMAN; FENCE ERECTOR; FIREWATCH; FORM CLEANING MACHINE FEEDER, STACKER; GENERAL LABORER; GROUT MACHINE HEADER TENDER; GUARD RAIL (TO INCLUDE GUAR RAILS, GUIDE AND REFERENCE POSTS, SIGN POSTS, AND RIGHT-OF-WAY MARKERS); HAZARDOUS WASTE WORKER, LEVEL D (NO RESPIRATOR IS USED AND SKIN PROTECTION IS MINIMAL); MINER, CLASS ""A"" (TO INCLUDE ALL BULL GANG, CONCRETE CREWMAN, DUMPMAN AND PUMPCRETE CREWMAN, INCLUDING DISTRIBUTING PIPE, ASSEMBLY & DISMANTLE, AND NIPPER); NIPPER; RIPRAP MAN; SANDBLAST TAILHOSEMAN; SCAFFOLD ERECTOR (WOOD OR STEEL); STAKE JUMPER; STRUCTURAL MOVER (TO INCLUDE SEPARATING FOUNDATION, PREPARATION, CRIBBING,

SHORING, JACKING AND UNLOADING OF STRUCTURES);
TAILHOSEMAN (WATER NOZZLE); TIMBER BUCKER AND
FALLER (BY HAND); TRACK LABORER (RR); TRUCK LOADER;
WELL-POINT MAN; ALL OTHER WORK CLASSIFICATIONS NOT
SPECIALLY LISTED SHALL BE CLASSIFIED AS ENERAL
LABORER. (A-2 AREA: ADAMS,COLUMBIA,DOUGLAS (EAST
OF 120TH MERIDIAN), FERRY, GRANT, OKANOGAN, PEND
OREILLE, AND STEVENS COUNTIES).....$ 40.13 16.90
LABORER, A-2 AREA: GROUP 1- FLAGMAN; LANDSCAPE
LABORER; SCALEMAN; TRAFFIC CONTROL MAINTENANCE
LABORER (TO INCLUDE ERECTION AND MAINTENANCE OF
BARRICADES, SIGNS AND RELIF OF FLAGPERSON); WINDOW
WASHER/CLEANER (DETAIL CLEANUP, SUCH AS, BUT NOT
LIMITED TO CLEANING FLOORS, CEILINGS, WALLS,
WINDOWS, ETC. PRIOR TO FINAL ACCEPTANCE BY THE
OWNER). (A-2 AREA: ADAMS,COLUMBIA,DOUGLAS (EAST OF
120TH MERIDIAN), FERRY, GRANT, OKANOGAN, PEND
OREILLE, AND STEVENS COUNTIES).....$ 37.03 16.90
LABORER, A-1: GROUP 5-DRILLS WITH DUAL MASTS ;
HAZARDOUS WASTER WORKER, LEVEL A (UTILIZES A FULLY
ENCAPSULATED SUITED WITH SELF-CONTAINED BREATHING
APPARATUS OR A SUPPLIED AIR LINE); MINER CLASS ""D""
(TO INCLUDE RAISE AND SHAFT MINER, LASER BEAM
OPERATOR ON RIASES AND SHAFTS). (A-1 AREA: ASOTIN,
BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, WALLA
WALLA, AND WHITMAN COUNTIES).....$ 38.14 16.90
LABORER, A-1 AREA: GROUP 4- AIR AND HYDRAULIC TRACK
DRILL; ASPHALT RAKER; BRUSH MACHINE (TO INCLUDE
HORIZONTAL CONSTRUCTION JOINT CLEANUP BRUSH
MACHINE, POWER PROPELLED); CAISSON WORKER, FREE
AIR; CHAIN SAW OPERATOR AND FALLER; CONCRETE STACK
(TO INCLUDE LABORERS WHEN LABORERS WORKING ON FREE
STANDING CONCRETE STAKCS FOR SMOKE OR FUME CONTROL
ABOVE 40 FEET HIGH); GUNITE (TO INCLUDE OPERATION
OF MACHINE AND NOZZLE); HAZARDOUS WASTE WORKER,
LEVEL B (USES SAME RESPIRATOR PROTECTION AS LEVEL
A. A SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION
WITH A CHEMICAL ""SPLASH SUIT""); HIGH SCALER; LASER
BEAM OPERATOR (TO INCLUDE GRADE CHECKER AND
ELEVATION CONTROL); MINER, CLASS C (TO INCLUDE
MINER, NOZZLEMAN FOR CONCRETE, LASER BEAM OPERATOR
AND RIGGER ON TUNNELS); MONITOR OPERATOR (AIR TRACK
OR SIMILAR MOUNTING); MORTAR MIXER, NOZZLEMAN (TO
INCLUDE JET CLASTING NOZZLEMAN, OVER 1,200 LBS.,
JET BLAST MACHINE POWER PROPELLED, SANDBLAST
NOZZLE); PAVEMENT BREAKER (90 LBS. AND OVER);
PIPELAYER (TO INCLUDE WORKING TOPMAN, CAULKER,
COLLARMAN, JOINTER, MORTARMAN, RIGGER, JACKER,
SHORER, VALVE OR METER INSTALLER); PIPEWRAPPER;
PLASTERER TENDER; VIBRATORS (ALL). (A-1 AREA:
ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN,
SPOKANE, WALLA WALLA, AND WHITMAN COUNTIES).....$ 37.80 16.90
LABORER, A-1 AREA: GROUP 3- ASPHALT FOLLER,
WALKING; CEMENT FINISHER TENDER; CONCRETE SAW,
WALKING; DEMOLITION TORCH; DOPE POT FIREMEN,
NON-MECHANICAL; DRILLER TENDER (WHEN REQUIRED TO

MOVE AND POSITION MACHINE); FORM SETTER, PAVING;
GRADE CHECKER USING LEVEL; HAZARDOUS WASTER WORKER,
LEVEL C (USES A CHEMICAL ""SPLASH SUIT"" AND AIR
PURIFYING RESPIRATOR); JACKHAMMER OPERATOR; MINOR,
CLASS ""B"" (TO INCLUDE BRAKEMAN, FINISHER, VIBRATOR,
FORM SETTER); NOZZLEMAN (TO INCLUDE SQUEEZE AND
FLO-CRETE NOZZLE); NOZZLEMAN, WATER, AIR OR STEAM;
PAVEMENT BREAKER (UNDER 90 LBS.); PIPELAYER,
CORRUGATED METAL CULVERT; PIPELAYER, MULTI-PLATE;
POT TENDER; POWER BUGGY OPERATOR; POWER TOOL
POERATOR, GAS, ELECTRIC, PNEUMATIC; RAILROAD
EQUIPMENT, POWER DRIVEN, EXCEPT DUAL MOBILE POWER
SPIKER OR PULLER; RAILROAD POWER SPIKER ON PULLER,
DUAL MOBILE; RODDER AND SPREADER; TAMPER (TO
INCLUDE OPERATION OF BARCO, ESSEX AND SIMILAR
TAMPERS); TRENCHER, SHAWNEE; TUGGER OPERATOR; WAGON
DRILLS; WATER PIPE LINER; WHEELBARROW (POWER
DRIVEN). (A-1 AREA: ASOTIN, BENTON, FRANKLIN,
GARFIELD, LINCOLN, SPOKANE, WALLA WALLA, AND
WHITMAN COUNTIES).....$ 37.46 16.90
LABORER, A-1 AREA: GROUP 2-ASBESTOS ABATEMENT
WORKER; BRUSH HOG FEEDER; CARPENTER TENDER; CEMENT
HANDLER; CLEAN-UP LABORER; CONCRETE CREWMAN (TO
INCLUDE STRIPPING OF FORMS, HAND OPERATING JACKS ON
SLIP FORM CONSTRUCTION, APPLICATION OF CONCRETE
CURING COMPOUNDS, PUMPCRETE MACHINE, SIGNALING,
HANDLING THE NOZZLE OF SQUEEZCRETE OR SIMILAR
MACHINE, 6 INCHES AND SMALLER); CONFINED SPACE
ATTENDANT; CONCRETE SINGALMAN; CRUSHER FEEDER;
DEMOLITION (TO INCLUDE CLEAN-UP, BURNING, LOADING,
WRECKING AND SALVAGE OF ALL MATERIAL); DUMPMAN;
FENCE ERECTOR; FIREWATCH; FORM CLEANING MACHINE
FEEDER, STACKER; GENERAL LABORER; GROUT MACHINE
HEADER TENDER; GUARD RAIL (TO INCLUDE GUAR RAILS,
GUIDE AND REFERENCE POSTS, SIGN POSTS, AND
RIGHT-OF-WAY MARKERS); HAZARDOUS WASTE WORKER,
LEVEL D (NO RESPIRATOR IS USED AND SKIN PROTECTION
IS MINIMAL); MINER, CLASS ""A"" (TO INCLUDE ALL BULL
GANG, CONCRETE CREWMAN, DUMPMAN AND PUMPCRETE
CREWMAN, INCLUDING DISTRIBUTING PIPE, ASSEMBLY &
DISMANTLE, AND NIPPER); NIPPER; RIPRAP MAN;
SANDBLAST TAILHOSEMAN; SCAFFOLD ERECTOR (WOOD OR
STEEL); STAKE JUMPER; STRUCTURAL MOVER (TO INCLUDE
SEPARATING FOUNDATION, PREPARATION, CRIBBING,
SHORING, JACKING AND UNLOADING OF STRUCTURES);
TAILHOSEMAN (WATER NOZZLE); TIMBER BUCKER AND
FALLER (BY HAND); TRACK LABORER (RR); TRUCK LOADER;
WELL-POINT MAN; ALL OTHER WORK CLASSIFICATIONS NOT
SPECIALLY LISTED SHALL BE CLASSIFIED AS ENERAL
LABORER. (A-1 AREA: ASOTIN, BENTON, FRANKLIN,
GARFIELD, LINCOLN, SPOKANE, WALLA WALLA, AND
WHITMAN COUNTIES).....$ 37.13 16.90
LABORER, A-1 AREA: GROUP 1- FLAGMAN; LANDSCAPE
LABORER; SCALEMAN; TRAFFIC CONTROL MAINTENANCE
LABORER (TO INCLUDE ERECTION AND MAINTENANCE OF
BARRICADES, SIGNS AND RELIF OF FLAGPERSON); WINDOW

WASHER/CLEANER (DETAIL CLEANUP, SUCH AS, BUT NOT LIMITED TO CLEANING FLOORS, CEILINGS, WALLS, WINDOWS, ETC. PRIOR TO FINAL ACCEPTANCE BY THE OWNER). (A-1 AREA: ASOTIN, BENTON, FRANKLIN, GARFIELD, LINCOLN, SPOKANE, WALLA WALLA, AND WHITMAN COUNTIES).....$ 34.03 16.90

LABO0238-006 06/01/2025

	Rates	Fringes
HOD CARRIER (COUNTIES EAST OF THE 120TH MERIDIAN: ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, LINCOLN, OKANOGAN, PEND OREILLE, STEVENS, SPOKANE, WALLA WALLA, WHITMAN).....	$ 38.05	16.75

LABO0242-003 06/01/2025

	Rates	Fringes
LABORER: ZONE 1: GROUP 6 MINER		

(KING COUNTY)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE

2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 53.99 17.05
LABORER: ZONE 1: GROUP 5 CAISSON WORKER; MORTARMAN AND HODCARRIER; POWDERMAN; RE-TIMBERMAN; HAZARDOUS WASTE WORKER (LEVEL A: UTILIZES A FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE).

(KING COUNTY)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 52.31 17.01
LABORER: ZONE 1: GROUP 4 CEMENT DUMPER-PAVING; CHIPPING GUN (OVER 30 LBS.); CLARY POWER SPREADER; CONCRETE DUMPER/CHUTE OPERATOR; CONCRETE SAW OPERATOR; DRILL OPERATOR (HYDRAULIC, DIAMOND, AIARTRAC); FALLER AND BUCKER CHAIN SAW; GRADE CHECKER AND TRANSIT PERSON; GROUTMEN (PRESSURE) INCLUDING POST TENSION BEAMS; HAZARDOUS WASTE WORKER (LEVEL B: USES SAME RESPIRATOR PROTECTION AS LEVEL A. A SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT""); HIGH SCALER; JACKHAMMER; LASERBEAM OPERATOR; MANHOLE BUILDER-MUDMAN; NOZZLEMAN (CONCRETE PUMP, GREEN CUTTER WHEN USING COMBINATION OF HIGH PRESSURE AIR AND WATER ON CONCRETE AND ROCK, SANDBLAST, GUNITE, SHOTCRETE, WATER BLASTER, VACUUM BLASTER); PAVEMENT

BREAKER; PIPE LAYER AND CAULKER; PIPE POT TENDER; PIPE RELINER (NOT INSERT TYPE); PIPE WRAPPER; POWER JACKS; RAILROAD SPIKE PULLER-POWER; RAKER-ASPHALT; RIVET BUSTER; RODDER; SLOPER (OVER 20 FT); SPREADER (CONCRETE); TAMPER AND SIMILAR ELECTRIC, AIR AND GLAS OPERATED TOOL; TIMBER PERSON-SEWER (LAGGER SHORER AND CRIBBER); TRACK LINER POWER; TUGGER OPERATOR; VIBRATOR; WELL POINT LABORER

(KING COUNTY)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.$ 51.52 16.99

LABORER: ZONE 1: GROUP 3 GENERAL LABORER; AIR, GAS, OR ELECTRIC VIBRATING SCREED; ASBESTOS ABATEMENT LABORER; BALLAST REGULATOR MACHINE; BRUSH CUTTER; BRUSH HOG FEEDER; BURNER; CARPENTER TENDER; CEMENT FINISHER TENDER; CHANGE HOUSE OR DRY SHACK; CHIPPING GUN (UNDER 30 LBS.); CHOKER SETTER; CHUCK TENDER; CLEAN-UP LABORER; CONCRETE FORM STRIPPER; CURING LABORER; DEMOLITION (WRECKING AND MOVING INCLUDING CHARRED MATERIAL); DITCH DIGGER; DUMP PERSON; FINE GRADERS; FIREWATCH; FORM SETTER; GABIAN BASKET BUILDERS; GROUT MACHINE TENDER; GRINDERS; GUARDRAIL ERECTOR; HAZARDOUS WASTE WORKER (LEVEL C: USES A CHEMICAL ""SPLASH SUIT"" AND AIR PURIFYING RESPIRATOR); MAINTENANCE PERSON; MATERIAL YARD PERSON; POT TENDER; RIP RAP PERSON; RIGGERS;

SCALE PERSON; SLOPER SPRAYER; SIGNAL PERSON; STOCK PILER; STAKE HOPPER; TOOLROOM MAN (AT JOB SITE); TOPPER-TAILER; TRACK LABORER; TRUCK SPOTTER; VINYL SEAMER

(KING COUNTY)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 50.38 16.96

LABORER: ZONE 1: GROUP 2A BATCH WEIGHMAN; CRUSHER FEEDER; FENCE LABORER; FLAGMAN; PILOT CAR

(KING COUNTY)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 40.88 16.72
LABORER: ZONE 1: GROUP 1 LANDSCAPING AND PLANTING; WATCHMAN; WINDOW WASHER/CLEANER (DETAIL CLEAN-UP, SUCH AS BUT NOT LIMITED TO CLEANING FLOORS, CEILINGS, WALLS, WINDOWS, ETC., PRIOR TO FINAL ACCEPTANCE BY THE OWNER)

(KING COUNTY)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1

RATES): ZONE 2 - $2.25.....$ 36.07 15.79

LABO0252-010 06/01/2025

	Rates	Fringes
LABORER: ZONE 1: GROUP 5 CAISSON WORKER; MINER; MORTARMAN AND HODCARRIER; GRADE CHECKER AND TRANSIT PERSON; HIGH SCALER; POWDERMAN; RE-TIMBERMAN; HAZARDOUS WASTE WORKER (LEVEL A: UTILIZES A FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE).		

(CLALLAM, GRAYS HARBOR, JEFFERSON, KITSAP, LEWIS, MASON, PACIFIC (EXCLUDING SOUTHWEST), PIERCE, AND THURSTON COUNTIES) BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.$ 52.31 17.01
LABORER: ZONE 1: GROUP 4 CEMENT DUMPER-PAVING; CHIPPING GUN (OVER 30 LBS.); CLARY POWER SPREADER; CONCRETE DUMPER/CHUTE OPERATOR; CONCRETE SAW OPERATOR; DRILL OPERATOR (HYDRAULIC, DIAMOND, AIARTRAC); FALLER AND BUCKER CHAIN SAW; GROUTMEN (PRESSURE) INCLUDING POST TENSION BEAMS; HAZARDOUS WASTE WORKER (LEVEL B: USES SAME RESPIRATOR PROTECTION AS LEVEL A. A SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT""); JACKHAMMER; LASERBEAM OPERATOR; MANHOLE BUILDER-MUDMAN; NOZZLEMAN (CONCRETE PUMP, GREEN CUTTER WHEN USING COMBINATION OF HIGH PRESSURE AIR AND WATER ON CONCRETE AND ROCK, SANDBLAST, GUNITE, SHOTCRETE, WATER BLASTER, VACUUM BLASTER); PAVEMENT BREAKER; PIPE LAYER AND CAULKER; PIPE POT TENDER; PIPE RELINER (NOT INSERT TYPE); PIPE WRAPPER; POWER JACKS; RAILROAD SPIKE PULLER-POWER; RAKER-ASPHALT; RIVET BUSTER; RODDER; SLOPER (OVER 20 FT); SPREADER (CONCRETE); TAMPER AND SIMILAR ELECTRIC, AIR AND GLAS OPERATED TOOL; TIMBER PERSON-SEWER (LAGGER

SHORER AND CRIBBER); TRACK LINER POWER; TUGGER OPERATOR; VIBRATOR; WELL POINT LABORER

(CLALLAM, GRAYS HARBOR, JEFFERSON, KITSAP, LEWIS, MASON, PACIFIC (EXCLUDING SOUTHWEST), PIERCE, AND THURSTON COUNTIES) BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 51.52 16.99
LABORER: ZONE 1: GROUP 3 GENERAL LABORER; AIR, GAS, OR ELECTRIC VIBRATING SCREED; ASBESTOS ABATEMENT LABORER; BALLAST REGULATOR MACHINE; BRUSH CUTTER; BRUSH HOG FEEDER; BURNER; CARPENTER TENDER; CEMENT FINISHER TENDER; CHANGE HOUSE OR DRY SHACK; CHIPPING GUN (UNDER 30 LBS.); CHOKER SETTER; CHUCK TENDER; CLEAN-UP LABORER; CONCRETE FORM STRIPPER; CURING LABORER; DEMOLITION (WRECKING AND MOVING INCLUDING CHARRED MATERIAL); DITCH DIGGER; DUMP PERSON; FINE GRADERS; FIREWATCH; FORM SETTER; GABIAN BASKET BUILDERS; GROUT MACHINE TENDER; GRINDERS; GUARDRAIL ERECTOR; HAZARDOUS WASTE WORKER (LEVEL C: USES A CHEMICAL ""SPLASH SUIT"" AND AIR PURIFYING RESPIRATOR); MAINTENANCE PERSON; MATERIAL YARD PERSON; POT TENDER; RIP RAP PERSON; RIGGERS; SCALE PERSON; SLOPER SPRAYER; SIGNAL PERSON; STOCK PILER; STAKE HOPPER; TOOLROOM MAN (AT JOB SITE); TOPPER-TAILER; TRACK LABORER; TRUCK SPOTTER; VINYL SEAMER

(CLALLAM, GRAYS HARBOR, JEFFERSON, KITSAP, LEWIS, MASON, PACIFIC (EXCLUDING SOUTHWEST), PIERCE, AND THURSTON COUNTIES) BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 -

PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.$ 50.38 16.96
LABORER: ZONE 1: GROUP 2 BATCH WEIGHMAN; CRUSHER FEEDER; FENCE LABORER; FLAGMAN; PILOT CAR (CLALLAM, GRAYS HARBOR, JEFFERSON, KITSAP, LEWIS, MASON, PACIFIC (EXCLUDING SOUTHWEST), PIERCE, AND THURSTON COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 40.88 16.72
LABORER: ZONE 1: GROUP 1 LANDSCAPING AND PLANTING; WATCHMAN; WINDOW WASHER/CLEANER (DETAIL CLEAN-UP, SUCH AS BUT NOT LIMITED TO CLEANING FLOORS, CEILINGS, WALLS, WINDOWS, ETC., PRIOR TO FINAL ACCEPTANCE BY THE OWNER)

(CLALLAM, GRAYS HARBOR, JEFFERSON, KITSAP, LEWIS, MASON, PACIFIC (EXCLUDING SOUTHWEST), PIERCE, AND THURSTON COUNTIES) BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE

CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1
RATES): ZONE 2 - $2.25.....$ 36.07 15.79

LABO0292-008 06/01/2025

	Rates	Fringes
LABORER: ZONE 1: GROUP 5 CAISSON WORKER; MINER; MORTARMAN AND HODCARRIER; POWDERMAN; RE-TIMBERMAN; HAZARDOUS WASTE WORKER (LEVEL A: UTILIZES A FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE).		

(ISLAND, SAN JUAN, SKAGIT,
SNOHOMISH, AND WHATCOM COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1
RATES): ZONE 2 - $2.25.....$ 52.31 17.01
LABORER: ZONE 1: GROUP 4 CEMENT DUMPER-PAVING; CHIPPING GUN (OVER 30 LBS.); CLARY POWER SPREADER; CONCRETE DUMPER/CHUTE OPERATOR; CONCRETE SAW OPERATOR; DRILL OPERATOR (HYDRAULIC, DIAMOND, AIARTRAC); FALLER AND BUCKER CHAIN SAW; GRADE CHECKER AND TRANSIT PERSON; GROUTMEN (PRESSURE) INCLUDING POST TENSION BEAMS; HAZARDOUS WASTE WORKER (LEVEL B: USES SAME RESPIRATOR PROTECTION AS LEVEL A. A SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT""); HIGH SCALER; JACKHAMMER; LASERBEAM OPERATOR; MANHOLE

BUILDER-MUDMAN; NOZZLEMAN (CONCRETE PUMP, GREEN CUTTER WHEN USING COMBINATION OF HIGH PRESSURE AIR AND WATER ON CONCRETE AND ROCK, SANDBLAST, GUNITE, SHOTCRETE, WATER BLASTER, VACUUM BLASTER); PAVEMENT BREAKER; PIPE LAYER AND CAULKER; PIPE POT TENDER; PIPE RELINER (NOT INSERT TYPE); PIPE WRAPPER; POWER JACKS; RAILROAD SPIKE PULLER-POWER; RAKER-ASPHALT; RIVET BUSTER; RODDER; SLOPER (OVER 20 FT); SPREADER (CONCRETE); TAMPER AND SIMILAR ELECTRIC, AIR AND GLAS OPERATED TOOL; TIMBER PERSON-SEWER (LAGGER SHORER AND CRIBBER); TRACK LINER POWER; TUGGER OPERATOR; VIBRATOR; WELL POINT LABORER

(ISLAND, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.$ 51.52 16.99

LABORER: ZONE 1: GROUP 3 GENERAL LABORER; AIR, GAS, OR ELECTRIC VIBRATING SCREED; ASBESTOS ABATEMENT LABORER; BALLAST REGULATOR MACHINE; BRUSH CUTTER; BRUSH HOG FEEDER; BURNER; CARPENTER TENDER; CEMENT FINISHER TENDER; CHANGE HOUSE OR DRY SHACK; CHIPPING GUN (UNDER 30 LBS.); CHOKER SETTER; CHUCK TENDER; CLEAN-UP LABORER; CONCRETE FORM STRIPPER; CURING LABORER; DEMOLITION (WRECKING AND MOVING INCLUDING CHARRED MATERIAL); DITCH DIGGER; DUMP PERSON; FINE GRADERS; FIREWATCH; FORM SETTER; GABIAN BASKET BUILDERS; GROUT MACHINE TENDER; GRINDERS; GUARDRAIL ERECTOR; HAZARDOUS WASTE WORKER (LEVEL C: USES A CHEMICAL ""SPLASH SUIT"" AND AIR PURIFYING RESPIRATOR); MAINTENANCE PERSON; MATERIAL YARD PERSON; POT TENDER; RIP RAP PERSON; RIGGERS; SCALE PERSON; SLOPER SPRAYER; SIGNAL PERSON; STOCK

PILER; STAKE HOPPER; TOOLROOM MAN (AT JOB SITE); TOPPER-TAILER; TRACK LABORER; TRUCK SPOTTER; VINYL SEAMER

(ISLAND, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 50.38 16.96

LABORER: ZONE 1: GROUP 2 BATCH WEIGHMAN; CRUSHER FEEDER; FENCE LABORER; FLAGMAN; PILOT CAR

(ISLAND, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3

- MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.$ 40.88 16.72
LABORER: ZONE 1: GROUP 1 LANDSCAPING AND PLANTING; WATCHMAN; WINDOW WASHER/CLEANER (DETAIL CLEAN-UP, SUCH AS BUT NOT LIMITED TO CLEANING FLOORS, CEILINGS, WALLS, WINDOWS, ETC., PRIOR TO FINAL ACCEPTANCE BY THE OWNER)

(ISLAND, SAN JUAN, SKAGIT, SNOHOMISH, AND WHATCOM COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 36.07 15.79

LABO0335-022 06/01/2025

	Rates	Fringes
LABORER: GROUP 6 ASPHALT RAKER; CONCRETE SAW OPERATOR (WALLS); CONCRETE NOZZELMAN; GRADE CHECKER; PIPELAYER; LASER BEAM (PIPELAYING)-APPLICABLE WHEN EMPLOYEE ASSIGNED TO MOVE, SET UP, ALIGN; LASER BEAM; TUNNEL MINERS; MOTORMAN-DINKY LOCOMOTIVE-TUNNEL; POWDERMAN-TUNNEL; SHIELD OPERATOR-TUNNEL		

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA AND WAHKIAKUM COUNTIES).....$ 46.08 15.60

LABORER: GROUP 5 ASBESTOS REMOVAL; BIT GRINDER; DRILL DOCTOR; DRILL OPERATORS, AIR TRACKS, CAT DRILLS, WAGON DRILLS, RUBBER-MOUNTED DRILLS, AND OTHER SIMILAR TYPES INCLUDING AT CRUSHER PLANTS; GUNITE NOZZLEMAN; HIGH SCALERS, STRIPPERS AND DRILLERS (COVERS WORK IN SWINGING STAGES, CHAIRS OR BELTS, UNDER EXTREME CONDITIONS UNUSUAL TO NORMAL DRILLING, BLASTING, BARRING-DOWN, OR SLOPING AND STRIPPING); MANHOLE BUILDER; POWDERMEN; CONCRETE SAW OPERATOR; PWDERMEN; POWER SAW OPERATORS (BUCKING AND FALLING); PUMPCRETE NOZZLEMEN; SAND BLASTING (DRY); SEWER TIMBERMAN; TRACK LINERS, ANCHOR MACHINES, BALLAST REGULATORS, MULTIPLE TAMPERS, POWER JACKS, TUGGER OPERATOR; TUNNEL-CHUCK TENDERS, NIPPERS AND TIMBERMEN; VIBRATOR; WATER BLASTER

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA AND WAHKIAKUM COUNTIES).....$ 45.54 15.60

LABORER: GROUP 4 APPLICATOR (INCLUDING POT POWER TENDER FOR SAME), APPLYING PROTECTIVE MATERIAL BY HAND OR NOZZLE ON UTILITY LINES OR STORAGE TANKS ON PROJECT; BRUSH CUTTERS (POWER SAW); BURNERS; CHOKER SPLICER; CLARY POWER SPREADER AND SIMILAR TYPES; CLEAN- UP NOZZLEMAN-GREEN CUTTER (CONCRETE, ROCK, ETC.); CONCRETE POWER BUGGYMAN; CONCRETE LABORER; CRUSHER FEEDER; DEMOLITION AND WRECKING CHARRED MATERIALS; GUNITE NOZZLEMAN TENDER; GUNITE OR SAND BLASTING POT TENDER; HANDLERS OR MIXERS OF ALL MATERIALS OF AN IRRITATING NATURE (INCLUDING CEMENT AND LIME); TOOL OPERATORS (INCLUDES BUT NOT LIMITED TO: DRY PACK MACHINE; JACKHAMMER; CHIPPING GUNS; PAVING BREAKERS); PIPE DOPING AND WRAPPING; POST HOLE DIGGER, AIR, GAS OR ELECTRIC; VIBRATING SCREED; TAMPERS; SAND BLASTING (WET); STAKE-SETTER; TUNNEL-MUCKERS, BRAKEMEN, CONCRETE CREW, BULLGANG (UNDERGROUND)

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA AND WAHKIAKUM COUNTIES)....$ 44.90 15.60
LABORER: GROUP 3 ASPHALT PLANT LABORERS; ASPHALT SPREADERS; BATCH WEIGHMAN; BROOMERS; BRUSH BURNERS AND CUTTERS; CAR AND TRUCK LOADERS; CARPENTER TENDER; CHANGE-HOUSE MAN OR DRY SHACK MAN; CHOKER SETTER; CLEAN-UP LABORERS; CURING, CONCRETE; DEMOLITION, WRECKING AND MOVING LABORERS; DUMPERS, ROAD OILING CREW; DUMPMEN (FOR GRADING CREW); ELEVATOR FEEDERS; MEDIAN RAIL REFERENCE POST, GUIDE POST, RIGHT OF WAY MARKER; FINE GRADERS; FIRE WATCH; FORM STRIPPERS (NOT SWINGING STAGES); GENERAL LABORERS; HAZARDOUS WASTE WORKER; HOD CARRIER; LEVERMAN OR AGGREGATE SPREADER (FLAHERTY AND SIMILAR TYPES); LOADING SPOTTERS; MATERIAL YARD MAN (INCLUDING ELECTRICAL); PITTSBURGH CHIPPER OPERATOR OR SIMILAR TYPES; RAILROAD TRACK LABORERS; RIBBON SETTERS (INCLUDING STEEL FORMS); RIP RAP MAN (HAND PLACED); ROAD PUMP TENDER; SEWER LABOR; SIGNALMAN; SKIPMAN; SLOPERS; SPRAYMEN; STAKE CHASER; STOCKPILER; TIE BACK SHORING; TIMBER FALLER AND BUCKER (HAND LABOR); TOOLROOM MAN (AT JOB SITE); TUNNEL BULLGANG (ABOVE GROUND); WEIGHT-MAN-CRUSHER (AGGREGATE WHEN USED)

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA AND WAHKIAKUM COUNTIES)....$ 44.06 15.60
LABORER: GROUP 2 FENCE BUILDERS AND TRAFFIC FLAGGERS

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA AND WAHKIAKUM COUNTIES).....$ 40.56 15.60
LABORER: GROUP 1 LANDSCAPING, AND/OR PLANTING LABORERS

(CLARK,
COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT
LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF
WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN),
SKAMANIA AND WAHKIAKUM COUNTIES).....$ 32.67 15.60

LABO0348-003 06/01/2025

	Rates	Fringes
LABORER: ZONE 1: GROUP 5 CAISSON WORKER; MINER; MORTARMAN AND HODCARRIER; POWDERMAN; RE-TIMBERMAN; HAZARDOUS WASTE WORKER (LEVEL A: UTILIZES A FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE).		

(CHELAN, DOUGLAS (W OF 12TH
MERIDIAN), KITTITAS, AND YAKIMA COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 39.89 16.70
LABORER: ZONE 1: GROUP 4 CEMENT DUMPER-PAVING; CHIPPING GUN (OVER 30 LBS.); CLARY POWER SPREADER; CONCRETE DUMPER/CHUTE OPERATOR; CONCRETE SAW OPERATOR; DRILL OPERATOR (HYDRAULIC, DIAMOND, AIARTRAC); FALLER AND BUCKER CHAIN SAW; GRADE CHECKER AND TRANSIT PERSON; GROUTMEN (PRESSURE) INCLUDING POST TENSION BEAMS; HAZARDOUS WASTE WORKER (LEVEL B: USES SAME RESPIRATOR PROTECTION AS LEVEL A. A SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT""); HIGH

SCALER; JACKHAMMER; LASERBEAM OPERATOR; MANHOLE BUILDER-MUDMAN; NOZZLEMAN (CONCRETE PUMP, GREEN CUTTER WHEN USING COMBINATION OF HIGH PRESSURE AIR AND WATER ON CONCRETE AND ROCK, SANDBLAST, GUNITE, SHOTCRETE, WATER BLASTER, VACUUM BLASTER); PAVEMENT BREAKER; PIPE LAYER AND CAULKER; PIPE POT TENDER; PIPE RELINER (NOT INSERT TYPE); PIPE WRAPPER; POWER JACKS; RAILROAD SPIKE PULLER-POWER; RAKER-ASPHALT; RIVET BUSTER; RODDER; SLOPER (OVER 20 FT); SPREADER (CONCRETE); TAMPER AND SIMILAR ELECTRIC, AIR AND GLAS OPERATED TOOL; TIMBER PERSON-SEWER (LAGGER SHORER AND CRIBBER); TRACK LINER POWER; TUGGER OPERATOR; VIBRATOR; WELL POINT LABORER

(CHELAN, DOUGLAS (W OF 12TH MERIDIAN), KITTITAS, AND YAKIMA COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 39.26 16.68

LABORER: ZONE 1: GROUP 3 GENERAL LABORER; AIR, GAS, OR ELECTRIC VIBRATING SCREED; ASBESTOS ABATEMENT LABORER; BALLAST REGULATOR MACHINE; BRUSH CUTTER; BRUSH HOG FEEDER; BURNER; CARPENTER TENDER; CEMENT FINISHER TENDER; CHANGE HOUSE OR DRY SHACK; CHIPPING GUN (UNDER 30 LBS.); CHOKER SETTER; CHUCK TENDER; CLEAN-UP LABORER; CONCRETE FORM STRIPPER; CURING LABORER; DEMOLITION (WRECKING AND MOVING

INCLUDING CHARRED MATERIAL); DITCH DIGGER; DUMP PERSON; FINE GRADERS; FIREWATCH; FORM SETTER; GABIAN BASKET BUILDERS; GROUT MACHINE TENDER; GRINDERS; GUARDRAIL ERECTOR; HAZARDOUS WASTE WORKER (LEVEL C: USES A CHEMICAL ""SPLASH SUIT"" AND AIR PURIFYING RESPIRATOR); MAINTENANCE PERSON; MATERIAL YARD PERSON; POT TENDER; RIP RAP PERSON; RIGGERS; SCALE PERSON; SLOPER SPRAYER; SIGNAL PERSON; STOCK PILER; STAKE HOPPER; TOOLROOM MAN (AT JOB SITE); TOPPER-TAILER; TRACK LABORER; TRUCK SPOTTER; VINYL SEAMER

(CHELAN, DOUGLAS (W OF 12TH MERIDIAN), KITTITAS, AND YAKIMA COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 38.40 16.66

LABORER: ZONE 1: GROUP 2 BATCH WEIGHMAN; CRUSHER FEEDER; FENCE LABORER; FLAGMAN; PILOT CAR

(CHELAN, DOUGLAS (W OF 12TH MERIDIAN), KITTITAS, AND YAKIMA COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.$ 35.34 16.59
LABORER: ZONE 1: GROUP 1 LANDSCAPING AND PLANTING; WATCHMAN; WINDOW WASHER/CLEANER (DETAIL CLEAN-UP, SUCH AS BUT NOT LIMITED TO CLEANING FLOORS, CEILINGS, WALLS, WINDOWS, ETC., PRIOR TO FINAL ACCEPTANCE BY THE OWNER)

(CHELAN, DOUGLAS (W OF 12TH MERIDIAN), KITTITAS, AND YAKIMA COUNTIES)

BASE POINTS: BELLINGHAM, MT. VERNON, EVERETT, SEATTLE, KENT, TACOMA, OLYMPIA, CENTRALIA, ABERDEEN, SHELTON, PT. TOWNSEND, PT. ANGELES, AND BREMERTON ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 BUT LESS THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE 3 - MORE THAN 45 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $1.00 ZONE 3 - $1.30 BASE POINTS: CHELAN, SUNNYSIDE, WENATCHEE, AND YAKIMA ZONE 1 - PROJECTS WITHIN 25 RADIUS MILES OF THE RESPECTIVE CITY HALL ZONE 2 - MORE THAN 25 RADIUS MILES FROM THE RESPECTIVE CITY HALL ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $2.25.....$ 31.19 16.48

PAIN0005-002 07/01/2025

	Rates	Fringes
PAINTERS: STRIPERS (STATEWIDE EXCEPT CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA, AND WAHKIAKUM COUNTIES)	$ 41.80	20.85

PAIN0010-012 07/01/2025

	Rates	Fringes
PAINTER: BRUSH, ROLLER, SPRAY & SANDBLASTING (CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA, AND WAHKIAKUM COUNTIES)	$ 39.94	16.68

PAIN0010-013 07/01/2025

	Rates	Fringes
PAINTERS: HIGHWAY & PARKING LOT STRIPER (CLARK, COWLITZ, KLICKITAT, PACIFIC, SKAMANIA AND WAHKIAKUM COUNTIES)	$ 41.19	17.09

PAIN0300-007 07/01/2025

	Rates	Fringes
PAINTER (CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, AND WHATCOM COUNTIES)	$ 41.24	14.70

PAIN0427-005 07/01/2025

	Rates	Fringes
PAINTER: APPLICATION OF COLD TAR PRODUCTS, EPOXIES, POLYURETHANES, ACIDS, RADIATION RESISTANT MATERIAL, WATER, SANDBLASTING, OVER 30'/SWING STAGE WORK, BRUSH, ROLLER, STRIPING, STEAM-CLEANING, AND SPRAY (ADAMS, ASOTIN; BENTON AND FRANKLIN (EXCEPT HANFORD SITE); CHELAN, COLUMBIA, DOUGLAS, FERRY, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, AND YAKIMA COUNTIES)	$ 36.26	17.01

PLAS0072-004 06/01/2025

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER (ZONE 1) (ADAMS, ASOTIN, BENTON, CHELAN, COLUMBIA, DOUGLAS, FERRY, FRANKLIN, GARFIELD, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEND OREILLE, SPOKANE, STEVENS, WALLA WALLA, WHITMAN, AND YAKIMA COUNTIES) ZONE DIFFERENTIAL (ADD TO ZONE 1 RATE): ZONE 2 - $3.00 BASE POINTS: SPOKANE, PASCO, LEWISTON; WENATCHEE ZONE 1: 0 - 45 RADIUS MILES FROM THE MAIN POST OFFICE ZONE 2: OVER 45 RADIUS MILES FROM THE MAIN POST OFFICE	$ 40.89	18.64

PLAS0528-001 06/01/2024

	Rates	Fringes
CEMENT MASON: TROWELING MACHINE OPERATOR ON COMPOSITION (CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES)	$ 54.66	21.27
CEMENT MASON: COMPOSITION, TROWEL MCHINE, GRINDER, POWER TOOLS, GUNNITE NOZZLE (CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES)	$ 54.66	21.27
CEMENT MASON: CEMENT MASON (CLALLAM, COWLITZ, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC, PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON, WAHKIAKUM AND WHATCOM COUNTIES)	$ 54.16	21.27

PLAS0555-002 06/01/2025

	Rates	Fringes
CEMENT MASON: COMPOSITION WORKERS AND POWER MACHINERY OPERATORS (CLARK, KLICKITAT AND SKAMANIA COUNTIES ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES). ZONE 1: BASE RATE. ZONE 2: $0.65. ZONE 3: $1.15. ZONE 4: $1.70. ZONE 5: $3.00. BASE POITNS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER. ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILTES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILESE FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL	$ 47.09	20.31
CEMENT MASON: CEMENT MASONS ON SUSPENDED, SWINGING AND/OR HANGING SCAFFOLD (CLARK, KLICKITAT AND SKAMANIA COUNTIES ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES). ZONE 1: BASE RATE. ZONE 2: $0.65. ZONE 3: $1.15. ZONE 4: $1.70. ZONE 5: $3.00. BASE POITNS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER. ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILTES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILESE FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL	$ 47.09	20.31
CEMENT MASON: CEMENT MASONS DOING BOTH COMPOSITION/POWER MACHINERY AND SUSPENDED/HANGING SCAFFOLD (CLARK, KLICKITAT AND SKAMANIA COUNTIES ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES). ZONE 1: BASE RATE. ZONE 2: $0.65. ZONE 3: $1.15. ZONE 4: $1.70. ZONE 5: $3.00. BASE POITNS: BEND, CORVALLIS,		

EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER. ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILTES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILESE FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL.....$ 48.05 20.31

CEMENT MASON: CEMENT MASONS (CLARK, KLICKITAT AND SKAMANIA COUNTIES) ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES). ZONE 1: BASE RATE. ZONE 2: $0.65. ZONE 3: $1.15. ZONE 4: $1.70. ZONE 5: $3.00. BASE POITNS: BEND, CORVALLIS, EUGENE, MEDFORD, PORTLAND, SALEM, THE DALLES, VANCOUVER. ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILTES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILESE FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL.....$ 46.13 20.31

TEAM0037-002 06/01/2024

	Rates	Fringes
TRUCK DRIVER: ZONE 1: GROUP 7 DUMP TRUCKS, SIDE, END AND BOTTOM DUMPS, INCLUDING SEMI TRUCKS AND TRAINS OR COMBINATIONS THEREOF: OVER 80 CU. YDS. AND INCLUDING 100 CU. YDS., INCLUDES ARTICULATED DUMP TRUCKS; INDUSTRIAL LIFT TRUCK (MECHANICAL TAILGATE)		

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA, AND WAHKIAKUM COUNTIES)

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 2.75 BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILES

BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL.....$ 34.42 17.63
TRUCK DRIVER: ZONE 1: GROUP 6 BULK CEMENT SPREADER W/O AUGER; DRY PRE-BATCH CONCRETE MIX TRUCKS; DUMP TRUCKS, SIDE, END AND BOTTOM DUMPS, INCLUDING SEMI TRUCKS AND TRAINS OF COMBINATIONS THEREOF: OVER 60 CU. YDS. AND INCLUDING 80 CU. YDS., AND INCLUDES ARTICULATED DUMP TRUCKS; SKID TRUCK

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA, AND WAHKIAKUM COUNTIES)

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 2.75 BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL.....$ 34.18 17.63
TRUCK DRIVER: ZONE 1: GROUP 5 COMPOSITE CREWMAN; DUMP TRUCKS, SIDE, END AND BOTTOM DUMPS, INCLUDING SEMI TRUCKS AND TRAINS OR COMBINATIONS THEREOF: OVER 50 CU. YDS. AND INCLUDING 60 CU. YDS. INCLUDES ARTICULATED DUMP TRUCKS

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA, AND WAHKIAKUM COUNTIES)

ZONE
DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65
ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 2.75
BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND
VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF
THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30
MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE
CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS
THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE
4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM
THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80
MILES FROM THE RESPECTIVE CITY HALL.....$ 33.97 17.63
TRUCK DRIVER: ZONE 1: GROUP 4 ASPHALT BURNER; DUMP
TRUCKS, SIDE, END AND BOTTOM CUMPS, INCLUDING
SEMI-TRUCKS AND TRAINS OR COMBINATIONS THEREOF:
OVER 30 CU. YDS. AND INCLUDING 50 CU. YDS. INCLUDES
ARTICULATED DUMP TRUCKS; FIRE GUARD; TRANSIT MIX
AND WET OR DRY MIX TRUCKS, OVER 11 CU. YDS. AND
INCLUDING 15 CU. YDS.; WATER WAGON (RATED CAPACITY)
OVER 10,000 GALLONS TO 15,000 GALLONS

(CLARK,
COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT
LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF
WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN),
SKAMANIA, AND WAHKIAKUM COUNTIES)

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE
2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 -
2.75 BASE POINTS: ASTORIA, THE DALLES, LONGVIEW
AND VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES
OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN
30 MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE
CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS
THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE
4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM
THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80
MILES FROM THE RESPECTIVE CITY HALL.....$ 33.72 17.63
TRUCK DRIVER: ZONE 1: GROUP 3 AMMONIA NITRATE
DISTRIBUTOR DRIVER; DUMP TRUCKS, SIDE, END AND
BOTTOM DUMPS, INCLUDING SEMI TRUCKS AND TRAINS OR
COMBINATIONS THEREOF: OVER 10 CU. YDS. AND

INCLUDING 30 CU. YDS. INCLUDES ARTICULATED DUMP TRUCKS; SELF-PROPELLED STREET SWEEPER; TRANSIT MIX AND WET OR DRY MIX TRUCK: OVER 7 CU YDS. AND INCLUDING 11 CU YDS.; TRUCK MECHANIC-WELDER-BODY REPAIRMAN; UTILITY AND CLEAN-UP TRUCK; WATER WAGONS (RATED CAPACITY) OVER 5,000 TO 10,000 GALLONS

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA, AND WAHKIAKUM COUNTIES)

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 2.75 BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL.....$ 33.40 17.63

TRUCK DRIVER: ZONE 1: GROUP 2 BOOM TRUCK/HYDRA-LIFT OR RETRACTING CRANE; CHALLENGER; DUMPSTERS OR SIMILAR EQUIPMENT ALL SIZES; DUMP TRUCKS/ARTICULATED DUMPS 6 CU TO 10 CU.; FLAHERTY SPREADER DRIVER OR LEVERMAN; LOWBED EQUIPMENT, FLAT BED SEMI-TRAILER OR DOUBLES TRANSPORTING EQUIPMENT OR WET OR DRY MATERIALS; LUMBER CARRIER, DRIVER-STRADDLE CARRIER (USED IN LOADING, UNLOADING AND TRANSPORTING OF MATERIALS ON JOB SITE); OIL DISTRIBUTOR DRIVER OR LEVERMAN; TRANSIT MIX AND WET OR DRY MIX TRCUKS: OVER 5 CU. YDS. AND INCLUDING 7 CU. YDS.; VACUUM TRUCKS; WATER TRUCK/WAGONS (RATED CAPACITY) OVER 3,000 TO 5,000 GALLONS

(CLARK, COWLITZ, KLICKITAT,
PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING
THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO
THE PACIFIC OCEAN), SKAMANIA, AND WAHKIAKUM
COUNTIES)

ZONE DIFFERENTIAL
(ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 -
1.15 ZONE 4 - 1.70 ZONE 5 - 2.75 BASE
POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER
ZONE 1: PROJECTS WITHIN 30 MILES OF THE
RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILES
BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY
HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN
50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4:
MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE
RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES
FROM THE RESPECTIVE CITY HALL.....$ 33.24 17.63
TRUCK DRIVER: ZONE 1: GROUP 1 A FRAME OR HYDRA
LIFRT TRUCK W/LOAD BEARING SURFACE; ARTICULATED
DUMP TRUCK; BATTERY REBUILDERS; BUS OR MANHAUL
DRIVER; CONCRETE BUGGIES (POWER OPERATED); CONCRETE
PUMP TRUCK; DUMP TRUCKS, SIDE, END AND BOTTOM
DUMPS, INCLUDING SEMI TRUCKS AND TRAINS OR
COMBINATIONS THERE OF: UP TO AND INCLUDING 10 CU.
YDS.; LIFT JITNEYS, FORK LIFTS (ALL SIZES IN
LOADING, UNLOADING AND TRANSPORTING MATERIAL ON JOB
SITE); LOADER AND/OR LEVERMAN ON CONCRETE DRY BATCH
PLANT (MANUALLY OPERATED); PILOT CAR; PICKUP TRUCK;
SOLO FLAT BED AND MISC. BODY TRUCKS, 0-10 TONS;
TRUCK TENDER; TRUCK MECHANIC TENDER; WATER WAGONS
(RATED CAPACITY) UP TO 3,000 GALLONS; TRANSIT MIX
AND WET OR DRY MIX - 5 CU. YDS. AND UNDER;
LUBRICATION MAN, FUEL TRUCK DRIVER, TIREMAN, WASH
RACK, STEAM CLEANER OR COMBINATIONS; TEAM DRIVER;
SLURRY TRUCK DRIVER OR LEVERMAN; TIREMAN

(CLARK, COWLITZ, KLICKITAT, PACIFIC (SOUTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), SKAMANIA, AND WAHKIAKUM COUNTIES)

ZONE DIFFERENTIAL (ADD TO ZONE 1 RATES): ZONE 2 - $0.65 ZONE 3 - 1.15 ZONE 4 - 1.70 ZONE 5 - 2.75 BASE POINTS: ASTORIA, THE DALLES, LONGVIEW AND VANCOUVER ZONE 1: PROJECTS WITHIN 30 MILES OF THE RESPECTIVE CITY HALL. ZONE 2: MORE THAN 30 MILES BUT LESS THAN 40 MILES FROM THE RESPECTIVE CITY HALL. ZONE 3: MORE THAN 40 MILES BUT LESS THAN 50 MILES FROM THE RESPECTIVE CITY HALL. ZONE 4: MORE THAN 50 MILES BUT LESS THAN 80 MILES FROM THE RESPECTIVE CITY HALL. ZONE 5: MORE THAN 80 MILES FROM THE RESPECTIVE CITY HALL.....$ 33.09 17.63

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	Rates	Fringes
TRUCK DRIVER: ZONE A: GROUP 5 MECHANIC		

(CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (NORTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES)

ZONE B (25-45 MILES FROM CENTER OF LISTED CITIES*): ADD $0.70 PER HOUR TO ZONE A RATES. ZONE C (OVER 45 MILES FROM CENTR OF LISTED CITIES*): ADD $1.00 PER HOUR TO ZONE A RATES. *ZONE PAY WILL BE CALCULATED FROM THE CITY CENTER OF THE FOLLOWING

LISTED CITIES: BELLINGHAM CENTRALIA
RAYMOND OLYMPIA EVERETT SHELTON
ANACORTES BELLEVUE SEATTLE PORT ANGELES
MT. VERNON KENT TACOMA PORT TOWNSEND
ABERDEEN BREMERTON HAZMAT PROJECTS ANYONE
WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION
IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN
ADDITION TO THE CLASSIFICATION WORKING IN AS
FOLLOWS: LEVEL C: +$0.25 PER HOUR - THIS LEVEL
USES AN AIR PURIFYING RESPIRATOR OR ADDITIONAL
PROTECTIVE CLOTHING. LEVEL B: +$0.50 PER HOUR -
USES SAME RESPIRATOR PROTECTION AS LEVEL A.
SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A
CHEMICAL ""SPLASH SUIT."" LEVEL A: +$0.75 PER
HOUR - THIS LEVEL UTILIZES A FULLY- ENCAPSULATED
SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A
SUPPLIED AIR LINE.....$ 54.98 27.52
TRUCK DRIVER: ZONE A: GROUP 4 ESCORT OR PILOT CAR

(CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING,
KITSAP, LEWIS, MASON, PACIFIC (NORTH OF A STRAIGHT
LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF
WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN),
PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND
WHATCOM COUNTIES)

ZONE B
(25-45 MILES FROM CENTER OF LISTED CITIES*): ADD
$0.70 PER HOUR TO ZONE A RATES. ZONE C (OVER 45
MILES FROM CENTR OF LISTED CITIES*): ADD $1.00 PER
HOUR TO ZONE A RATES. *ZONE PAY WILL BE
CALCULATED FROM THE CITY CENTER OF THE FOLLOWING
LISTED CITIES: BELLINGHAM CENTRALIA
RAYMOND OLYMPIA EVERETT SHELTON
ANACORTES BELLEVUE SEATTLE PORT ANGELES
MT. VERNON KENT TACOMA PORT TOWNSEND
ABERDEEN BREMERTON HAZMAT PROJECTS ANYONE
WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION
IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN
ADDITION TO THE CLASSIFICATION WORKING IN AS

FOLLOWS: LEVEL C: +$0.25 PER HOUR - THIS LEVEL USES AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL B: +$0.50 PER HOUR - USES SAME RESPIRATOR PROTECTION AS LEVEL A. SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT."" LEVEL A: +$0.75 PER HOUR - THIS LEVEL UTILIZES A FULLY- ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE.....$ 46.81 27.52
TRUCK DRIVER: ZONE A: GROUP 3 FLATBED (SINGLE REAR AXLE); PICKUP SWEEPER; PICKUP TRUCK. (ADJUST GROUP 3 UPWARD BY $2.00 PER HOUR FOR ONSITE WORK ONLY)

(CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (NORTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES)

ZONE B (25-45 MILES FROM CENTER OF LISTED CITIES*): ADD $0.70 PER HOUR TO ZONE A RATES. ZONE C (OVER 45 MILES FROM CENTR OF LISTED CITIES*): ADD $1.00 PER HOUR TO ZONE A RATES. *ZONE PAY WILL BE CALCULATED FROM THE CITY CENTER OF THE FOLLOWING LISTED CITIES:
BELLINGHAM CENTRALIA RAYMOND OLYMPIA
EVERETT SHELTON ANACORTES
BELLEVUE SEATTLE PORT ANGELES MT. VERNON
KENT TACOMA PORT TOWNSEND ABERDEEN
BREMERTON HAZMAT PROJECTS ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C: +$0.25 PER HOUR - THIS LEVEL USES AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL B: +$0.50 PER HOUR - USES SAME RESPIRATOR PROTECTION AS LEVEL A. SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT."" LEVEL A: +$0.75 PER HOUR - THIS LEVEL UTILIZES A FULLY- ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE.....$ 51.78 27.52
TRUCK DRIVER: ZONE A: GROUP 2 BULLLIFTS, OR SIMILAR EQUIPMENT USED IN LOADING OR UNLOADING TRUCKS,

TRANSPORTING MATERIALS ON JOB SITE; DUMPSTERS, AND SIMILAR EQUIPMENT, TOURNOROCKERS, TOURNOWAGON, TURNOTRAILER, CAT. D.W. SERIES, TERRA COBRA, LE TOURNEAU, WESTINGHOUSE, ATHYE WAGON, EUCLID TWO AND FOUR-WHEELED POWER TRACTOR WITH TRAILER AND SIMILAR TOP-LOADED EQUIPMENT TRANSPORTING MATERIAL: DUMP TRUCKS, SIDE, END AND BOTTOM DUMP, INCLUDING SEMI-TRUCKS AND TRAINS OR COMBINATIONS THEREOF WITH LESS THAN 16 YARDS CAPACITY; FLATBED (DUAL REAR AXLE); GREASE TRUCK, FUEL TRUCK, GREASER, BATTERY SERVICE MAN AND/OR TIRE SERVICE MAN; LEVERMAN AND LOADER AT BUNKERS AND BATCH PLANTS; OIL TANK TRANSPORT; SCISSOR TRUCK; SLURRY TRUCK; SNO-GO AND SIMILAR EQUIPMENT; SWAMPERS; STRADDLER CARRIER (ROSS, HYSTER) AND SIMILAR EQUIPMENT; TEAM DRIVER; TRACTOR (SMALL, RUBBER-TIRED)(WHEN USED WITHIN TEAMSTER JURISDICTION); VACUUM TRUCK; WATER WAGON AND TANK TRUCKS-LESS THAN 3,000 GALLONS CAPACITY; WINCH TRUCK; WRECKER, TOW TRUCK AND SIMILAR EQUIPMENT

(CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (NORTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES)

ZONE B (25-45 MILES FROM CENTER OF LISTED CITIES*): ADD $0.70 PER HOUR TO ZONE A RATES. ZONE C (OVER 45 MILES FROM CENTR OF LISTED CITIES*): ADD $1.00 PER HOUR TO ZONE A RATES. *ZONE PAY WILL BE CALCULATED FROM THE CITY CENTER OF THE FOLLOWING LISTED CITIES:
BELLINGHAM CENTRALIA RAYMOND OLYMPIA
EVERETT SHELTON ANACORTES
BELLEVUE SEATTLE PORT ANGELES MT. VERNON
KENT TACOMA PORT TOWNSEND ABERDEEN
BREMERTON HAZMAT PROJECTS ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C: +$0.25 PER HOUR - THIS LEVEL USES AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE

CLOTHING. LEVEL B: +$0.50 PER HOUR - USES SAME RESPIRATOR PROTECTION AS LEVEL A. SUPPLIED AIR LINE IS PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH SUIT."" LEVEL A: +$0.75 PER HOUR - THIS LEVEL UTILIZES A FULLY- ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED AIR LINE.....$ 54.59 27.52

TRUCK DRIVER: ZONE A: GROUP 1 ""A-FRAME OR HYDRALIFT"" TRUCKS AND BOOM TRUCKS OR SIMILAR EQUIPMENT WHEN ""A"" FRAME OR ""HYDRALIFT"" AND BOOM TRUCK OR SIMILAR EQUIPMENT IS USED; BUGGYMOBILE; BULK CEMENT TANKER; DUMPSTERS AND SIMILAR EQUIPMENT, TOURNOROCKERS, TOURNOWAGON, TOURNOTRAILER, CAT DW SERIES, TERRA COBRA, LE TOURNEAU, WESTINGHOUSE, ATHYE WAGON, EUCLID TWO AND FOUR-WHEELED POWER TRACTOR WITH TRAILER AND SIMILAR TOP-LOADED EQUIPMENT TRANSPORTING MATERIAL: DUMP TRUCKS, SIDE, END AND BOTTOM DUMP, INCLUDING SEMI-TRUCKS AND TRAINS OR COMBINATIONS THEREOF WITH 16 YARDS TO 30 YARDS CAPACITY: OVER 30 YARDS $.15 PER HOUR ADDITIONAL FOR EACH 10 YARD INCREMENT; EXPLOSIVE TRUCK (FIELD MIX) AND SIMILAR EQUIPMENT; HYSTER OPERATORS (HANDLING BULK LOOSE AGGREGATES); LOWBED AND HEAVY DUTY TRAILER; ROAD OIL DISTRIBUTOR DRIVER; SPREADER, FLAHERTY TRANSIT MIX USED EXCLUSIVELY IN HEAVY CONSTRUCTION; WATER WAGON AND TANK TRUCK-3,000 GALLONS AND OVER CAPACITY

(CLALLAM, GRAYS HARBOR, ISLAND, JEFFERSON, KING, KITSAP, LEWIS, MASON, PACIFIC (NORTH OF A STRAIGHT LINE MADE BY EXTENDING THE NORTH BOUNDARY LINE OF WAHKIAKUM COUNTY WEST TO THE PACIFIC OCEAN), PIERCE, SAN JUAN, SKAGIT, SNOHOMISH, THURSTON AND WHATCOM COUNTIES)

ZONE B (25-45 MILES FROM CENTER OF LISTED CITIES*): ADD $0.70 PER HOUR TO ZONE A RATES. ZONE C (OVER 45 MILES FROM CENTR OF LISTED CITIES*): ADD $1.00 PER HOUR TO ZONE A RATES. *ZONE PAY WILL BE CALCULATED FROM THE CITY CENTER

OF THE FOLLOWING LISTED CITIES: BELLINGHAM
CENTRALIA RAYMOND OLYMPIA EVERETT
SHELTON ANACORTES BELLEVUE SEATTLE
PORT ANGELES MT. VERNON KENT TACOMA
PORT TOWNSEND ABERDEEN BREMERTON HAZMAT
PROJECTS ANYONE WORKING ON A HAZMAT JOB, WHERE
HAZMAT CERTIFICATION IS REQUIRED, SHALL BE
COMPENSATED AS A PREMIUM, IN ADDITION TO THE
CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C:
+$0.25 PER HOUR - THIS LEVEL USES AN AIR PURIFYING
RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING.
LEVEL B: +$0.50 PER HOUR - USES SAME RESPIRATOR
PROTECTION AS LEVEL A. SUPPLIED AIR LINE IS
PROVIDED IN CONJUNCTION WITH A CHEMICAL ""SPLASH
SUIT."" LEVEL A: +$0.75 PER HOUR - THIS LEVEL
UTILIZES A FULLY- ENCAPSULATED SUIT WITH A
SELF-CONTAINED BREATHING APPARATUS OR A SUPPLIED
AIR LINE.....$ 55.43 27.52

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	Rates	Fringes
TRUCK DRIVERS: AREA 2: GROUP 8- PRIME MOVERS AND STINGER TRUCK; TRUCKS, SIDE, END, BOTTOM AND ARTICULATD END DUMP (OVER 100 YDS.); HELICOPTER PILOT HAULING EMPLOYEES OR MATERIALS. (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....	$ 37.88	20.93
TRUCK DRIVERS: AREA 2: GROUP 7- OIL DISTRIBUTOR DRIVER; STRINGER TRUCK (CABLE OPERATED TRAILER); TRANSIT MIXERS & TRUCKS HAULING CONCRETE (OVER 20 YDS.); TRUCK, SIDE, END, BOTTOM END DUMP (OVER 40 YDS. TO & INCLUDING 100 YDS.); TRUCK MOUNTED CRANE (WITH LOAD BEARING SURFACE EITHER MOUNTED OR PULLED (16 THROUGH 25 TONS). (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST		

OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 37.56 20.93

TRUCK DRIVERS: AREA 2: GROUP 6- FLAHERTY SPREADER BOX DRIVER; FLOWBOYS; FORK LIFT (OVER 16,000 LBS.); DUMPS (SEMI-END); MECHANIC (FIELD); SEMI-END DUMPS; TRANSFER TRUCK & TRAILER; TRANSIT MIXERS & TRUCKS HAULING CONCRETE (OVER 10 YDS. TO & INCLUDING 20 YDS.); TRUCKS, SIDE, END, BOTTOM AND ARTICULATED END DUMP (OVER 20 YDS. TO & INCLUDING 40 YDS.); TRUCK AND PUP; TOURNAROCKER, DWS & SIMILAR WITH 2 OR MORE 4 WHEEL-POWER TRACTOR WITH TRAILER, GALLONAGE OR YARDAGE SCALE, WHICEVER IS GREATER WATER TANK TRUCK (8,001 - 14,000 GALLONS); LOWBOY (OVER 50 TONS). (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 37.22 20.93

TRUCK DRIVERS: AREA 2: GROUP 5- DUMPTOR (OVER 6 YDS.); LOWBOY (50 TONS & UNDER); SELF-LOADING ROLL OFF; SEMI-TRUCK & TRAILER; TRACTOR WITH STEER TRAILER; TRANSIT MIXERS AND TRUCKS HAULING CONCRETE (OVER 6 YDS. TO AND INCLUDING 10 YDS.); TRUCKS, SIDE, END, BOTTOM AND END DUMP (OVER 12 YDS. TO & INCLUDING 20 YDS.); TRUCK MOUNTED CRANE (WITH LOAD BEARING SURFACE EITHER MOUNTED OR PULLED, UP TO 14 TON); VACUUM TRUCK (SUPER SUCKER, GUZZLER, ETC.). (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD

TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 37.02 20.93

TRUCK DRIVERS: AREA 2: GROUP 4- A-FRAME; BURNER, CUTTER, & WELDER; SERVICE GREASER; TRUCKS, SIDE, END, BOTTOM & ARTIFULCATED END DUMP (OVER 6 YDS. TO AND INCLUDING 12 YDS.); TRUCK MOUNTED HYDRO SEEDER; WAREHOUSEPERSON; WATER TANK TRUCK (0-8,000 GALLONS). (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 36.91 20.93

TRUCK DRIVERS: AREA 2: GROUP 3- AUTO CRANE (2,000 LBS. CAPACITY); BUGGY MOBILE & SIMILAR; BULK CEMENT TANKS & SPREADER; DUMPTOR (6 YDS. & UNDER); FLAT BED TRUCK WITH HYDRAULLIC SYSTEMS; FORK LIFT (3,001-16,000 LBS); FUEL TRUCK DRIVER, STEAMCLEANER & WASHER; POWER OPERATED SWEEPER; RUBBER-TIRED TUNNEL JUMBO; SCISSORS TRUCK ;SLURRY TRUCK DRIVER; STRADDLE CARRIER (ROSS, HYSTER, & SIMILAR); TIREPERSON; TRANSIT MIXERS & TRUCK HAULING CONCRETE (3 YD. TO & INCLUDING 6 YDS.); TRUCKS, SIDE, END, BOTTOM & ARTICULATED END DUMP (3 YDS. TO AND INCLUDING 6 YDS.); WAREHOUSEPERSON (TO INCLUDE SHIPPING & RECEIVING); WRECKER AND TOW TRUCK. (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD

TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 36.58 20.93

TRUCK DRIVERS: AREA 2: GROUP 2- FISH TRUCK; FLAT BED TRUCK; FORK LIFT (3,000 LBS. AND UNDER); LEVERPERSON (LOADING TRUCKS AT BUNKERS); TRAILER MOUNTED HYDRO SEEDER AND MULCHER; SEEDER & MULCHER; STATIONARY FUEL OPERATOR; TRACTOR (SMALL, RUBBER-TIRED, PULLING TRAILER OR SIMILAR EQUIPMENT). (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 36.47 20.93

TRUCK DRIVERS: AREA 2: GROUP 1- ESCORT DRIVER OR PILOT CAR; EMPLOYEE HAUL; POWER BOAT HAULING EMPLOYEES OR MATERIAL. (AREA 2: PASCO ZONE CENTER: BENTON, FRANKLIN, WALLA WALLA, AND YAKIMA COUNTIES). ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING

RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 33.83 20.93

TRUCK DRIVERS: AREA 1: GROUP 8- PRIME MOVERS AND STINGER TRUCK; TRUCKS, SIDE, END, BOTTOM AND ARTICULATD END DUMP (OVER 100 YDS.); HELICOPTER PILOT HAULING EMPLOYEES OR MATERIALS. (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS, FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.) ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 40.88 20.93

TRUCK DRIVERS: AREA 1: GROUP 7- OIL DISTRIBUTOR DRIVER; STRINGER TRUCK (CABLE OPERATED TRAILER); TRANSIT MIXERS & TRUCKS HAULING CONCRETE (OVER 20 YDS.); TRUCK, SIDE, END, BOTTOM END DUMP (OVER 40 YDS. TO & INCLUDING 100 YDS.); TRUCK MOUNTED CRANE (WITH LOAD BEARING SURFACE EITHER MOUNTED OR PULLED (16 THROUGH 25 TONS). (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS, FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.) ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL

A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 40.56 20.93

TRUCK DRIVERS: AREA 1: GROUP 6- FLAHERTY SPREADER BOX DRIVER; FLOWBOYS; FORK LIFT (OVER 16,000 LBS.); DUMPS (SEMI-END); MECHANIC (FIELD); SEMI-END DUMPS; TRANSFER TRUCK & TRAILER; TRANSIT MIXERS & TRUCKS HAULING CONCRETE (OVER 10 YDS. TO & INCLUDING 20 YDS.); TRUCKS, SIDE, END, BOTTOM AND ARTICULATED END DUMP (OVER 20 YDS. TO & INCLUDING 40 YDS.); TRUCK AND PUP; TOURNAROCKER, DWS & SIMILAR WITH 2 OR MORE 4 WHEEL-POWER TRACTOR WITH TRAILER, GALLONAGE OR YARDAGE SCALE, WHICEVER IS GREATER WATER TANK TRUCK (8,001 - 14,000 GALLONS); LOWBOY (OVER 50 TONS). (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS, FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.) ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 40.22 20.93

TRUCK DRIVERS: AREA 1: GROUP 5- DUMPTOR (OVER 6 YDS.); LOWBOY (50 TONS & UNDER); SELF-LOADING ROLL OFF; SEMI-TRUCK & TRAILER; TRACTOR WITH STEER TRAILER; TRANSIT MIXERS AND TRUCKS HAULING CONCRETE (OVER 6 YDS. TO AND INCLUDING 10 YDS.); TRUCKS, SIDE, END, BOTTOM AND END DUMP (OVER 12 YDS. TO & INCLUDING 20 YDS.); TRUCK MOUNTED CRANE (WITH LOAD BEARING SURFACE EITHER MOUNTED OR PULLED, UP TO 14 TON); VACUUM TRUCK (SUPER SUCKER, GUZZLER, ETC.). (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS, FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.) ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN

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TRUCK DRIVERS: AREA 1: GROUP 4- A-FRAME; BURNER, CUTTER, & WELDER; SERVICE GREASER; TRUCKS, SIDE, END, BOTTOM & ARTIFULCATED END DUMP (OVER 6 YDS. TO AND INCLUDING 12 YDS.); TRUCK MOUNTED HYDRO SEEDER; WAREHOUSEPERSON; WATER TANK TRUCK (0-8,000 GALLONS). (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS, FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.) ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 39.91 20.93

TRUCK DRIVERS: AREA 1: GROUP 3- AUTO CRANE (2,000 LBS. CAPACITY); BUGGY MOBILE & SIMILAR; BULK CEMENT TANKS & SPREADER; DUMPTOR (6 YDS. & UNDER); FLAT BED TRUCK WITH HYDRAULLIC SYSTEMS; FORK LIFT (3,001-16,000 LBS); FUEL TRUCK DRIVER, STEAMCLEANER & WASHER; POWER OPERATED SWEEPER; RUBBER-TIRED TUNNEL JUMBO; SCISSORS TRUCK ;SLURRY TRUCK DRIVER; STRADDLE CARRIER (ROSS, HYSTER, & SIMILAR); TIREPERSON; TRANSIT MIXERS & TRUCK HAULING CONCRETE (3 YD. TO & INCLUDING 6 YDS.); TRUCKS, SIDE, END, BOTTOM & ARTICULATED END DUMP (3 YDS. TO AND INCLUDING 6 YDS.); WAREHOUSEPERSON (TO INCLUDE SHIPPING & RECEIVING); WRECKER AND TOW TRUCK. (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS,

FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.) ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 39.58 20.93

TRUCK DRIVERS: AREA 1: GROUP 2- FISH TRUCK; FLAT BED TRUCK; FORK LIFT (3,000 LBS. AND UNDER); LEVERPERSON (LOADING TRUCKS AT BUNKERS); TRAILER MOUNTED HYDRO SEEDER AND MULCHER; SEEDER & MULCHER; STATIONARY FUEL OPERATOR; TRACTOR (SMALL, RUBBER-TIRED, PULLING TRAILER OR SIMILAR EQUIPMENT). (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS, FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.) ZONE DIFFERENTIALS-ADD TO ZONE 1 RATE. ZONE 2: +$2.00. BASE POINTS: SPOKANE, LEWISTON. ZONE 1: 0-45 RADIUS MILES FROM THE MAIN POST OFFICE. ZONE 2: OUTSIDE 45 RADIUS MILES FROM THE MAIN POST OFFICE. FOOTNOTE A: ANYONE WORKING ON A HAZMAT JOB, WHERE HAZMAT CERTIFICATION IS REQUIRED, SHALL BE COMPENSATED AS A PREMIUM, IN ADDITION TO THE CLASSIFICATION WORKING IN AS FOLLOWS: LEVEL C-D: $0.50 PER HOUR (THIS IS THE LOWEST LEVEL OF PROTECTION. THIS LEVEL MAY USE AN AIR PURIFYING RESPIRATOR OR ADDITIONAL PROTECTIVE CLOTHING. LEVEL A-B: $1.00 PER HOUR (USES SUPPLIED AIR IS CONJUNCTION WITH A CHEMICAL SPLASH SUIT OR FULLY ENCAPSULATED SUIT WITH A SELF-CONTAINED BREATHING APPARATUS. EMPLOYEES SHALL BE PAID HAZMAT PAY IN INCREMENTS OF 4 AND 8 HOURS. NOTE: TRUCKS PULLING EQUIPMENT TRAILERS: SHALL RECEIVE $0.15/HOUR OVER APPLICABLE TRUCK RATE.....$ 39.47 20.93

TRUCK DRIVERS: AREA 1: GROUP 1- ESCORT DRIVER OR PILOT CAR; EMPLOYEE HAUL; POWER BOAT HAULING EMPLOYEES OR MATERIAL. (AREA 1: SPOKANE ZONE CENTER: ADAMS, CHELAN, DOUGLAS, FERRY, GRANT, KITTITAS, LINCOLN, OKANOGAN, PEN OREILLE, SPOKANE, STEVENS, AND WHITMAN COUNTIES. LEWISTON ZONE CENTER: ASOTIN, COLUMBIA, AND GARFIELD COUNTIES.)

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APPLICABLE TRUCK RATE.....$ 36.83 20.93

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.
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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave
for Federal Contractors applies to all contracts subject to the
Davis-Bacon Act for which the contract is awarded (and any
solicitation was issued) on or after January 1, 2017. If this
contract is covered by the EO, the contractor must provide
employees with 1 hour of paid sick leave for every 30 hours
they work, up to 56 hours of paid sick leave each year.
Employees must be permitted to use paid sick leave for their
own illness, injury or other health-related needs, including
preventive care; to assist a family member (or person who is
like family to the employee) who is ill, injured, or has other
health-related needs, including preventive care; or for reasons
resulting from, or to assist a family member (or person who is
like family to the employee) who is a victim of, domestic
violence, sexual assault, or stalking. Additional information
on contractor requirements and worker protections under the EO
is available at https://www.dol.gov/agencies/whd/government-contracts.

Note: Executive Order 13658 generally applies to contracts subject
to the Davis-Bacon Act that were awarded on or between January 1,
2015 and January 29, 2022, and that have not been renewed or
extended on or after January 30, 2022. Executive Order 13658 does
not apply to contracts subject only to the Davis-Bacon Related Acts
regardless of when they were awarded. If a contract is subject to
Executive Order 13658, the contractor must pay all covered workers
at least $13.65 per hour (or the applicable wage rate listed on this
wage determination, if it is higher) for all hours spent performing on
the contract from May 11, 2026, through December 31, 2026. The
applicable Executive Order minimum wage rate will be adjusted annually.
Additional information on contractor requirements and worker
protections under Executive Order 13658 is available at

www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than "SU", "UAVG", "SA", or "SC" denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The "SU" identifier indicates that either a single non-union

rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

"SU" wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The "SA" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the "SA" identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

a) a survey underlying a wage determination
b) an existing published wage determination
c) an initial WHD letter setting forth a position on a wage determination matter
d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations.

Requests can be submitted via email to BCWD-Office@dol.gov or
by mail to:
Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210
2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:
Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210
The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:
Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.
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END OF GENERAL DECISION
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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.

Overtime Codes Continued

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.

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.

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.

Overtime Codes Continued

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.

   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.

   M. This code appears to be missing. All hours worked on Saturdays, Sundays and holidays shall be paid at double 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.

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.

   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.

   J. All hours worked between the hours of 10:00 pm and 5:00 am, Monday through Friday, and all hours worked on Saturdays shall be paid at a 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.

   K. 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 5 am to 6pm 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, and all hours worked in excess of twelve (12) hours in a single shift 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. When an employee returns to work without at least eight (8) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until he/she shall have the eight (8) hours rest period.

Overtime Codes Continued

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

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.

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.

G. All hours worked on Saturdays 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. The First eight (8) hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of eight (8) per day on Saturdays shall be paid at double the hourly rate of wage. All hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

Overtime Codes Continued

4. J. The first eight (8) hours worked on a Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked in excess of eight (8) hours on a Saturday shall be paid at double the hourly rate of wage. All hours worked over twelve (12) in a day, and all hours worked on Sundays and Holidays shall be paid at double the hourly rate of wage.

K. All hours worked on a Saturday shall be paid at one and one-half times the hourly rate of wage, so long as Saturday is the sixth consecutive day worked. All hours worked over twelve (12) in a day Monday through Saturday, and all hours worked on Sundays and Holidays shall be paid at double the hourly rate of wage.

L. The first twelve (12) hours worked on a Saturday shall be paid at one and one-half times the hourly rate of wage. All hours worked on a Saturday in excess of twelve (12) hours shall be paid at double the hourly rate of pay. All hours worked over twelve (12) in a day Monday through Friday, and all hours worked on Sundays shall be paid at double the hourly rate of wage. All hours worked on a holiday shall be paid at one and one-half times the hourly rate of wage, except that all hours worked on Labor Day shall be paid at double the hourly rate of pay.

S. On a four (4) day ten (10) hour workweek scheduled Monday through Thursday, or Tuesday through Friday, work performed in excess of (10) hours shall be paid at one and one half (1-1/2) times the hourly rate of pay. On Monday through Friday, work performed outside the normal work hours of 6:00 a.m. and 6:00 p.m. shall be paid at one and one-half (1-1/2) times the straight time rate, (except for special shifts or multiple shift operations).

All hours worked on Saturdays shall be paid at one and one-half times the hourly rate of wage. All work performed on Sundays and holidays shall be paid at double the hourly rate of wage. When an employee returns to work without at least eight (8) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.

Multiple Shift Operations: When the first shift of a multiple shift (a two or three shift) operation is started at the basic straight time rate or at a specific overtime rate, all shifts of that day's operation shall be completed at that rate. Special Shifts: The Special Shift Premium is the basic hourly rate of pay plus $2.00 an hour. When due to conditions beyond the control of the employer or when an owner (not acting as the contractor), a government agency or the contract specifications require more than four (4) hours of a special shift can only be performed outside the normal 6am to 6pm shift then the special shift premium will be applied to the basic straight time for the entire shift. When an employee works on a special shift, they shall be paid the special shift premium for each hour worked unless they are in overtime or double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday).

U. 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. (Except on makeup days if work is lost due to inclement weather, then the first eight (8) hours on Saturday may be paid the regular rate.) All hours worked over twelve (12) hours Monday through Saturday, and all hours worked on Sundays and holidays shall be paid at double the hourly rate of wage.

Overtime Codes Continued

4. X. 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. Work performed outside the normal shift of 6 am to 6pm shall be paid at one and one-half the straight time rate, (except for special shifts or three shift operations). All work performed on Sundays and holidays shall be paid at double the hourly rate of wage. Shifts may be established when considered necessary by the Employer.

   The Employer may establish shifts consisting of eight (8) or ten (10) hours of work (subject to WAC 296-127-022), that shall constitute a normal forty (40) hour work week. The Employer can change from a 5-eight to a 4-ten hour schedule or back to the other. All hours of work on these shifts shall be paid for at the straight time hourly rate. Work performed in excess of eight hours (or ten hours per day (subject to WAC 296-127-022) shall be paid at one and one-half the straight time rate.

   When due to conditions beyond the control of the Employer, or when contract specifications require that work can only be performed outside the regular day shift, then by mutual agreement a special shift may be worked at the straight time rate, eight (8) hours work for eight (8) hours pay. The starting time shall be arranged to fit such conditions of work.

   When an employee returns to work without at a break of eight (8) hours since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.

Overtime Codes Continued

11. 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 After an employee has worked eight (8) hours, all additional hours worked shall be paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

   C The first two (2) hours after eight (8) regular hours Monday through Friday and the first eight (8) hours on Saturday shall be paid at one and one-half times the hourly rate of wage. All other overtime hours worked, except Labor Day, and all hours on Sunday 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. All non-overtime and non-holiday hours worked between 4:00 pm and 5:00 am, Monday through Friday, shall be paid at a premium rate of 15% over the hourly rate of wage.

   D. All hours worked on Saturdays and holidays shall be paid at one and one-half times the hourly rate of wage. All hours worked on Sundays shall be paid at double the hourly rate of wage.

   After an employee has worked eight (8) hours, all additional hours worked shall be paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

   E. The first two (2) hours after eight (8) regular hours Monday through Friday, the first ten (10) hours on Saturday, and the first ten (10) hours worked on Holidays shall be paid at one and one-half times the hourly rate of wage. All hours worked over ten (10) hours Monday through Saturday, and Sundays shall be paid at double the hourly rate of wage.

   After an employee has worked eight (8) hours, all additional hours worked shall be paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours or more.

Overtime Codes Continued

11. F. 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-half times the hourly rate of wage 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.

G. 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 5 am to 6pm 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, and all hours worked in excess of twelve (12) hours in a single shift 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 nine (9) hours or more. When an employee returns to work without at least nine (9) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until he/she shall have the nine (9) hours rest period.

H. 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 5 am to 6pm 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, and all hours worked in excess of twelve (12) hours in a single shift 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 ten (10) hours or more. When an employee returns to work without at least ten (10) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until he/she shall have the ten (10) hours rest period.

J. All hours worked on holidays shall be paid at double the hourly rate of wage.

K. On Monday through Friday hours worked outside 4:00 am and 5:00 pm, and the first two (2) hours after eight (8) hours worked shall be paid at one and one-half times the hourly rate. All hours worked over 10 hours per day Monday through Friday, and all hours worked on Saturdays, Sundays, and Holidays worked shall be paid at double the hourly rate of wage.

L. An employee working outside 5:00 am and 5:00 pm shall receive an additional two dollar ($2.00) per hour for all hours worked that shift. All hours worked on holidays shall be paid at one and one-half 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.

Overtime Codes Continued

11. M. 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.

Work performed outside the normal work hours of 5:00 a.m. and 6:00 p.m. shall be paid at one and one-half (1-1/2) times the straight time rate, (except for special shifts or multiple shift operations). When the first shift of a multiple shift (a two or three shift) operation is started at the basic straight time rate or at a specific overtime rate, all shifts of that day's operation shall be completed at that rate. When due to conditions beyond the control of the Employer or when contract specifications require that work can only be performed outside the regular day shift of 5:00 am to 6:00 pm, then a special shift may be worked at the straight time rate, plus the shift pay premium when applicable. The starting time of work will be arranged to fit such conditions of work. Such shift shall consist of eight (8) hours work for eight (8) hours pay or ten (10) hours work for ten (10) hours pay for four ten shifts.

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. All work performed after 6:00 pm Saturday to 5:00 am Monday, all work performed over twelve (12) hours, and all work performed on holidays shall be paid at double the straight time rate of pay.

Shift Pay Premium: In an addition to any overtime already required, all hours worked between the hours of 6:00 pm and 5:00 am shall receive an additional two dollars ($2.00) per hour.

N. All work performed over twelve hours in a shift and all work performed on Sundays and Holidays shall be paid at double the straight time rate.

Any time worked over eight (8) hours on Saturday shall be paid double the straight time rate, except employees assigned to work six 10-hour shifts per week shall be paid double the straight time rate for any time worked on Saturday over 10 hours.

O. All work performed on Saturdays, Sundays, and Holidays shall be paid at one and one half (1-1/2) times the straight time rate of pay.

Overtime Codes Continued

11. P. Work performed in excess of ten (10) hours of straight time per day when four ten (10) hour shifts are established and all work on Saturdays, except for make-up days shall be paid at time and one-half (1 ½) the straight time rate.

Work performed outside the normal work hours of 5:00 a.m. and 6:00 p.m. shall be paid at one and one-half (1-1/2) times the straight time rate, (except for special shifts or multiple shift operations). When the first shift of multiple shift (a two or three shift) operation is started at the basic straight time rate or at a specific overtime rate, all shifts of that day's operation shall be completed at that rate. When due to conditions beyond the control of the Employer or when contract specifications require that work can only be performed outside the regular day shift of 5:00 a.m. to 6:00 p.m., then a special shift may be worked at the straight time rate, plus the shift pay premium when applicable. The starting time of work will be arranged to fit such conditions of work. Such shifts shall consist of eight (8) hours work for eight (8) hours pay or ten (10) hours work for ten (10) hours pay for four ten-hour shifts.

In the event the job is down due to weather conditions, 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 work performed on Sundays and holidays and work in excess of twelve (12) hours per day shall be paid at double (2x) the straight time rate of pay.

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.

When an employee returns to work without a break of eight (8) hours since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.

Q. 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 35% over the hourly rate of wage. Work performed on Sundays shall be paid at double time. All hours worked on holidays shall be paid at double the hourly rate of wage.

R On Monday through Saturday hours worked outside 6:00 am and 7:00 pm, and all hours after eight (8) hours worked shall be paid at one and one-half times the hourly rate. All hours worked on Sundays and Holidays shall be paid at double the hourly rate of wage.

When a holiday falls on a Saturday, the Friday before shall be the observed holiday. When a holiday falls on a Sunday, the following Monday shall be the observed holiday.

S. The first ten (10) 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, or other conditions beyond the control of the Employer, then Saturday may be worked at the straight time rate, for the first eight (8) hours, or the first ten (10) hours when a four day ten hour workweek has been established.

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.

When an employee returns to work without a break of eight (8) hours since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until such time as the employee has had a break of eight (8) hours.

Overtime Codes Continued

11. T. 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.

U. 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.

If, due to conditions beyond the control of the Employer or when contract specifications require that work can only be performed outside the regular day shift, then a Special Shift may be worked, Monday through Friday, at the straight-time rate. The starting time of work for the Special Shift will be arranged to fit such conditions of work. Such Special Shift shall consist of eight (8) hours of work for eight (8) hours of pay or ten (10) hours of work for ten(10) hours of pay on a four-ten workday schedule.

V. 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.

W. 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 6 am to 6pm shift, and all work on Saturdays shall be paid at one and one-half times the hourly rate of wage. All work performed on Sundays 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.

When an employee returns to work without at least eight (8) hours time off since their previous shift, all such time shall be a continuation of shift and paid at the applicable overtime rate until he/she shall have the eight (8) hours rest period.

Holiday Codes

5. A. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, and Christmas Day (7).

B. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, the day before Christmas, and Christmas Day (8).

C. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8).

D. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8).

H. Holidays: New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, the Day after Thanksgiving Day, And Christmas (6).

I. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day (6).

K. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday After Thanksgiving Day, The Day Before Christmas, And Christmas Day (9).

L. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, And Christmas Day (8).

N. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, The Friday After Thanksgiving Day, And Christmas Day (9).

P. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday And Saturday After Thanksgiving Day, The Day Before Christmas, And Christmas Day (9). If A Holiday Falls On Sunday, The Following Monday Shall Be Considered As A Holiday.

Q. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day (6).

R. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day After Thanksgiving Day, One-Half Day Before Christmas Day, And Christmas Day. (7 1/2).

S. Paid Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, And Christmas Day (7).

Z. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the Friday after Thanksgiving Day, And Christmas Day (8).

Holiday Codes Continued

6. G. Paid Holidays: New Year's Day, Martin Luther King Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and Christmas Eve Day (11).

H. Paid Holidays: New Year's Day, New Year's Eve Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday After Thanksgiving Day, Christmas Day, The Day After Christmas, And A Floating Holiday (10).

T. Paid Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, The Last Working Day Before Christmas Day, And Christmas Day (9).

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

7. A. 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. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.

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.

Holiday Codes Continued

7. G. Holidays: New Year's Day, Memorial Day, Independence 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.

H. Holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, the Last Working Day before Christmas Day and Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

I. Holidays: New Year's Day, President's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, The Day Before Christmas Day And Christmas Day (9). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

J. Holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day (6). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

K. Holidays: New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, And Christmas Day (8). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

L. Holidays: New Year's Day, Memorial Day, Labor Day, Independence Day, Thanksgiving Day, the Last Work Day before Christmas Day, And Christmas Day (7). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday. Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday.

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.

P. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, 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.

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.

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.

V. Holidays: New Year's Day, President's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, the day before or after Christmas, and the day before or after New Year's Day. If any of the above listed holidays falls on a Sunday, the day observed by the Nation shall be considered a holiday and compensated accordingly.

W. Holidays: New Year's Day, Day After New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Eve Day, Christmas Day, the day after Christmas, the day before New Year's Day, and a Floating Holiday.

Holiday Codes Continued

7. X. Holidays: New Year's Day, Day before or after New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, and the day before or after Christmas day. If a holiday falls on a Saturday or on a Friday that is the normal day off, then the holiday will be taken on the last normal workday. If the holiday falls on a Monday that is the normal day off or on a Sunday, then the holiday will be taken on the next normal workday.

Y. Holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, and Christmas Day. (8) If the holiday falls on a Sunday, then the day observed by the federal government shall be considered a holiday and compensated accordingly.

Z. Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, Christmas Eve, and Christmas Day (9). Any holiday which falls on a Saturday shall be observed as a holiday on the preceding Friday. Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.

Holiday Codes Continued

15. G. New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, The Friday After Thanksgiving Day, the last scheduled workday before Christmas, and Christmas Day (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.

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, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, and Christmas Day (9). 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.

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, Independence Day, Labor Day, Veteran's 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. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular work day.

M. Holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Eve Day and Christmas Day (9). 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.

Holiday Codes Continued

15. N. 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). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.

O. Holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday and Saturday after Thanksgiving Day, the day before Christmas day, and Christmas Day (10). Any holiday which falls on a Sunday shall be observed as a holiday on the following Monday.

P. Holidays: New Year's Day, Memorial Day, Labor Day, Independence Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Eve 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.

Note Codes

8. 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.

S. Effective August 31, 2012 – A Traffic Control Supervisor shall be present on the project whenever flagging or spotting or other traffic control labor is being utilized. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.

T. Effective August 31, 2012 – A Traffic Control Laborer performs the setup, maintenance and removal of all temporary traffic control devices and construction signs necessary to control vehicular, bicycle, and pedestrian traffic during construction operations. Flaggers and Spotters shall be posted where shown on approved Traffic Control Plans or where directed by the Engineer. All flaggers and spotters shall possess a current flagging card issued by the State of Washington, Oregon, Montana, or Idaho. This classification is only effective on or after August 31, 2012.

U. Workers on hazmat projects receive additional hourly premiums as follows – Class A Suit: $2.00, Class B Suit: $1.50, And Class C Suit: $1.00. Workers performing underground work receive an additional $0.40 per hour for any and all work performed underground, including operating, servicing and repairing of equipment. The premium for underground work shall be paid for the entire shift worked. Workers who work suspended by a rope or cable receive an additional $0.50 per hour. The premium for work suspended shall be paid for the entire shift worked. Workers who do "pioneer" work (break open a cut, build road, etc.) more than one hundred fifty (150) feet above grade elevation receive an additional $0.50 per hour.

Note Codes Continued

8. V. In addition to the hourly wage and fringe benefits, the following depth and enclosure premiums shall be paid. The premiums are to be calculated for the maximum depth and distance into an enclosure that a diver reaches in a day. The premiums are to be paid one time for the day and are not used in calculating overtime pay.

   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 101' to 150' - $3.00 per foot for each foot over 101 feet. Over 151' to 220' - $4.00 per foot for each foot over 220 feet. Over 221' - $5.00 per foot for each foot over 221 feet.

   Enclosure premiums apply when divers enter enclosures (such as pipes or tunnels) where there is no vertical ascent and is measured by the distance travelled from the entrance. 25’ to 300’ - $1.00 per foot from entrance. 300’ to 600’ - $1.50 per foot beginning at 300’. Over 600’ - $2.00 per foot beginning at 600’.

   W. Meter Installers work on single phase 120/240V self-contained residential meters. The Lineman/Groundmen rates would apply to meters not fitting this description.

   X. 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. Special Shift Premium: Basic hourly rate plus $2.00 per hour.

   When due to conditions beyond the control of the Employer or when an owner (not acting as the contractor), a government agency or the contract specifications requires that work can only be performed outside the normal 5 am to 6pm shift, then the special shift premium will be applied to the basic hourly rate. When an employee works on a special shift, they shall be paid a special shift premium for each hour worked unless they are in OT or Double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)

   Y. Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay.

   Swinging Stage/Boatswains Chair: Employees working on a swinging state or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents ($0.75) per hour above the classification rate.

   Z. Workers working with supplied air on hazmat projects receive an additional $1.00 per hour.

   Special Shift Premium: Basic hourly rate plus $2.00 per hour. When due to conditions beyond the control of the Employer or when an owner (not acting as a contractor), a government agency or the contract specifications require that more than (4) hours of a special shift can only be performed outside the normal 6 am to 6pm shift, then the special shift premium will be applied to the basic straight time for the entire shift. When an employee works on a special shift, they will be paid a special shift premium for each hour worked unless they are in overtime or double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)

Note Codes Continued

9. A. Workers working with supplied air on hazmat projects receive an additional $1.00 per hour.

Special Shift Premium: Basic hourly rate plus $2.00 per hour. When due to conditions beyond the control of the Employer or when an owner (not acting as the contractor), a government agency or the contract specifications require that more than four (4) hours of a special shift can only be performed outside the normal 6 am to 6pm shift, then the special shift premium will be applied to the basic straight time for the entire shift. When an employee works on a special shift, they shall be paid a special shift premium for each hour worked unless they are in overtime or double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)

Certified Crane Operator Premium: Crane operators requiring certifications shall be paid $0.50 per hour above their classification rate.

Boom Pay Premium: All cranes including tower shall be paid as follows based on boom length:

(A) – 130’ to 199’ – $0.50 per hour over their classification rate.
(B) – 200’ to 299’ – $0.80 per hour over their classification rate.
(C) – 300’ and over – $1.00 per hour over their classification rate.

B. 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.

Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay. Swinging Stage/Boatswains Chair: Employees working on a swinging stage or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents ($0.75) per hour above the classification rate.

C. Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay. Swinging Stage/Boatswains Chair: Employees working on a swinging stage or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents ($0.75) per hour above the classification rate.

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.

D. Industrial Painter wages are required for painting within industrial facilities such as treatment plants, pipelines, towers, dams, bridges, power generation facilities and manufacturing facilities such as chemical plants, etc., or anywhere abrasive blasting is necessary to prepare surfaces, or hazardous materials encapsulation is required.

E. Heavy Construction includes construction, repair, alteration or additions to the production, fabrication or manufacturing portions of industrial or manufacturing plants, hydroelectric or nuclear power plants and atomic reactor construction. 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.

Note Codes Continued

9. F. Industrial Painter wages are required for painting within industrial facilities such as treatment plants, pipelines, towers, dams, power generation facilities and manufacturing facilities such as chemical plants, etc., or anywhere abrasive blasting is necessary to prepare surfaces, or hazardous materials encapsulation is required.

H. One (1) person crew shall consist of a Party Chief. (Total Station or similar one (1) person survey system). Two (2) person survey party shall consist of a least a Party Chief and a Chain Person. Three (3) person survey party shall consist of at least a Party Chief, an Instrument Person, and a Chain Person.

I. In addition to the hourly wage and fringe benefits, the following depth and enclosure premiums shall be paid. The premiums are to be calculated for the maximum depth and distance into an enclosure that a diver reaches in a day. The premiums are to be paid one time for the day and are not used in calculating overtime pay.

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 101' to 150' - $3.00 per foot for each foot over 101 feet. Over 151' to 220' - $4.00 per foot for each foot over 220 feet. Over 221' - $5.00 per foot for each foot over 221 feet.

Enclosure premiums apply when divers enter enclosures (such as pipes or tunnels) where there is no vertical ascent and is measured by the distance travelled from the entrance. 25’ to 300’ - $1.00 per foot from entrance. 300’ to 600’ - $1.50 per foot beginning at 300’. Over 600’ - $2.00 per foot beginning at 600’.

Employees may be required to perform any combination of work within the Diving team/crew, (with the exception of dive Supervisor) provided they are paid at the highest rate at which he/she has worked for the shift.

L. Workers on hazmat projects receive additional hourly premiums as follows -Level A: $0.75, Level B: $0.50, And Level C: $0.25.

Tide Work: When employees are called out between the hours of 6:00 p.m. and 6:00 a.m. to work on tide work (work located in the tide plane) all time worked shall be at one and one-half times the hourly rate of pay.

Swinging Stage/Boatswains Chair: Employees working on a swinging stage or boatswains chair or under conditions that require them to be tied off to allow their hands to be free shall receive seventy-five cents ($0.75) per hour above the classification rate.

M. Certified Crane Operator Premium: Crane operators requiring certifications shall be paid $1.50 per hour above their classification rate.

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.

Special Shift Premium: Basic hourly rate plus $2.00 per hour. When due to conditions beyond the control of the Employer or when an owner (not acting as the contractor), a government agency or the contract specifications requires that work can only be performed outside the normal 6 am to 6pm shift, then the special shift premium will be applied to the basic hourly rate. When an employee works on a special shift, they shall be paid a special shift premium for each hour worked unless they are in OT or Double-time status. (For example, the special shift premium does not waive the overtime requirements for work performed on Saturday or Sunday.)

State of Washington
Department of Labor & Industries
Prevailing Wage Section - Telephone 360-902-5335
PO Box 44540, Olympia, WA 98504-4540

Washington State Prevailing Wage

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

Journey Level Prevailing Wage Rates for the Effective Date: 7/6/2026

Walla Walla County

Trade	Job Classification	Wage	Holiday	Overtime	Note
Asbestos Abatement Workers	Journey Level	$55.11	**7B**	**1M**	**8Z**
Boilermakers	Journey Level	$77.39	**5N**	**1C**	
Brick Mason	Journey Level	$61.09	**5A**	**1M**	
Building Service Employees	Janitor	$17.13		**1**	
Building Service Employees	Shampooer	$17.13		**1**	
Building Service Employees	Waxer	$17.13		**1**	
Building Service Employees	Window Cleaner	$17.13		**1**	

Cabinet Makers (In Shop)	Journey Level	$17.13		**1**	
Carpenters	Acoustical Worker	$61.49	**7E**	**4X**	**8N**
Carpenters	Bridge, Dock & Wharf Carpenter	$65.49	**7E**	**4X**	**9E**
Carpenters	Floor Layer & Floor Finisher	$61.49	**7E**	**4X**	**8N**
Carpenters	Form Builder	$61.49	**7E**	**4X**	**8N**
Carpenters	General Carpenter	$61.49	**7E**	**4X**	**8N**
Carpenters	Heavy Construction Carpenter	$65.49	**7E**	**4X**	**9E**
Carpenters	Scaffold/Shoring Erecting & Dismantling	$65.49	**7E**	**4X**	**8N**
Cement Masons	Journey Level	$58.03	**7B**	**1N**	
Divers & Tenders	Assistant Tender	$68.04	**7E**	**4X**	**8J**
Divers & Tenders	Bell/Vehicle or Submersible Operator Not Under Pressure	$72.52	**7E**	**4X**	**8J**
Divers & Tenders	Dive Supervisors	$129.26	**7E**	**4X**	
Divers & Tenders	Diver	$127.76	**7E**	**4X**	**8I**
Divers & Tenders	Diver on Standby	$72.52	**7E**	**4X**	**8J**
Divers & Tenders	Diver Tender	$71.52	**7E**	**4X**	**8J**

Divers & Tenders	Diving Master	$85.07	**7E**	**4X**	**8J**
Divers & Tenders	Manifold Operator	$71.52	**7E**	**4X**	**8J**
Divers & Tenders	Manifold Operator Mixed Gas	$75.52	**7E**	**4X**	**8J**
Divers & Tenders	Remote Operated Vehicle Operator	$71.52	**7E**	**4X**	**8J**
Divers & Tenders	Remote Operated Vehicle Tender/Technician	$68.04	**7E**	**4X**	**8J**
Dredge Workers	Assistant Engineer	$89.47	**5D**	**3F**	
Dredge Workers	Assistant Mate (Deckhand)	$88.78	**5D**	**3F**	
Dredge Workers	Boatmen	$89.47	**5D**	**3F**	
Dredge Workers	Engineer Welder	$91.20	**5D**	**3F**	
Dredge Workers	Leverman, Hydraulic	$93.03	**5D**	**3F**	
Dredge Workers	Mates	$89.47	**5D**	**3F**	
Dredge Workers	Oiler	$88.78	**5D**	**3F**	
Drywall Applicator	Journey Level	$62.26	**150**	**11S**	
Drywall Tapers	Journey Level	$62.26	**150**	**11S**	
Electrical Fixture Maintenance Workers	Journey Level	$17.13		**1**	

Electricians - Inside	Cable Splicer	$91.45	**5A**	**11F**	
Electricians - Inside	Journey Level	$88.34	**5A**	**11F**	
Electricians - Inside	Welder	$103.90	**5A**	**11F**	
Electricians - Motor Shop	Craftsman	$17.13		**1**	
Electricians - Motor Shop	Journey Level	$17.13		**1**	
Electricians - Powerline Construction	Cable Splicer	$107.31	**5A**	**4D**	
Electricians - Powerline Construction	Certified Line Welder	$98.45	**5A**	**4D**	
Electricians - Powerline Construction	Groundperson	$61.75	**5A**	**4D**	
Electricians - Powerline Construction	Heavy Line Equipment Operator	$98.45	**5A**	**4D**	
Electricians - Powerline Construction	Journey Level Lineperson	$98.45	**5A**	**4D**	
Electricians - Powerline Construction	Line Equipment Operator	$84.18	**5A**	**4D**	
Electricians - Powerline Construction	Meter Installer	$61.75	**5A**	**4D**	**8W**
Electricians - Powerline Construction	Pole Sprayer	$98.45	**5A**	**4D**	
Electricians - Powerline Construction	Powderperson	$72.81	**5A**	**4D**	

Electronic Technicians	Journey Level	$53.13	**5I**	**1B**	
Elevator Constructors	Mechanic	$119.17	**7D**	**4A**	
Elevator Constructors	Mechanic In Charge	$128.95	**7D**	**4A**	
Fabricated Precast Concrete Products	Journey Level	$17.13		**1**	
Fabricated Precast Concrete Products	Journey Level - In-Factory Work Only	$17.13		**1**	
Fence Erectors	Fence Erector	$55.11	**7B**	**1M**	**8Z**
Flaggers	Journey Level	$51.94	**7B**	**1M**	**8Z**
Glaziers	Journey Level	$48.20	**7L**	**4L**	
Heat & Frost Insulators And Asbestos Workers	Journey Level	$68.80	**5K**	**1U**	
Heating Equipment Mechanics	Journey Level	$81.31	**5A**	**1X**	
Hod Carriers & Mason Tenders	Journey Level	$56.30	**7B**	**1M**	**8Z**
Industrial Power Vacuum Cleaner	Journey Level	$17.13		**1**	
Inland Boatmen	Journey Level	$17.13		**1**	
Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control	Cleaner Operator, Foamer Operator	$17.13		**1**	

Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control	Grout Truck Operator	$17.13		**1**	
Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control	Head Operator	$17.13		**1**	
Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control	Technician	$17.13		**1**	
Inspection/Cleaning/Sealing Of Sewer & Water Systems By Remote Control	Tv Truck Operator	$17.13		**1**	
Insulation Applicators	Journey Level	$61.49	**7E**	**4X**	**8N**
Ironworkers	Journeyman	$78.44	**15K**	**11N**	
Laborers	Air And Hydraulic Track Drill	$55.80	**7B**	**1M**	**8Z**
Laborers	Asphalt Raker	$55.80	**7B**	**1M**	**8Z**
Laborers	Asphalt Roller, Walking	$55.45	**7B**	**1M**	**8Z**
Laborers	Brick Pavers	$55.11	**7B**	**1M**	**8Z**
Laborers	Brush Hog Feeder	$55.11	**7B**	**1M**	**8Z**
Laborers	Brush Machine	$55.80	**7B**	**1M**	**8Z**
Laborers	Caisson Worker, Free AIr	$55.80	**7B**	**1M**	**8Z**

Laborers	Carpenter Tender	$55.11	**7B**	**1M**	**8Z**
Laborers	Cement Finisher Tender	$55.80	**7B**	**1M**	**8Z**
Laborers	Cement Handler	$55.80	**7B**	**1M**	**8Z**
Laborers	Chain Saw Operator & Faller	$55.80	**7B**	**1M**	**8Z**
Laborers	Clean-up Laborer	$55.11	**7B**	**1M**	**8Z**
Laborers	Compaction Equipment	$55.45	**7B**	**1M**	**8Z**
Laborers	Concrete Crewman	$55.80	**7B**	**1M**	**8Z**
Laborers	Concrete Saw, Walking	$55.80	**7B**	**1M**	**8Z**
Laborers	Concrete Signalman	$55.80	**7B**	**1M**	**8Z**
Laborers	Concrete Stack	$55.80	**7B**	**1M**	**8Z**
Laborers	Confined Space Attendant	$55.11	**7B**	**1M**	**8Z**
Laborers	Construction Specialist	$56.02	**7B**	**1M**	**8Z**
Laborers	Crusher Feeder	$55.11	**7B**	**1M**	**8Z**
Laborers	Demolition	$55.11	**7B**	**1M**	**8Z**
Laborers	Demolition Torch	$55.45	**7B**	**1M**	**8Z**
Laborers	Dope Pot Fireman, Non-mechanical	$55.45	**7B**	**1M**	**8Z**

Laborers	Driller Helper (when Required To Move & Position Machine)	$55.45	**7B**	**1M**	**8Z**
Laborers	Drills With Dual Masts	$56.15	**7B**	**1M**	**8Z**
Laborers	Dry Stack Walls	$55.11	**7B**	**1M**	**8Z**
Laborers	Dumpman	$55.11	**7B**	**1M**	**8Z**
Laborers	Erosion Control Laborer	$55.11	**7B**	**1M**	**8Z**
Laborers	Firewatch	$55.11	**7B**	**1M**	**8Z**
Laborers	Form Cleaning Machine Feeder, Stacker	$55.11	**7B**	**1M**	**8Z**
Laborers	Form Setter, Paving	$55.80	**7B**	**1M**	**8Z**
Laborers	General Laborer	$55.11	**7B**	**1M**	**8Z**
Laborers	Grade Checker	$58.27	**7B**	**1M**	**8Z**
Laborers	Grout Machine Header Tender	$55.11	**7B**	**1M**	**8Z**
Laborers	Guard Rail	$55.11	**7B**	**1M**	**8Z**
Laborers	Gunite	$55.80	**7B**	**1M**	**8Z**
Laborers	Hazardous Waste Worker (level A)	$56.15	**7B**	**1M**	**8Z**
Laborers	Hazardous Waste Worker (level B)	$55.80	**7B**	**1M**	**8Z**

Laborers	Hazardous Waste Worker (level C)	$55.45	**7B**	**1M**	**8Z**
Laborers	Hazardous Waste Worker (level D)	$55.11	**7B**	**1M**	**8Z**
Laborers	Hdpe Or Similar Liner Installer	$55.11	**7B**	**1M**	**8Z**
Laborers	High Scaler	$55.80	**7B**	**1M**	**8Z**
Laborers	Industrial Technician	$75.50	**7B**	**1M**	**8Z**
Laborers	Jackhammer Operator Miner, Class "b"	$55.45	**7B**	**1M**	**8Z**
Laborers	Laser Beam Operator	$55.80	**7B**	**1M**	**8Z**
Laborers	Miner, Class "a"	$55.11	**7B**	**1M**	**8Z**
Laborers	Miner, Class "c"	$55.80	**7B**	**1M**	**8Z**
Laborers	Miner, Class "d"	$56.15	**7B**	**1M**	**8Z**
Laborers	Monitor Operator, Air Track Or Similar Mounting	$55.80	**7B**	**1M**	**8Z**
Laborers	Mortar Mixer	$55.80	**7B**	**1M**	**8Z**
Laborers	Nipper	$55.11	**7B**	**1M**	**8Z**
Laborers	Nozzleman	$55.80	**7B**	**1M**	**8Z**

Laborers	Nozzleman, Water (to Include Fire Hose), Air Or Steam	$55.45	**7B**	**1M**	**8Z**
Laborers	Pavement Breaker, 90 Lbs. & Over	$55.80	**7B**	**1M**	**8Z**
Laborers	Pavement Breaker, Under 90 Lbs.	$55.45	**7B**	**1M**	**8Z**
Laborers	Pilot Car	$51.94	**7B**	**1M**	**8Z**
Laborers	Pipelayer	$55.80	**7B**	**1M**	**8Z**
Laborers	Pipelayer, Corrugated Metal Culvert And Multi-Plate	$55.80	**7B**	**1M**	**8Z**
Laborers	Pipewrapper	$55.80	**7B**	**1M**	**8Z**
Laborers	Plasterer Tenders	$55.80	**7B**	**1M**	**8Z**
Laborers	Pot Tender	$55.45	**7B**	**1M**	**8Z**
Laborers	Powderman	$57.86	**7B**	**1M**	**8Z**
Laborers	Powederman Helper	$55.45	**7B**	**1M**	**8Z**
Laborers	Power Buggy Operator	$55.45	**7B**	**1M**	**8Z**
Laborers	Power Tool Operator, Gas, Electric, Pneumatic	$55.45	**7B**	**1M**	**8Z**
Laborers	Rad-Con Technician	$75.50	**7B**	**1M**	**8Z**

Laborers	Railroad Equipment, Power Driven, Except Dual Mobile	$55.45	**7B**	**1M**	**8Z**
Laborers	Railroad Power Spiker Or Puller, Dual Mobile	$55.45	**7B**	**1M**	**8Z**
Laborers	Remote Equipment Operator	$56.15	**7B**	**1M**	**8Z**
Laborers	Remote Equipment Operator (i.e Compaction And Demolition)	$55.45	**7B**	**1M**	**8Z**
Laborers	Rigger/signal Person	$55.45	**7B**	**1M**	**8Z**
Laborers	Riprap Person	$55.11	**7B**	**1M**	**8Z**
Laborers	Rodder & Spreader	$55.80	**7B**	**1M**	**8Z**
Laborers	Sand Hogs Under Compressed Air Conditions	$329.90	**7B**	**1M**	**8Z**
Laborers	Sandblast Tailhoseman	$55.11	**7B**	**1M**	**8Z**
Laborers	Scaffold Erector, Wood Or Steel	$55.11	**7B**	**1M**	**8Z**
Laborers	Scaleman	$51.94	**7B**	**1M**	**8Z**
Laborers	Stake Jumper	$55.11	**7B**	**1M**	**8Z**
Laborers	Structural Mover	$55.11	**7B**	**1M**	**8Z**

Laborers	Tailhoseman (water Nozzle)	$55.11	**7B**	**1M**	**8Z**
Laborers	Timber Bucker & Faller (by Hand)	$55.11	**7B**	**1M**	**8Z**
Laborers	Track Laborer (rr)	$55.11	**7B**	**1M**	**8Z**
Laborers	Traffic Control Laborer	$51.94	**7B**	**1M**	**8Z**
Laborers	Traffic Control Supervisor	$55.11	**7B**	**1M**	**8Z**
Laborers	Trencher, Shawnee	$55.45	**7B**	**1M**	**8Z**
Laborers	Trenchless Technology Technician	$55.80	**7B**	**1M**	**8Z**
Laborers	Truck Loader	$55.11	**7B**	**1M**	**8Z**
Laborers	Truck Mounted Attenuator	$51.94	**7B**	**1M**	**8Z**
Laborers	Tugger Operator	$55.45	**7B**	**1M**	**8Z**
Laborers	Vibrators, All	$55.80	**7B**	**1M**	**8Z**
Laborers	Wagon Drills	$55.45	**7B**	**1M**	**8Z**
Laborers	Water Pipe Liner	$55.45	**7B**	**1M**	**8Z**
Laborers	Welder, Electrical, Manual Or Automatic (hdpe Or Similar Pipe And Liner)	$56.15	**7B**	**1M**	**8Z**

Laborers	Well-point Person	$55.11	**7B**	**1M**	**8Z**
Laborers	Wheelbarrow, Power Driven	$55.45	**7B**	**1M**	**8Z**
Laborers	Window Washer, Cleaner	$51.94	**7B**	**1M**	**8Z**
Laborers - Underground Sewer & Water	General Laborer & Topman	$55.80	**7B**	**1M**	**8Z**
Laborers - Underground Sewer & Water	Pipe Layer	$55.80	**7B**	**1M**	**8Z**
Landscape Construction	Landscape Laborer	$51.94	**7B**	**1M**	**8Z**
Landscape Construction	Landscape Operator	$64.42	**7Z**	**11W**	**9M**
Landscape Maintenance	Groundskeeper	$17.13		**1**	
Lathers	Journey Level	$62.26	**15O**	**11S**	
Marble Setters	Journey Level	$61.09	**5A**	**1M**	
Metal Fabrication (In Shop)	Fitter	$17.13		**1**	
Metal Fabrication (In Shop)	Laborer	$17.13		**1**	
Metal Fabrication (In Shop)	Machine Operator	$17.13		**1**	
Metal Fabrication (In Shop)	Painter	$17.13		**1**	
Metal Fabrication (In Shop)	Welder	$17.13		**1**	
Millwright	Journey Level	$82.50	**5A**	**1B**	

Modular Buildings	Journey Level	$17.13		**1**	
Painters	Commercial Painter	$49.90	**15P**	**11V**	
Painters	Industrial Painter	$57.22	**15P**	**11V**	**9D**
Pile Driver	Journey Level	$67.09	**7E**	**4X**	**8N**
Plasterers	Journey Level	$57.71	**7K**	**1N**	
Playground & Park Equipment Installers	Journey Level	$17.13		**1**	
Plumbers & Pipefitters	Journey Level	$100.41	**6Z**	**1Q**	
Power Equipment Operators	Asphalt plant Operators	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Assistant Engineer	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Barrier machine: (Zipper)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Batch Plant Operator: concrete	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Bobcat	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Brokk: Remote demolition equipment	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Brooms	$63.23	**7Z**	**11W**	**9M**

Power Equipment Operators	Bump cutter	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Cableways	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Chipper	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Compressor	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Concrete Finish Machine: Laser Screed	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Concrete Pump: Mounted or trailer high pressure line pump, pump high pressure	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Concrete Pump: Truck mount with boom attachment over 42M	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Concrete pump: truck mount with boom attachment up to 42M	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Conveyors	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes Friction: 200 tons and over	$69.06	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes, A-frame: 10 tons and under	$63.23	**7Z**	**11W**	**9M**

Power Equipment Operators	Cranes: 100 tons through 199 tons, or 150' of boom (including jib with attachments)	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes: 20 tons through 44 tons with attachments	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes: 200 tons- 299 tons, or 250' of boom including jib with attachments	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes: 300 tons and over or 300' of boom including jib with attachments	$69.06	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes: 45 tons through 99 tons, under 150' of boom (including jib with attachments)	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes: Friction cranes through 199 tons	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators	Cranes: through 19 tons with attachments, A-frame over 10 tons	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Crusher	$64.76	**7Z**	**11W**	**9M**

Power Equipment Operators	Deck engineer/deck winches (power)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Derricks: on building work	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Dozers: D-9 & under	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Drill Oilers: auger type, truck or crane mount	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Drilling Machine	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators	Elevator and man-lift: permanent and shaft type	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Finishing Machine: Bidwell and Gamaco & similar equipment	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Forklift: 3000 lbs and over with attachments	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Forklifts: under 3000 lbs. with attachments	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Grade Engineer: using blue prints, cut sheets, etc.	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Gradechecker/Stakeman	$63.23	**7Z**	**11W**	**9M**

Power Equipment Operators	Guardrail punch	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Hard tail end dump: articulating off-road equipment 45 yards & over	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Hard tail end dump: articulating off-road equipment under 45 yards	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Helper, Mechanic or Welder, H.D.	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Horizontal/directional drill locator	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Horizontal/directional drill operator	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Hydralifts/boom trucks: 10 tons and under	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Hydralifts/boom trucks: over 10 tons	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Leverman	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators	Loader: Overhead 6 yards but not including 8 yards	$65.11	**7Z**	**11W**	**9M**

Power Equipment Operators	Loader: Overhead 8 yards & over	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators	Loaders: elevating type belt	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Loaders: Overhead under 6 yards	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Loaders: Plant feed	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Locomotives: all	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Material Transfer Device	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Mechanics: all (Leadmen - $0.50 per hour over mechanic)	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators	Motor patrol graders	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Mucking machine, mole, tunnel drill, boring, road header and/or shield	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Oil distributors, blower distribution & mulch seeding operator	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Outside Hoists (elevators and manlifts), Air Tuggers, Strato	$64.42	**7Z**	**11W**	**9M**

Power Equipment Operators	Overhead, bridge type Crane: 20 tons through 44 tons	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Overhead, bridge type: 100 tons and over	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators	Overhead, bridge type: 45 tons through 99 tons	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Pavement breaker	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Piledriver: (other than crane mount)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Plant oiler: asphalt, crusher	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Posthole digger: mechanical	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Power plant	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Pumps: water	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Quad 9, HD 41, D10 and over	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Quick Tower: no cab, under 100 feet in height base to boom	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Remote control operator on rubber tired earth	$65.11	**7Z**	**11W**	**9M**

	moving equipment				
Power Equipment Operators	Rigger and Bellman	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Rigger/Signal Person, Bellman (Certified)	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Rollagon	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Roller: other than plant mix	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Roller: plant mix or multi-lift materials	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Roto-mill, roto-grinder	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Saws: concrete	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Scraper: self propelled under 45 yards	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Scrapers, self-propelled: 45 yards and over	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Scrapers: concrete & carry all	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Service Engineers: equipment	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Shotcrete/gunite equipment	$63.23	**7Z**	**11W**	**9M**

Power Equipment Operators	Shovel, excavator, backhoe, tractor: 15 to 30 metric tons	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Shovel, excavator, backhoe, tractors: under 15 metric tons	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Shovel, excavator, backhoe: over 30 metric tons and up to 50 metric tons	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Shovel, excavator, backhoes: over 50 metric tons and up to 90 metric tons	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators	Shovel, excavator, backhoes: over 90 metric tons	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators	Slipform pavers	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Spreader: Topsider & Screedman	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Subgrader trimmer	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Tower Bucket Elevators	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Tower Crane: over 175' through 250' in height,	$68.16	**7Z**	**11W**	**9M**

	base to boom				
Power Equipment Operators	Tower crane: up to 175' in height base to boom	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators	Tower Cranes: over 250' in height from base to boom	$69.06	**7Z**	**11W**	**9M**
Power Equipment Operators	Transporters: all track or truck type	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Trenching machines	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Truck Crane Oiler/Driver: 100 tons and over	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Truck crane oiler/driver: under 100 tons	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators	Truck mount portable conveyor	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Vac Truck (Vactor Guzzler, Hydro Excavator)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators	Welder	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators	Wheel tractors: Farm all type	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators	Yo Yo pay dozer	$64.76	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Asphalt plant Operators	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Assistant Engineer	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Barrier machine: (Zipper)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Batch Plant Operator: concrete	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Bobcat	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Brokk: Remote demolition equipment	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Brooms	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Bump cutter	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cableways	$65.11	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Chipper	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Compressor	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Concrete Finish Machine: Laser Screed	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Concrete Pump: Mounted or trailer high pressure line pump, pump high pressure	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Concrete Pump: Truck mount with boom attachment over 42M	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Concrete pump: truck mount with boom attachment up to 42M	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Conveyors	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes Friction: 200 tons and over	$69.06	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Cranes, A-frame: 10 tons and under	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes: 100 tons through 199 tons, or 150' of boom (including jib with attachments)	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes: 20 tons through 44 tons with attachments	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes: 200 tons- 299 tons, or 250' of boom including jib with attachments	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes: 300 tons and over or 300' of boom including jib with attachments	$69.06	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes: 45 tons through 99 tons, under 150' of boom (including jib with attachments)	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes: Friction cranes through 199 tons	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Cranes: through 19 tons with attachments, A-frame over 10 tons	$64.42	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Crusher	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Deck engineer/deck winches (power)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Derricks: on building work	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Dozers: D-9 & under	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Drill Oilers: auger type, truck or crane mount	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Drilling Machine	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Elevator and man-lift: permanent and shaft type	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Finishing Machine: Bidwell and Gamaco & similar equipment	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Forklift: 3000 lbs and over with attachments	$64.42	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Forklifts: under 3000 lbs. with attachments	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Grade Engineer: using blue prints, cut sheets, etc.	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Gradechecker/Stakeman	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Guardrail punch	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Hard tail end dump: articulating off-road equipment 45 yards & over	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Hard tail end dump: articulating off-road equipment under 45 yards	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Helper, Mechanic or Welder, H.D.	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Horizontal/directional drill locator	$64.42	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Horizontal/directional drill operator	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Hydralifts/boom trucks: 10 tons and under	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Hydralifts/boom trucks: over 10 tons	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Leverman	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Loader: Overhead 6 yards but not including 8 yards	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Loader: Overhead 8 yards & over	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Loaders: elevating type belt	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Loaders: Overhead under 6 yards	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Loaders: Plant feed	$64.76	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Locomotives: all	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Material Transfer Device	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Mechanics: all (Leadmen - $0.50 per hour over mechanic)	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Motor patrol graders	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Mucking machine, mole, tunnel drill, boring, road header and/or shield	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Oil distributors, blower distribution & mulch seeding operator	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Outside Hoists (elevators and manlifts), Air Tuggers, Strato	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Overhead, bridge type Crane: 20 tons through 44 tons	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Overhead, bridge type: 100 tons and over	$67.14	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Overhead, bridge type: 45 tons through 99 tons	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Pavement breaker	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Piledriver: (other than crane mount)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Plant oiler: asphalt, crusher	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Posthole digger: mechanical	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Power plant	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Pumps: water	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Quad 9, HD 41, D10 and over	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Quick Tower: no cab, under 100 feet in height base to boom	$64.76	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Remote control operator on rubber tired earth moving equipment	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Rigger and Bellman	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Rigger/Signal Person, Bellman (Certified)	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Rollagon	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Roller: other than plant mix	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Roller: plant mix or multi-lift materials	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Roto-mill, roto-grinder	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Saws: concrete	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Scraper: self propelled under 45 yards	$64.76	**7Z**	**11W**	**9M**

Power Equipment Operators- Underground Sewer & Water	Scrapers, self-propelled: 45 yards and over	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Scrapers: concrete & carry all	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Service Engineers: equipment	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Shotcrete/gunite equipment	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Shovel, excavator, backhoe, tractor: 15 to 30 metric tons	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Shovel, excavator, backhoe, tractors: under 15 metric tons	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Shovel, excavator, backhoe: over 30 metric tons and up to 50 metric tons	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Shovel, excavator, backhoes: over 50 metric tons and up to 90 metric tons	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground	Shovel, excavator, backhoes: over 90	$68.16	**7Z**	**11W**	**9M**

Sewer & Water	metric tons				
Power Equipment Operators- Underground Sewer & Water	Slipform pavers	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Spreader: Topsider & Screedman	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Subgrader trimmer	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Tower Bucket Elevators	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Tower Crane: over 175' through 250' in height, base to boom	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Tower Crane: over 175' through 250' in height, base to boom	$68.16	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Tower crane: up to 175' in height base to boom	$67.14	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Tower Cranes: over 250' in height from base to boom	$69.06	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground	Transporters: all track or truck type	$65.11	**7Z**	**11W**	**9M**

Sewer & Water					
Power Equipment Operators- Underground Sewer & Water	Trenching machines	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Truck Crane Oiler/Driver: 100 tons and over	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Truck crane oiler/driver: under 100 tons	$64.42	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Truck mount portable conveyor	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Vac Truck (Vactor Guzzler, Hydro Excavator)	$64.76	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Welder	$65.11	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Wheel tractors: Farm all type	$63.23	**7Z**	**11W**	**9M**
Power Equipment Operators- Underground Sewer & Water	Yo Yo pay dozer	$64.76	**7Z**	**11W**	**9M**
Power Line Clearance Tree Trimmers	Journey Level In Charge	$69.62	**5A**	**4A**	

Power Line Clearance Tree Trimmers	Spray Person	$65.89	**5A**	**4A**
Power Line Clearance Tree Trimmers	Tree Equipment Operator	$69.62	**5A**	**4A**
Power Line Clearance Tree Trimmers	Tree Trimmer	$62.19	**5A**	**4A**
Power Line Clearance Tree Trimmers	Tree Trimmer Groundperson	$45.93	**5A**	**4A**
Refrigeration & Air Conditioning Mechanics	Journey Level	$100.41	**6Z**	**1Q**
Residential Brick Mason	Journey Level	$25.84		**1**
Residential Carpenters	Journey Level	$21.65		**1**
Residential Cement Masons	Journey Level	$29.00		**1**
Residential Drywall Applicators	Journey Level	$27.34		**1**
Residential Drywall Tapers	Journey Level	$19.14		**1**
Residential Electricians	Journey Level	$30.33		**1**
Residential Glaziers	Journey Level	$27.40		**1**
Residential Insulation Applicators	Journey Level	$33.66		**1**
Residential Laborers	Journey Level	$17.13		**1**
Residential Marble Setters	Journey Level	$25.84		**1**

Residential Painters	Journey Level	$21.22		**1**
Residential Plumbers & Pipefitters	Journey Level	$51.48		**1**
Residential Refrigeration & Air Conditioning Mechanics	Journey Level	$37.30	**5A**	**11R**
Residential Sheet Metal Workers	Journey Level (Field or Shop)	$58.36	**5A**	**1X**
Residential Soft Floor Layers	Journey Level	$28.89		**1**
Residential Sprinkler Fitters (Fire Protection)	Journey Level	$18.40		**1**
Residential Stone Masons	Journey Level	$25.84		**1**
Residential Terrazzo Workers	Journey Level	$17.13		**1**
Residential Terrazzo/Tile Finishers	Journey Level	$17.13		**1**
Residential Tile Setters	Journey Level	$17.13		**1**
Roofers	Journey Level	$50.06	**5I**	**1R**
Roofers	Using Irritable Bituminous Materials	$52.06	**5I**	**1R**
Sheet Metal Workers	Journey Level (Field or Shop)	$81.31	**5A**	**1X**

Sign Makers & Installers (Electrical)	Journey Level	$17.13		**1**	
Sign Makers & Installers (Non-Electrical)	Journey Level	$17.13		**1**	
Soft Floor Layers	Journey Level	$62.66	**7C**	**3J**	
Solar Controls For Windows	Journey Level	$17.13		**1**	
Sprinkler Fitters (Fire Protection)	Journey Level	$76.94	**7J**	**1R**	
Stage Rigging Mechanics (Non Structural)	Journey Level	$17.13		**1**	
Stone Masons	Journey Level	$61.09	**5A**	**1M**	
Street And Parking Lot Sweeper Workers	Journey Level	$17.13		**1**	
Surveyors	Chain Person	$17.13	**0**	**1**	**9H**
Surveyors	Instrument Person	$17.13	**0**	**1**	**9H**
Surveyors	Party Chief	$17.13	**0**	**1**	**9H**
Telecommunication Technicians	Journey Level	$53.13	**5I**	**1B**	
Telephone Line Construction - Outside	Cable Splicer	$42.62	**5A**	**2B**	
Telephone Line Construction - Outside	Hole Digger/Ground Person	$27.97	**5A**	**2B**	

Telephone Line Construction - Outside	Telephone Equipment Operator (Light)	$35.60	**5A**	**2B**
Telephone Line Construction - Outside	Telephone Lineperson	$40.28	**5A**	**2B**
Terrazzo Workers	Journey Level	$43.81	**5A**	**1M**
Tile Setters	Journey Level	$43.81	**5A**	**1M**
Tile, Marble & Terrazzo Finishers	Journey Level	$35.93	**5A**	**1M**
Traffic Control Stripers	All cleanup required in connection with traffic control stripers work (Group 1)	$95.41	**15L**	**1K**
Traffic Control Stripers	Handling, painting and installing of all car stops, stop signs and any other type sign (Group 2)	$55.54	**15L**	**1K**
Traffic Control Stripers	Installation of guard rail and posts and similar protective devices (Group 2)	$55.54	**15L**	**1K**
Traffic Control Stripers	Installation of parking gates, ticket spitters and other mechanical and automatic control devices (Group 2)	$55.54	**15L**	**1K**

Traffic Control Stripers	Installation of plastic metal or composition button, or lines used instead of paint (Group 1)	$95.41	**15L**	**1K**
Traffic Control Stripers	Line removal; chemical sand and hydro-blast, paint and button (Group 1)	$95.41	**15L**	**1K**
Traffic Control Stripers	Manufacturing and installation of all car stops and control devices and similar traffic regulators (Group 2)	$55.54	**15L**	**1K**
Traffic Control Stripers	Manufacturing, painting, stenciling, servicing, repairing, placing and removal of traffic safety and control devices/barricades (Group 2)	$55.54	**15L**	**1K**
Traffic Control Stripers	Painting and installing lines, arrows, bumpers, curbs, etc., on parking lots, air fields, highways, game courts (Group 1)	$95.41	**15L**	**1K**
Traffic Control Stripers	Preparation and maintenance of all surfaces (Group 1)	$95.41	**15L**	**1K**

Traffic Control Stripers	Seal coating, slurry coating and other surface protection (Group 2)	$55.54	**15L**	**1K**	
Truck Drivers	Asphalt Mix Over 20 Yards	$63.73	**5D**	**1V**	**8M**
Truck Drivers	Asphalt Mix To 20 Yards	$63.52	**5D**	**1V**	**8M**
Truck Drivers	Dump Truck	$63.52	**5D**	**1V**	**8M**
Truck Drivers	Dump Truck & Trailer	$63.73	**5D**	**1V**	**8M**
Truck Drivers	Other Trucks	$59.14	**5D**	**1V**	**8M**
Truck Drivers - Ready Mix	Transit Mixers 20 yards and under	$63.73	**5D**	**1V**	**8M**
Truck Drivers - Ready Mix	Transit Mixers over 20 yards	$64.10	**5D**	**1V**	**8M**
Well Drillers & Irrigation Pump Installers	Irrigation Pump Installer	$17.13		**1**	
Well Drillers & Irrigation Pump Installers	Oiler	$17.13		**1**	
Well Drillers & Irrigation Pump Installers	Well Driller	$18.00		**1**	

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

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

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

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

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

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

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

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

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

WSDOT's
Predetermined List for
Suppliers - Manufactures - Fabricator

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

	ITEM DESCRIPTION	YES	NO
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		X
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		X
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.		X
4.	Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes smaller than 60 inch diameter.		X
5.	Concrete Pipe - Plain Concrete pipe and reinforced concrete pipe Class 2 to 5 sizes larger than 60 inch diameter.		X
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.		X
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.		X

	ITEM DESCRIPTION	YES	NO
8.	Anchor Bolts & Nuts - Anchor Bolts and Nuts, for mounting sign structures, luminaries and other items, shall be made from commercial bolt stock. See Contract Plans and Std. Plans for size and material type.		X
9.	Aluminum Pedestrian Handrail - Pedestrian handrail conforming to the type and material specifications set forth in the contract plans. Welding of aluminum shall be in accordance with Section 9-28.14(3).	X	
10.	Major Structural Steel Fabrication - Fabrication of major steel items such as trusses, beams, girders, etc., for bridges.	X	
11.	Minor Structural Steel Fabrication - Fabrication of minor steel Items such as special hangers, brackets, access doors for structures, access ladders for irrigation boxes, bridge expansion joint systems, etc., involving welding, cutting, punching and/or boring of holes. See Contact Plans for item description and shop drawings.	X	
12.	Aluminum Bridge Railing Type BP - Metal bridge railing conforming to the type and material specifications set forth in the Contract Plans. Welding of aluminum shall be in accordance with Section 9-28.14(3).		X
13.	Concrete Piling--Precast-Prestressed concrete piling for use as 55 and 70 ton concrete piling. Concrete to conform to Section 9-19.1 of Std. Spec..	X	
14.	Precast Manhole Types 1, 2, and 3 with cones, adjustment sections and flat top slabs. See Std. Plans.		X
15.	Precast Drywell Types 1, 2, and with cones and adjustment Sections. See Std. Plans.		X
16.	Precast Catch Basin - Catch Basin type 1, 1L, 1P, and 2 With adjustment sections. See Std. Plans.		X

	ITEM DESCRIPTION	YES	NO
17.	Precast Concrete Inlet - with adjustment sections, See Std. Plans		X
18.	Precast Drop Inlet Type 1 and 2 with metal grate supports. See Std. Plans.		X
19.	Precast Grate Inlet Type 2 with extension and top units. See Std. Plans		X
20.	Metal frames, vaned grates, and hoods for Combination Inlets. See Std. Plans		X
21.	Precast Concrete Utility Vaults - Precast Concrete utility vaults of various sizes. Used for in ground storage of utility facilities and controls. See Contract Plans for size and construction requirements. Shop drawings are to be provided for approval prior to casting.		X
22.	Vault Risers - For use with Valve Vaults and Utilities Vaults.		X
23.	Valve Vault - For use with underground utilities. See Contract Plans for details.		X
24.	Precast Concrete Barrier - Precast Concrete Barrier for use as new barrier or may also be used as Temporary Concrete Barrier. Only new state approved barrier may be used as permanent barrier.		X
25.	Reinforced Earth Wall Panels – Reinforced Earth Wall Panels in size and shape as shown in the Plans. Fabrication plant has annual approval for methods and materials to be used. See Shop Drawing. Fabrication at other locations may be approved, after facilities inspection, contact HQ. Lab.	X	
26.	Precast Concrete Walls - Precast Concrete Walls - tilt-up wall panel in size and shape as shown in Plans. Fabrication plant has annual approval for methods and materials to be used	X	

	ITEM DESCRIPTION	YES	NO
27.	Precast Railroad Crossings - Concrete Crossing Structure Slabs.	X	
28.	12, 18 and 26 inch Standard Precast Prestressed Girder – Standard Precast Prestressed Girder for use in structures. Fabricator plant has annual approval of methods and materials To be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A	X	
29.	Prestressed Concrete Girder Series 4-14 - Prestressed Concrete Girders for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A.	X	
30.	Prestressed Tri-Beam Girder - Prestressed Tri-Beam Girders for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A	X	
31.	Prestressed Precast Hollow-Core Slab – Precast Prestressed Hollow-core slab for use in structures. Fabricator plant has Annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A.	X	
32.	Prestressed-Bulb Tee Girder - Bulb Tee Prestressed Girder for use in structures. Fabricator plant has annual approval of methods and materials to be used. Shop Drawing to be provided for approval prior to casting girders. See Std. Spec. Section 6-02.3(25)A	X	
33.	Monument Case and Cover See Std. Plan.		X

	ITEM DESCRIPTION	YES	NO
34.	Cantilever Sign Structure - Cantilever Sign Structure fabricated from steel tubing meeting AASHTO-M-183. See Std. Plans, and Contract Plans for details. The steel structure shall be galvanized after fabrication in accordance with AASHTO-M-111.	X	
35.	Mono-tube Sign Structures - Mono-tube Sign Bridge fabricated to details shown in the Plans. Shop drawings for approval are required prior to fabrication.	X	
36.	Steel Sign Bridges - Steel Sign Bridges fabricated from steel tubing meeting AASHTO-M-138 for Aluminum Alloys. See Std. Plans, and Contract Plans for details. The steel Structure shall be galvanized after fabrication in accordance with AASHTO-M-111.	X	
37.	Steel Sign Post - Fabricated Steel Sign Posts as detailed in Std Plans. Shop drawings for approval are to be provided prior to fabrication		X
38.	Light Standard-Prestressed - Spun, prestressed, hollow concrete poles.	X	
39.	Light Standards - Lighting Standards for use on highway illumination systems, poles to be fabricated to conform with methods and materials as specified on Std. Plans. See Specia Provisions for pre-approved drawings.	X	
40.	Traffic Signal Standards - Traffic Signal Standards for use on highway and/or street signal systems. Standards to be fabricated to conform with methods and material as specified on Std. Plans. See Special Provisions for pre-approved drawings	X	
41.	Precast Concrete Sloped Mountable Curb (Single and Dual Faced) See Std. Plans.		X

	ITEM DESCRIPTION	YES	NO
42.	Traffic Signs - Prior to approval of a Fabricator of Traffic Signs, the sources of the following materials must be submitted and approved for reflective sheeting, legend material, and luminum sheeting. **NOTE:** *** Fabrication inspection required. Only signs tagged "Fabrication Approved" by WSDOT Sign Fabrication Inspector to be installed.	X	X
		Custom Message	Std Signing Message
43.	Cutting & bending reinforcing steel		X
44.	Guardrail components	X	X
		Custom End Sec	Standard Sec
45.	Aggregates/Concrete mixes	Covered by WAC 296-127-018	
46.	Asphalt	Covered by WAC 296-127-018	
47.	Fiber fabrics		X
48.	Electrical wiring/components		X
49.	treated or untreated timber pile		X
50.	Girder pads (elastomeric bearing)	X	
51.	Standard Dimension lumber		X
52.	Irrigation components		X

ITEM DESCRIPTION	YES	NO
53. Fencing materials		X
54. Guide Posts		X
55. Traffic Buttons		X
56. Epoxy		X
57. Cribbing		X
58. Water distribution materials		X
59. Steel "H" piles		X
60. Steel pipe for concrete pile casings, standard		X
Steel pipe for concrete pile casings, custom	X	
61. Steel pile tips, standard		X
62. Steel pile tips, custom	X	

Prefabricated items specifically produced for public works projects that are prefabricated in a county other than the county wherein the public works project is to be completed, the wage for the offsite prefabrication shall be the applicable prevailing wage for the county in which the actual prefabrication takes place.

It is the manufacturer of the prefabricated product to verify that the correct county wage rates are applied to work they perform.

See RCW 39.12.010
(The definition of "locality" in RCW 39.12.010(2) contains the phrase "wherein the physical work is being performed." The department interprets this phrase to mean the actual work site.

WSDOT's List of State Occupations not applicable to Heavy and Highway Construction Projects

This project is subject to the state hourly minimum rates for wages and fringe benefits in the contract provisions, as provided by the state Department of Labor and Industries.
The following list of occupations, is comprised of those occupations that are not normally used in the construction of heavy and highway projects.
When considering job classifications for use and / or payment when bidding on, or building heavy and highway construction projects for, or administered by WSDOT, these Occupations will be excepted from the included "Washington State Prevailing Wage Rates For Public Work Contracts" documents.

- Building Service Employees
- Electrical Fixture Maintenance Workers
- Electricians - Motor Shop
- Heating Equipment Mechanics
- Industrial Engine and Machine Mechanics
- Industrial Power Vacuum Cleaners
- Inspection, Cleaning, Sealing of Water Systems by Remote Control
- Laborers - Underground Sewer & Water
- Machinists (Hydroelectric Site Work)
- Modular Buildings
- Playground & Park Equipment Installers
- Power Equipment Operators - Underground Sewer & Water
- Residential *** ALL ASSOCIATED RATES ***
- Sign Makers and Installers (Non-Electrical)
- Sign Makers and Installers (Electrical)
- Stage Rigging Mechanics (Non Structural)

The following occupations may be used only as outlined in the preceding text concerning "WSDOT's list for Suppliers - Manufacturers - Fabricators"

- Fabricated Precast Concrete Products
- Metal Fabrication (In Shop)

Definitions for the Scope of Work for prevailing wages may be found at the Washington State Department of Labor and Industries web site and in WAC Chapter 296-127.

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

WAC 296-127-018 Agency filings affecting this section

Coverage and exemptions of workers involved in the production and delivery of gravel, concrete, asphalt, or similar materials.

(1) The materials covered under this section include but are not limited to: Sand, gravel, crushed rock, concrete, asphalt, or other similar materials.

(2) All workers, regardless of by whom employed, are subject to the provisions of chapter 39.12 RCW when they perform any or all of the following functions:

(a) They deliver or discharge any of the above-listed materials to a public works project site:

(i) At one or more point(s) directly upon the location where the material will be incorporated into the project; or

(ii) At multiple points at the project; or

(iii) Adjacent to the location and coordinated with the incorporation of those materials.

(b) They wait at or near a public works project site to perform any tasks subject to this section of the rule.

(c) They remove any materials from a public works construction site pursuant to contract requirements or specifications (e.g., excavated materials, materials from demolished structures, clean-up materials, etc.).

(d) They work in a materials production facility (e.g., batch plant, borrow pit, rock quarry, etc.,) which is established for a public works project for the specific, but not necessarily exclusive, purpose of supplying materials for the project.

(e) They deliver concrete to a public works site regardless of the method of incorporation.

(f) They assist or participate in the incorporation of any materials into the public works project.

(3) All travel time that relates to the work covered under subsection (2) of this section requires the payment of prevailing wages. Travel time includes time spent waiting to load, loading, transporting, waiting to unload, and delivering materials. Travel time would include all time spent in travel in support of a public works project whether the vehicle is empty or full. For example, travel time spent returning to a supply source to obtain another load of material for use on a public works site or returning to the public works site to obtain another load of excavated material is time spent in travel that is subject to prevailing wage. Travel to a supply source, including travel from a public works site, to obtain materials for use on a private project would not be travel subject to the prevailing wage.

(4) Workers are not subject to the provisions of chapter 39.12 RCW when they deliver materials to a stockpile.

(a) A "stockpile" is defined as materials delivered to a pile located away from the site of incorporation such that the stockpiled materials must be physically moved from the stockpile and transported to another location on the project site in order to be incorporated into the project.

(b) A stockpile does not include any of the functions described in subsection (2)(a) through (f) of this section; nor does a stockpile include materials delivered or distributed to multiple locations upon the project site; nor does a stockpile include materials dumped at the place of incorporation, or adjacent to the location and coordinated with the incorporation.

(5) The applicable prevailing wage rate shall be determined by the locality in which the work is performed. Workers subject to subsection (2)(d) of this section, who produce such materials at an off-site facility shall be paid the applicable prevailing wage rates for the county in which the off-site facility is located. Workers subject to subsection (2) of this section, who deliver such materials to a public works project site shall be paid the applicable prevailing wage rates for the county in which the public works project is located.

[Statutory Authority: Chapter 39.12 RCW, RCW 43.22.051 and 43.22.270. 08-24-101, § 296-127-018, filed 12/2/08, effective 1/2/09. Statutory Authority: Chapters 39.04 and 39.12 RCW and RCW 43.22.270. 92-01-104 and 92-08-101, § 296-127-018, filed 12/18/91 and 4/1/92, effective 8/31/92.]

BID PROPOSAL
WALLULA AVENUE MP 0.00 TO MP 0.20 WALLULA BRIDGE

CRP 22-03

THIS CERTIFIES THAT THE UNDERSIGNED HAS EXAMINED THE LOCATION OF THE PROPOSED PROJECT, AND THAT THE PLANS, SPECIFICATIONS AND CONTRACT GOVERNING THE WORK EMBRACED IN THIS IMPROVEMENT, AND THE METHOD BY WHICH PAYMENT WILL BE MADE FOR SAID WORK IS UNDERSTOOD. THE UNDERSIGNED HEREBY PROPOSES TO UNDERTAKE AND COMPLETE THE WORK EMBRACED IN THIS IMPROVEMENT, OR AS MUCH THEREOF AS CAN BE COMPLETED WITH THE MONEY AVAILABLE IN ACCORDANCE WITH THE SAID PLANS, SPECIFICATIONS AND CONTRACT, AND THE FOLLOWING SCHEDULE OF RATES AND PRICES.

(NOTE: UNIT PRICES FOR ALL ITEMS, ALL EXTENSIONS, AND TOTAL AMOUNT OF BID SHALL BE SHOWN. ALL ENTRIES MUST BE TYPED OR ENTERED IN INK)

ITEM NO	DESCRIPTION	PLAN QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
	PREPARATION				
1	MOBILIZATION	1.00	LS		
2	CLEARING AND GRUBBING	0.49	ACRE		
3	ARCHAEOLOGICAL AND HISTORICAL SALVAGE	1.00	EST		
4	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.00	LS		
5	REMOVING EXISTING BRIDGE	1.00	LS		
	GRADING				
6	ROADWAY EXCAVATION INCL. HAUL	930.00	CY		
7	UNSUITABLE FOUNDATION EXCAVATION, INCL. HAUL	500.00	CY		
8	SELECT BORROW INCL. HAUL	2550.00	CY		
9	EMBANKMENT COMPACTION	2970.00	CY		
	DRAINAGE				
10	STREAMBED COBBLES 12 IN.	150.00	CY		
11	STREAMBED BOULDER TYPE THREE	60.00	EACH		
12	ROCK FOR EROSION AND SCOUR PROTECTION CLASS B	1350.00	CY		
13	CHANNEL EXCAVATION INCL. HAUL	6700.00	CY		
14	QUARRY SPALLS	7.60	CY		
15	STREAMBED SEDIMENT	550.00	CY		
16	PLAIN STEEL CULV. PIPE 0.064 IN. TH. 18IN. DIAM	68.00	LF		
17	TEMPORARY STREAM DIVERSION	1.00	LS		
18	STREAMBED BOULDER TYPE ONE	200.00	CY		
19	STREAMBED SAND	300.00	CY		
	STORM SEWER				
20	CATCH BASIN TYPE 1L	2.00	EACH		
21	SOLID WALL PVC STORM SEWER PIPE 12 IN. DIAM.	122.00	LF		
	STRUCTURE				
22	STRUCTURE EXCAVATION CLASS A INCL. HAUL	164.00	CY		
23	SHORING OR EXTRA EXCAVATION CL. A	1.00	LS		
24	GRAVEL BACKFILL FOR WALLS	110.00	CY		
25	FURNISHING ST. PILING	455.00	LF		
26	DRIVING ST. PILE	14.00	EACH		
27	SUPERSTRUCTURE	1.00	LS		
28	TRAFFIC BARRIER	351.00	LF		
29	WATERPROOF MEMBRANE BR. NO.	450.00	SY		
30	BRIDGE APPROACH SLAB	190.00	SY		
31	PAVED PANEL JOINT SEAL	64.00	LF		
32	FURNISHING STEEL PILE TIP OR SHOE	14.00	EACH		
33	SUPERSTRUCTURE - UTILITY SLEEVE	110.00	LF		
34	ST. REINF. BAR - SUBSTRUCTURE	13825.00	LB		
35	CONC. CLASS 4000 FOR SUBSTRUCTURE	99.00	CY		
	SURFACING				
36	CRUSHED SURFACING BASE COURSE	1400.00	CY		
	HOT MIX ASPHALT				
37	HMA CL 1/2" PG 64H-28	645.00	TON		

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ITEM NO	DESCRIPTION	PLAN QUANTITY	UNITS	UNIT PRICE	TOTAL AMOUNT
	EROSION CONTROL AND ROADSIDE PLANTING				
38	SILT FENCE	1320.00	LF		
39	TOPSOIL TYPE B	1.20	ACRE		
40	SEEDING, FERTILIZING, AND MULCHING	5600.00	SY		
41	SEEDING AND MULCHING	200.00	SY		
42	INLET PROTECTION	2.00	EACH		
43	WATTLE	125.00	LF		
44	FINE COMPOST	1100.00	SY		
45	EROSION/WATER POLLUTION CONTROL	1.00	EST		
46	PSIPE NO. 1 CONTAINERS	710.00	EACH		
47	PSIPE NO. 2 CONTAINERS	475.00	EACH		
48	LIVE POLE	360.00	EACH		
49	BIODEGRADABLE EROSION CONTROL BLANKET	1300.00	SY		
50	1.5' DBH, 15' LONG LWM WITH ROOTWAD	30.00	EACH		
51	1' DBH, 15' LONG LWM WITH ROOTWAD	30.00	EACH		
	TRAFFIC				
52	CEMENT CONC. TRAFFIC CURB AND GUTTER	32.00	LF		
53	BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL	5.00	EACH		
54	EXTRUDED CURB TYPE 4	230.00	LF		
55	BEAM GUARDRAIL TYPE 31	75.00	LF		
56	BEAM GUARDRAIL TRANSITION SECTION TYPE 21	4.00	EACH		
57	PAINT LINE	3860.00	LF		
58	PAINTED WIDE LINE	30.00	LF		
59	FLEXIBLE GUIDE POST	21.00	EACH		
60	PAINTED STOP LINE	73.00	LF		
61	PERMANENT SIGNING	1.00	LS		
62	PROJECT TEMPORARY TRAFFIC CONTROL	1.00	LS		
63	PORTABLE CHANGEABLE MESSAGE SIGN	21.00	DAY		
	OTHER ITEMS				
64	STRUCTURE SURVEYING	1.00	LS		
65	ROADWAY SURVEYING	1.00	LS		
66	WIRE FENCE TYPE 1	166.00	LF		
67	CONSTRUCTION GEOTEXTILE FOR SEPARATION	4270.00	SY		
68	CONSTRUCTION GEOTEXTILE FOR PERMANENT EROSION CONTROL	2500.00	SY		
69	MAILBOX SUPPORT TYPE 2	2.00	EACH		
70	MINOR CHANGE	1.00	CALC		
71	SPCC PLAN	1.00	LS		

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TOTAL _____

Failure to use the Walla Walla County Department of Public Works Bid Proposal Bond will make the bid nonresponsive and ineligible for award.

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Walla Walla County
Department of Public Works

Proposal Bond

KNOW ALL MEN BY THESE PRESENTS, That we, _____

of _____ as principal, and the _____

_____

a corporation duly organized under the laws of the state of _____, and authorized to do business in the State of Washington, as surety, are held and firmly bound unto Walla Walla County Department of Public Works in the full and penal sum of five (5) percent of the total amount of the bid proposal of said principal for the work hereinafter described, for the payment of which, well and truly to be made, we bind our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such, that whereas the principal herein is herewith submitting his or its sealed proposal for the following highway construction, to wit:

WALLULA AVENUE MP 0.00 TO MP 0.20 WALLULA BRIDGE

CRP 22-03

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said bid and proposal, by reference thereto, being made a part thereof.

NOW, THEREFORE, If the said proposal bid by said principal be accepted, and the contract be awarded to said principal, and if said principal shall duly make and enter into and execute said contract and shall furnish bond as required by the Walla Walla County Department of Public Works within a period of ten (10) days from and after said award, exclusive of the day of such award, then this obligation shall be null and void, otherwise it shall remain and be in full force and effect.

IN TESTIMONY WHEREOF, The principal and surety have caused these presents to be signed and sealed this _____ day of _____, _____.

_____
(Principal)

_____
(Surety)

_____
(Attorney-in-fact)

Walla Walla County
Department of Public Works

Certification of Compliance with Wage Payment Statutes

The bidder hereby certifies that, within the three-year period immediately preceding the bid solicitation date, **July 6, 2026**, the bidder is not a "willful" violator, as defined in RCW 49.48.082, of any provision of chapters 49.46, 49.48, or 49.52 RCW, as determined by a final and binding citation and notice of assessment issued by the Department of Labor and Industries or through a civil judgement entered by a court of limited or general jurisdiction.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

_____
Bidder's Business Name

_____
Signature of Authorized Official*

_____
Printed Name

_____
Title

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_____
Date City State

Check One:

Sole Proprietorship ☐ Partnership ☐ Joint Venture ☐ Corporation ☐

State of Incorporation, or if not a corporation, State where business entity was formed:

_____

If a co-partnership, give firm name under which business is transacted:

_____

* If a corporation, proposal must be executed in the corporate name by the president or vice-president (or any other corporate officer accompanied by evidence of authority to sign). If a co-partnership, proposal must be executed by a partner.

Failure to return this Certification of Compliance as part of the bid proposal package will make the bid nonresponsive and ineligible for award.

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

NON-COLLUSION DECLARATION

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

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

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

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NOTICE TO ALL BIDDERS

To report bid rigging activities call:

1 800 424-9071

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

The "hotline" is part of USDOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

Certification Regarding
Debarment, Suspension and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to $10,000 or imprisonment for up to 5 years, or both.

_____
Typed Name & Title of Authorized Representative

_____ _____
Signature of Authorized Representative Date

☐ I am unable to certify to the above statements. My explanation is attached.

NOTE: THIS FORM SHALL BE COMPLETED IN FULL AND SUBMITTED WITH THE BID PROPOSAL

EPA Form 5700-49 (11-88)

Washington State Department of Transportation

Bidder Questionnaire

Agency Name WALLA WALLA COUNTY	Federal Aid Number BRS-L360(001)
Prime Contractor Name	Contract Number TA-7561
Contract Name WALLULA AVENUE MP 0.00 TO MP 0.20 WALLULA BRIDGE	

Firm/Subcontractor Name	Address (incl. ZIP Code)	DBE Status	NAICS Codes	Scope of Work	Firm Age	Firm Gross Receipts

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If you have additional Firms or Subcontractors that submitted Bids, please complete additional forms.
All bidders listed on any other forms, including the Subcontractor List, must appear on this form.

Prime Contractor Representative

Date

Form Instructions

The following information for each firm that submitted a bid is required as part of 49 CFR 26.11(c)(2):

Firm/Subcontractor Name: Enter the name of each firm or subcontractor who submitted a quote or a bid on the contract.

Address: Enter the main address of the firm/subcontractor. Include the ZIP code.

DBE Status: Enter the DBE status. *Options are DBE and Non-DBE.*

NAICS Codes: Enter the appropriate NAICS Codes for the work the bid was submitted for.

Scope of Work: Enter the scope of the work the bid was submitted for.

Firm Age: Enter the age of the firm.

Firm Gross Receipts: Enter the annual gross receipts. *Options are "Less than $1 million", "$1-$3 million", "$3-$6 million", "$6-$10 million", "$10-$20 million ", "$20-$30.72 million ", "Greater than $30.72 million ".*

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WALLA WALLA COUNTY

990 NAVION LANE
WALLA WALLA, WA 99362

Local Agency Subcontractor List

Prepared in compliance with RCW 39.30.060 as amended

To Be Submitted with the Bid Proposal

Project Name WALLULA AVENUE MP 0.00 TO MP 0.20 WALLULA BRIDGE

Failure to list subcontractors with whom the bidder, if awarded the contract, will directly subcontract for performance of the work of structural steel installation, rebar installation, heating, ventilation and air conditioning, plumbing, as described in Chapter 18.106 RCW, and electrical, as described in Chapter 19.28 RCW or naming more than one subcontractor to perform the same work will result in your bid being non-responsive and therefore void.

Subcontractor(s) with whom the bidder will directly subcontract that are proposed to perform the work of structural steel installation, rebar installation, heating, ventilation and air conditioning, plumbing, as described in Chapter 18.106 RCW, and electrical as described in Chapter 19.28 RCW must be listed below. The work to be performed is to be listed below the subcontractor(s) name.

To the extent the Project includes one or more categories of work referenced in RCW 39.30.060, and no subcontractor is listed below to perform such work, the bidder certifies that the work will either (i) be performed by the bidder itself, or (ii) be performed by a lower tier subcontractor who will not contract directly with the bidder.

Subcontractor Name _____

Work to be performed _____

Subcontractor Name _____

Work to be performed _____

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Subcontractor Name _____

Work to be performed _____

Subcontractor Name _____

Work to be performed _____

Subcontractor Name _____

Work to be performed _____

* Bidder's are notified that it is the opinion of the enforcement agency that PVC or metal conduit, junction boxes, etc, are considered electrical equipment and therefore considered part of electrical work, even if the installation is for future use and no wiring or electrical current is connected during the project.

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

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

CASH **IN THE AMOUNT OF** _____

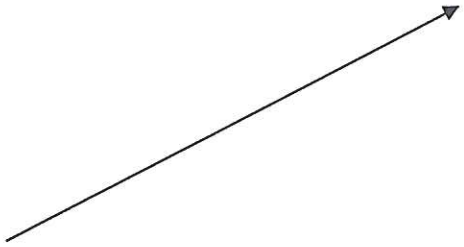
CASHIER'S CHECK _____ **DOLLARS**

CERTIFIED CHECK **($_____) PAYABLE TO THE COUNTY TREASURER**

PROPOSAL BOND **IN THE AMOUNT OF 5% OF THE BID**

**Receipt is hereby acknowledged of addendum No. (s) _____ , _____ , _____ & _____

SIGNATURE OF AUTHORIZED OFFICIALS(S)



_____

_____

FIRM NAME _____

ADDRESS _____

_____

_____

PHONE NO. _____

UNIFIED BUSINESS IDENTIFIER (UBI) _____

WASHINGTON STATE CONTRACTORS NO. | | | | | | | | | | | | |

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NOTE:

(1) This proposal form is not transferable and any alteration of the firm's name entered hereon without prior permission from the Walla Walla County Public Works Director will be cause for considering the proposal irregular and subsequent rejection of the bid.

(2) Please refer to section 1-02.6 of the standard specifications, RE: "Preparation of Proposal", or "Article 4" of the instructions to Bidders for building construction jobs.

(3) Should it be necessary to modify this proposal either in writing or by electronic means, please make reference to this proposal by Firm Name, WA State Contractors No. and Signature(s) as shown above.